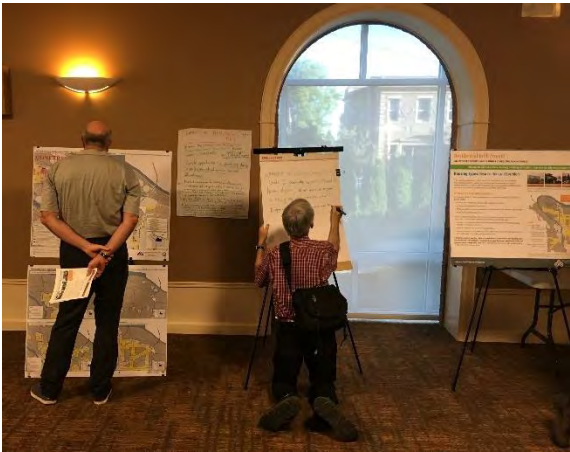


Residential Infill Project

Public Comments on the Draft Proposal

Summary Report

September 2016



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For: **City of Portland, Bureau of Planning and Sustainability**



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Introduction

Project context and purpose of this report

The Residential Infill Project, initiated by the City of Portland’s Bureau of Planning and Sustainability (BPS) in July 2015, is exploring ways to adapt Portland’s single-dwelling zoning code to better meet the needs of current and future generations. Visit the website for more information about the project: portlandoregon.gov/bps/infill.

Between June 15 and Aug. 15, 2016, the public was invited to review and comment on a draft proposal that addressed three topic areas: scale of houses, housing types and historically narrow lots. The complete proposal is available for download at portlandoregon.gov/bps/article/580581.

This report summarizes the written comments received during this eight-week public comment period. This feedback is being used to refine the draft proposal into a concept report with recommendations for City Council consideration. City Council will hold public hearings in November 2016 on the concept recommendations and give direction to staff to develop revised or new code language. The public will be able to review the proposed code language before hearings with the Planning and Sustainability Commission and City Council. Final City Council adoption is anticipated in late 2017.



Notification

Notification about the proposal and the public comment opportunities occurred through several methods throughout the comment period.

- Blog posts on the Residential Infill Project website, hosted by BPS
- Project e-updates to project mailing list (five total sent during public review period)
- Posts by BPS on NextDoor, Facebook and Twitter (several were then shared by others)
- Articles in local newspapers (including the Oregonian, Daily Journal of Commerce and Portland Tribune)
- Coverage on local TV news stations (KGW, KOIN, KATU)
- Local radio programs (BIZ 503, KBOO, OPB)
- Via BPS and Bureau of Development (BDS) e-newsletters

Public engagement

By the numbers

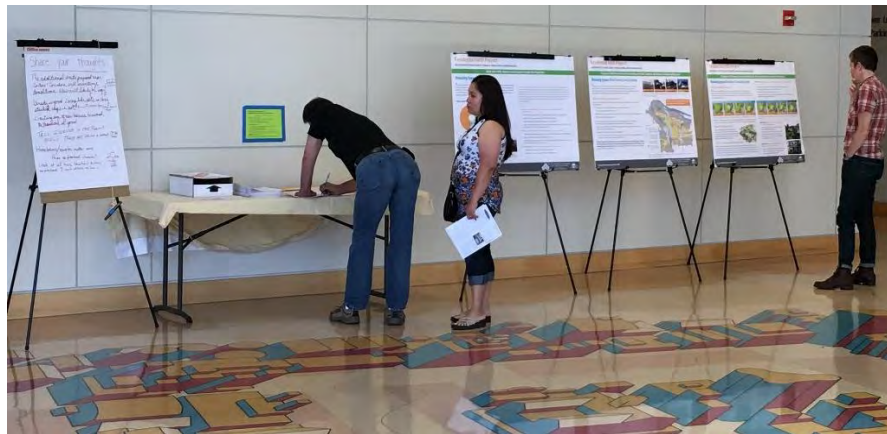
- **545** people attended the six in-person open houses
- **8,604** people visited the online open house
- **Over 200** people attended additional meetings where staff presented the draft proposal
- **2,375** respondents submitted feedback via the online questionnaire
- **1,562** comments received from questionnaires, comment forms, flip chart notes, emails and letters

In-person open houses hosted by BPS

In June and July 2016, about 545 people attended a series of six open houses held across the city. Figure 1 shows the approximate number of people who attended each open house. The open houses provided an opportunity for attendees to learn about the project, ask questions and give staff feedback on the draft proposal. Each of the open houses included illustration boards describing the proposal and a BPS staff presentation followed by a Q&A session. Notes from the Q&A sessions are located in Appendix F and themes heard are reflected in this report. After the open houses, the illustration boards were on display in the lobby in front of the Bureau of Development Services (BDS) Permit Center from Aug. 1 to Aug. 12. All open houses provided comments cards and flip charts for attendees to share feedback in writing.

Figure 1: Public open houses

Open house	Approximate number of attendees
Multnomah Arts Center (June 15)	100
Tabor Space (June 28)	125
Historic Kenton Firehouse (July 6)	65
East Portland Neighborhood Office (July 13)	45
German American Society (July 14)	110
SMILE Station (July 30)	100



Online open house

Throughout the entire public comment period, an online open house (residentialinfill.participate.online) was publicly accessible and gave an opportunity to review the draft proposal and the display information provided at the in-person open houses. The online open house included several tabs with background about the project, details about the proposed recommendations and a chance to provide comment via an online

questionnaire. Between June 15 and Aug. 15, the online open house was visited 11,255 times by 8,604 different users.

Meetings hosted by stakeholder groups

BPS staff met with many groups and organizations throughout the public comment period to gather feedback and help distribute information about the draft proposal to their members. These groups included Anti-Displacement PDX, the Urban Forestry Commission, District Liaisons, REACH CDC and the Portland Housing Center among others. In addition, three organizations hosted public events attended by BPS staff (see meetings listed below). In total, approximately 200 people attended these briefings, meetings or public events.

- *District neighborhood coalitions land use/transportation committees.* Staff presented the proposals to six land use/transportation committees. Between 15-30 people attended each committee meeting.
- *Meeting for older adults and people with disabilities.* On July 20, project staff attended a special meeting focusing on older adults and people with disabilities at Portland State University’s Parson Gallery. Approximately 30 people attended.
- *Oregon Opportunity Network public forum.* Project staff attended a public forum hosted by the Oregon Opportunity Network on July 28 at the First Unitarian Church. Approximately 30 people attended.

Comments received

In total, 1,562 comments were received during the public comment period (Figure 2). Verbatim copies of all comments are available as appendices to this report and can be downloaded on the project website (portlandoregon.gov/bps/70065).

The majority of these comments were submitted via the questionnaire, through which respondents were able to provide a maximum 150-word response to the question: “*Is there anything else (a question or comment) you’d like to share today?*” Comments also were provided by email and letter, through comment cards and flip charts at open houses and the display in the lobby in front of the BDS Permit Center.

Figure 2: Number and types of open-ended comments received during the public comment period

Comment type	Number received
Questionnaire comments (Appendix C)	1,213
Emails and letters from individuals (Appendix D)	114
Comment cards (Appendix D)	38
Flip chart notes (Appendix D)	171
Emails or letters from organizations (Appendix E)	26

Methodology

Questionnaire design

The online questionnaire, available via the online open house, included 19 questions: 10 related to the specific recommendations in the draft proposal; eight demographic questions; and one open-ended question. Because the draft proposal is at a conceptual stage, the questionnaire was designed to solicit feedback about whether respondents felt the proposed changes were moving in the “right or wrong direction.” The questionnaire also aimed to collect information on how effective respondents believe the proposed changes would be at achieving key project objectives.

Questionnaire reach and data integrity

More than 2,500 people began the questionnaire between June 15 and Aug. 15, 2016. In total, 2,375 respondents answered at least one non-demographic question, and 610 completed every closed-ended question. Around half of those who submitted the questionnaire (1,213) answered the open-ended question.

The goal of the questionnaire was to engage and learn from as many members of the broader public as possible. The results are not statistically representative, meaning the respondent sample is not predictive of the opinions of the Portland population as a whole. Compared to city demographic information, questionnaire respondents were more likely to be homeowners and white, 45 years or older, with a higher annual household income (greater than \$75,000) and longer period of residency in the city (10 years or more). Where possible, results for the closed-ended questions have been compared for different demographic groups (see Appendix B).

The proportion of respondents from certain demographic groups—namely renters, those earning under \$50,000 and people from communities of color—was very small. Certain ZIP codes were disproportionately represented in the responses as well (see Figure 24 for a map showing proportion of respondents by ZIP code). A more detailed discussion of the demographics of questionnaire respondents can be found in the final section of this report.

To allow the greatest number of people to share feedback, the questionnaire was made available in electronic and hard copy form, and responses were not limited by Internet Protocol (IP) address so that multiple members of the same household or workplace could submit feedback. IP addresses were reviewed, and no evidence of intentional multiple submissions was found.

Open-ended comment analysis

Comments from sources in Figure 2 were reviewed and categorized by common topics, including the three project topics (scale, housing types and narrow lots) and several other recurring themes. Most comments referred to multiple topics. The comment summary portion of this report describes the main messages associated with the 16 most common topics, as well as several sub-topics within the categories.

Key findings and themes

The following key findings reflect the data from the questionnaire (both closed and open-ended questions) and all comments received via emails, letters, comment cards and flip chart notes. For the purposes of this section, “respondents” refer to those who answered close-ended questions on the questionnaire and “commenters” refer to anyone who submitted an open-ended comment.

1. There is more consensus around BPS recommendations related to housing scale than the recommendations related to housing types and narrow lots.

- The proportion of respondents who felt recommendations related to size, height and setbacks are moving in the right direction was generally higher than for most recommendations related to the other two project topics.
- When asked what recommendation related to scale is most important to them, slightly more than half of respondents (52 percent) selected limiting house size to lot size.
- Comments suggested scale-related recommendations are a good way to preserve neighborhood character, with some suggestions for changes to fit neighborhood context or better accommodate new housing types, affordability and sustainable construction.

2. There is disagreement on where new housing types and development on historically narrow lots should occur.

- Close to half of all questionnaire respondents (47 percent) said alternative housing types should be more broadly applied throughout the city. Around a quarter (27 percent) felt locations near Centers and Corridors was an appropriate place for this style of development, and close to fifth (19 percent) thought the area should be smaller and more focused.
- Similarly, close to half of respondents said houses should either be allowed on all historically narrow lots (24 percent) or that narrow lot development should be encouraged citywide, regardless of historical platting (23 percent).
- Some commenters suggested that applying the proposed changes citywide was important for achieving an equitable distribution of diverse and affordable housing types.
- Other commenters expressed concerns that the geographic scope of these proposals ignores neighborhood context and infrastructure capacity.
- Many comments, particularly from organizations, suggested wide application of these proposed changes would be equivalent to rezoning and could lead to too much density in certain areas.

3. Affordability was mentioned in almost a third of all public comments by individuals and over three quarters of letters from organizations.

- Many said they feel infill development thus far has not improved affordability, and there are concerns that many people are being priced out or displaced from central Portland neighborhoods.
- Comments revealed disagreement about whether increasing the supply or diversity of housing options in these neighborhoods will have a considerable impact on affordability. Some said they strongly believe it will and advocated the proposal go further to encourage this; others said there is little evidence supporting this idea given high levels of demand.
- Slightly more than half of respondents (57 percent) felt the proposal will be “very effective” or “somewhat effective” at supporting more affordable housing, while almost one-third (32 percent) believed the proposal will be “not very” or “not at all effective” at supporting more affordable housing.

- 4. Concerns related to new housing types and narrow lot development are mostly tied to demolition, density and parking.**
 - Around a third of questionnaire respondents (32 percent) said they were most interested in incentives to retain existing houses when considering recommendations about narrow lots and housing types.
 - In comments, many suggested these proposed changes could incentivize the demolition of existing homes in order to build more units on a single lot or split lots.
 - Many commenters worried that the increased density of allowing more housing types would not be consistent with the single-dwelling zoning in their neighborhoods.
 - About a fifth of all comments (21 percent) mentioned parking. Some expressed serious concerns about adequate parking for new residents in single-dwelling zones, while others argued parking should not be required as a way to promote transit use and possibly reduce housing cost.

- 5. While there are some differences between demographic groups, the general consensus is that the proposal is moving in the right direction.**
 - The most significant differences among demographic groups were between homeowners and renters, particularly concerning housing types. More than 70 percent of renters felt all proposed changes related to housing types were moving in the right direction, while homeowners were more divided. Renters were also more supportive of applying diverse housing types more broadly throughout the city than homeowners.
 - Trends among renters, respondents under the age of 45 and people who have moved to Portland within the last 10 years were frequently similar.
 - In general, differences in responses by city geography, family size and income were relatively limited.
 - Respondents from communities of color were less confident that the proposal would successfully address affordable housing, neighborhood context and maintaining privacy and open space compared to Caucasian/white respondents.

- 6. A majority of questionnaire respondents think the BPS proposal will be “very effective” or “somewhat effective” at meeting almost all of the project’s key objectives.**
 - Between 53 and 67 percent of respondents said the proposal would be very or somewhat effective at meeting all but one of the project’s key objectives. This data is supported by other results from the questionnaire, which indicate that most respondents felt the majority of the proposals are moving in the right direction.
 - Respondents felt most confident about the proposal’s effect on development rules and housing options. Around two thirds (67 percent) said the proposal would be very or somewhat effective at providing clear rules for development. Approximately 63 percent felt the proposal would be at least somewhat effective at providing diverse housing opportunities.
 - Respondents were split about 50/50 on whether the proposal will be effective or have an impact on maintaining privacy, sunlight, open space and natural features.
 - Comments revealed both a sense of optimism and, at the same time, a challenge to the City to further study how the proposal can accomplish goals related to housing affordability and maintaining neighborhood character.

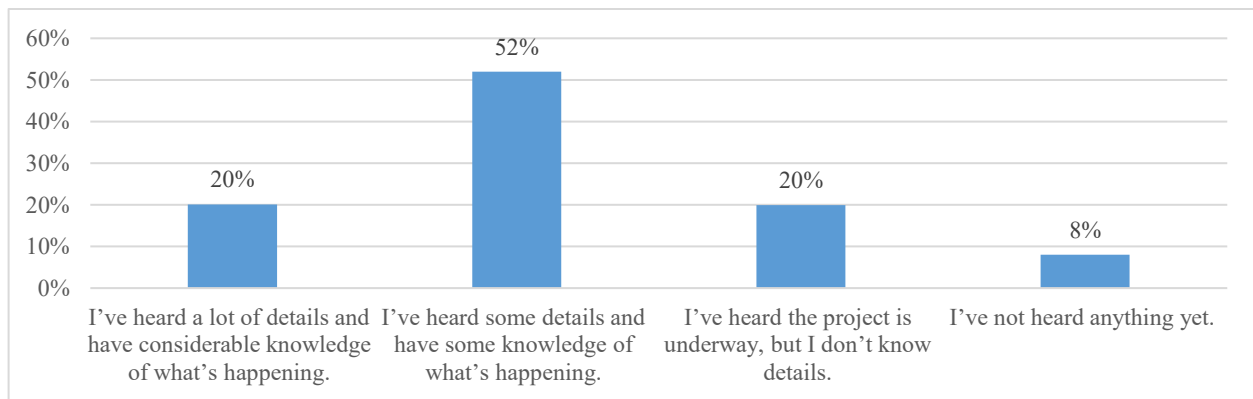
Questionnaire results: Summary of results by each closed-ended question

The following sections present the results for the questionnaire’s closed-ended questions related to the draft proposal. See Appendix A for the complete text of the questionnaire. Demographic data on the questionnaire respondents is presented following the summary. Areas of significant difference among demographic groups are noted within the summary, and detailed tables showing data for all recommendation-related questions by demographic cross-section are available in Appendix B. The results also are analyzed for differences by geographic pattern area, with ZIP codes grouped into western, eastern and inner areas.¹ For questions related to narrow lot development, results are compared among four areas with the largest concentration of historically narrow lots.

Familiarity with the project

The questionnaire asked how familiar respondents were with the Residential Infill Project (Figure 3). Just over half (52 percent) had heard some details about the project and had some knowledge of what has been happening. A fifth of respondents (20 percent) said they were well informed about the project, and a similar proportion had heard of it but did not know details (20 percent). Around 8 percent were not previously aware of the project. This suggests a strong level of general awareness and indicates that most respondents completed the questionnaire with at least some knowledge of the project’s details.

Figure 3: Before today, how much have you heard about the Residential Infill Project or the discussion about updating zoning rules for additions and new houses in single-dwelling zones? (Question 7) (N = 2,345)



Scale of houses

The questionnaire included two questions about recommendations related to the scale of new houses in single-dwelling zones. Scale refers to the size, height and setbacks of infill development.

¹Western ZIP codes include 97005, 97006, 97201, 97205, 97209, 97210, 97219, 97221, 97223, 97225, 97229, 97239. Inner ZIP codes include 97203, 97217, 97211, 97218, 97227, 97212, 97213, 97215, 97214, 97232, 97202, 97206, 97222. Eastern ZIP codes include 97220, 97216, 97266, 97230, 97233, 97236

Evaluating recommendations related to scale

In the first scale-related question, respondents were asked to evaluate a series of proposed changes and indicate whether the recommendations were moving in the “right direction” or “wrong direction” (Figure 4).

The majority of respondents believed all of the proposed changes related to scale are moving in the right direction. Respondents were most divided on proposed changes to height standards, and around a fifth said they were uncertain whether these changes were moving in the right or wrong direction.

Figure 4: One set of changes will address the scale of houses and what may be allowed as new houses are built and old houses are remodeled in existing neighborhoods. For each of the following, please indicate if you think the proposed change to address the housing needs of current and future generations is moving in the right direction or in the wrong direction. (Question 8)

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on	79%	14%	7%	2,228
Allow additional square footage for basements	79%	7%	14%	2,213
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments	70%	19%	11%	2,225
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses	67%	19%	14%	2,206
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house	61%	19%	20%	2,205
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet)	59%	20%	21%	2,213
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out	59%	24%	17%	2,214

Differences among demographic groups²

A majority of homeowners felt all of these recommendations were moving in the right direction. Less than half of renters supported the proposed changes related to height, but a majority of renters felt the remaining proposals were moving in the right direction. Across all of the scale-related recommendations, homeowners were more likely than renters to be supportive except for the additional square footage allowance for accessory dwelling units (ADUs,) which 76 percent of renters felt was a move in the right direction (compared to 68 percent of homeowners).

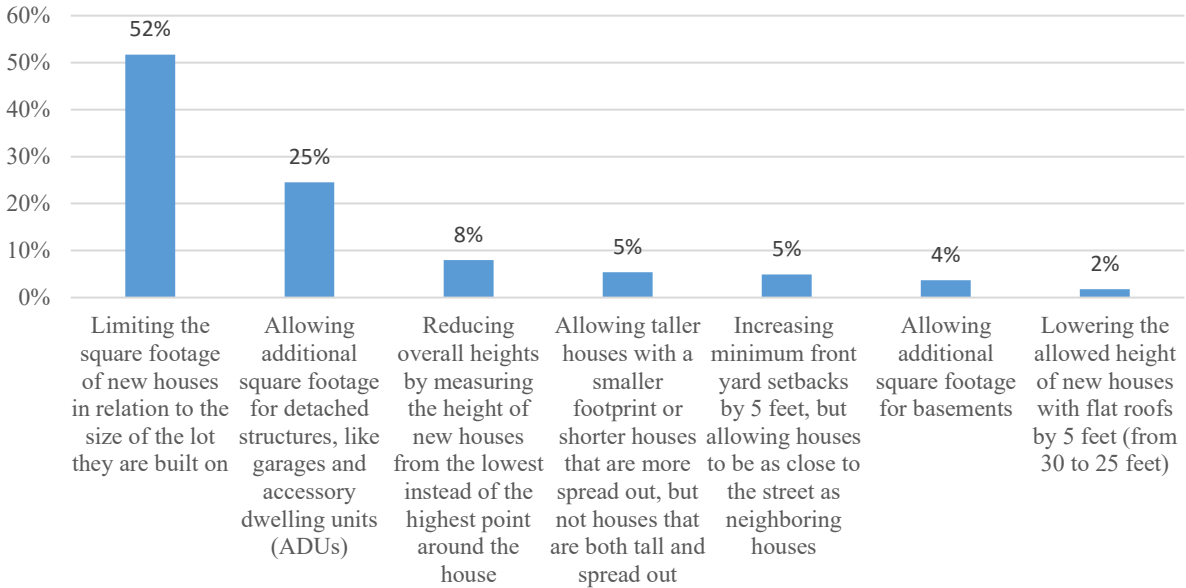
Similar trends were seen between different age groups. Respondents over the age of 45 were more likely to support proposals reducing square footage and height and increasing setbacks, while those under the age of 45 were more likely to support extra square footage allowances for ADUs and garages.

² See Appendix B for detailed demographic cross-section data. Areas of significant difference among demographic groups are located here.

Prioritizing recommendations related to scale

Respondents were then asked to prioritize the seven proposed changes related to scale (Figure 5). More than half of all respondents (52 percent) said limiting the square footage of new houses in relation to lot size is most important to them, echoing the strong support this proposal received in the previous question. Around a quarter (24 percent) prioritized allowing additional square footage for detached structures, like garages and ADUs. Less than 10 percent of respondents were persuaded by the importance of each of the remaining five proposals.

Figure 5: From this list, which one is most important to you? (Question 9) (N = 2,088)



Differences among demographic groups

The top two priorities remained consistent across demographic groups, but some were more likely to support limits to square footage based on lot size than others.

More than half of homeowners (54 percent) said limiting the square footage of new houses was most important to them, whereas renters prioritized house-size-to-lot-size limits and allowing additional square footage for ADUs equally (around 37 percent each). To a similar extent, a larger proportion of respondents who were over the age of 45 or have lived in Portland for over 20 years prioritized square footage limits compared to those under 45 or who moved to the city in the last 10 years.

Respondents who identify as Caucasian or white were around 10 percentage points more likely to prioritize house-size-to-lot-size limits than those from communities of color (52 percent compared to 43 percent).

Respondents from eastern ZIP codes were less likely to prioritize house-size-to-lot-size limits (43 percent) than those from western (55 percent) and inner ZIP codes (52 percent).

Housing types

The proposal recommends encouraging additional housing types near Centers and Corridors. Areas “near Centers and Corridors” include areas within a quarter mile of designated centers and frequent bus corridors and MAX transit stations, as well as inner ring neighborhoods close to downtown where there are concentrations of businesses, community services and access to transit. These housing types could include

duplexes, ADUs or other housing options beyond the standard detached single-dwelling structure. This housing is sometimes called “missing middle” housing, a term coined by Daniel Parolek in 2010 to refer to a range of multi-unit or clustered housing types compatible in scale with single-family homes.³

Location of additional housing types

Respondents were asked if these housing types should be focused near Centers and Corridors (Figure 6). The largest proportion of respondents (47 percent) thought these housing types should be more broadly applied throughout the city. Around 27 percent felt this is the right place to encourage these housing types, while close to a fifth (19 percent) said these options should be concentrated in smaller, more specific areas.

Figure 6: The new Comprehensive Plan and recent City Council direction seeks to encourage relatively smaller, less expensive housing types near Centers and Corridors with frequent transit service. These housing types could include multiple units within a structure and would be limited to the same scale as a single dwelling house. Do you think this is where this type of development should be focused? (Question 10) (N = 2,114)



Differences among demographic groups

Almost 60 percent of renters felt they should be more broadly applied throughout the city compared to 45 percent of homeowners. About a fifth (21 percent) of homeowners said they should be concentrated in more specific areas, compared to just 7 percent of renters. A similar pattern was observed between age groups. Those under the age of 45 felt more strongly that these alternative housing types should be more broadly applied and were less supportive of a more concentrated focus.

Analysis of the results by pattern area did not present any major differences (Figure 7).

Figure 7: Differences by geography – appropriate location of housing types

	Western ZIP codes	Inner ZIP codes	Eastern ZIP codes
This is the right place to encourage these housing types.	27%	27%	33%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	46%	48%	43%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	22%	19%	15%
Don't know/Uncertain.	5%	7%	9%
N =	378	1581	129

³ For more information, visit <http://missingmiddlehousing.com/>.

Evaluating recommendations related to housing types near Centers and Corridors

Respondents were then asked to evaluate whether proposed changes related to housing types near Centers and Corridors are moving in the right or wrong direction (Figure 8).

More than half of respondents felt all but one of the proposed changes were moving in the right direction. The magnitude of support, however, was lower than for many of the proposed changes related to scale. Just over a third of respondents thought allowing duplexes on all lots (38 percent), triplexes on corner lots (38 percent) and houses with two ADUs (37 percent) would be moving in the wrong direction. The recommendation with the largest amount of disagreement was allowing duplexes to have an ADU; around 47 percent felt this was a move in the right direction, while 41 percent felt it was a move in the wrong direction and 13 percent were unsure.

Figure 8: For each of the following please indicate if you think the proposed change for housing types near Centers and Corridors is moving in the right direction or the wrong direction to address the needs of current and future residents. These housing types would be limited to the same scale as a single dwelling house (Question 11)

	Right direction	Wrong direction	Don't know/ Uncertain	N =
Offer a bonus unit for internally converting an existing or historic house	64%	22%	13%	2,127
Offer a bonus unit for providing an affordable or accessible unit	59%	27%	15%	2,131
Allow duplexes on all lots	54%	38%	8%	2,136
Allow houses to have two ADUs (one in the house and one in a detached structure)	53%	37%	10%	2,137
Allow triplexes on corner lots	52%	38%	11%	2,126
Allow a duplex to have a detached ADU	47%	41%	13%	2,126

Differences among demographic groups

More than 70 percent of renters said they felt all proposals related to housing types were moving in the right direction. Homeowners, by contrast, were generally divided on most of these proposals, but half supported allowing houses to have two ADUs (one in the house and one in a detached structure). More than half favored bonus units for affordable or accessible units (56 percent) or internal conversions (62 percent).

Different age groups were divided in their responses to this series of questions. Over 60 percent of respondents under 45 felt all the proposals were moving in the right direction, with the highest proportion (73 percent) supporting the proposal to offer a bonus unit for internally converting an existing house. A small majority of those over 45 felt the proposals to offer bonus units were moving in the right direction (51 – 57 percent), but less than half felt proposals related to duplexes, triplexes, and ADUs were positive changes. A similar pattern was observed based on length of time lived in Portland. Relative newcomers (who have lived in Portland for less than 10 years) responded similarly to those under 45, while long-time residents (20+ years) mirrored respondents over 45.

Evaluating citywide recommendations for housing types

Respondents were also asked to evaluate two proposed changes related to housing types that would apply citywide (Figure 9). These proposals concern minimum unit requirements for double-sized lots in R2.5 zones and cottage cluster development.⁴

Around two-thirds of all respondents (67 percent) felt allowing cottage clusters on large lots was a move in the right direction. By contrast, a plurality of respondents (43 percent) felt requiring at least two units for double-sized lots in R2.5 zones was moving the wrong direction. More than a fifth of respondents (21 percent) said they were uncertain about this proposal, the highest proportion for any of the proposals relating to housing types.

Figure 9: To further encourage other housing types citywide, beyond just those in Centers and Corridors, the following changes are being proposed for all single-dwelling zoned lots. Please indicate if you think the proposed change to address the needs of current and future residents is moving in the right direction or the wrong direction. (Question 12)

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet)	67%	21%	12%	2,131
Require at least two housing units for double-sized lots in the R2.5 zone	36%	43%	21%	2,132

Differences among demographic groups

A strong majority of both homeowners (65 percent) and renters (82 percent) agreed that allowing cottage clusters on large lots is a move in the right direction. While more than 60 percent of renters said a minimum unit requirement in R2.5 zones was a move in the right direction, only 32 percent of homeowners agreed, with 47 percent thinking it is the wrong direction and 21 percent responding that they don't know. Younger respondents and relative newcomers were also more likely to support the minimum unit requirement, although a majority of both groups were uncertain or felt it was a move in the wrong direction.

Narrow lots

Evaluating recommendations related to narrow lot development

Respondents were asked to evaluate a series of proposed changes related to the development of houses on narrow lots (Figure 10). Historically narrow lots were created before modern zoning and are generally 25 to 33 feet wide and 100 feet deep.

More than 60 percent of respondents felt that the following proposed changes related to narrow lot development were moving in the right direction: preventing street-facing garages, allowing flag lots⁵ and lowering the allowed height of houses with flat roofs. A plurality of respondents (47 percent) felt not requiring new houses on narrow lots to provide off-street parking was a move in the wrong direction. Many respondents (38 percent) were uncertain about whether new houses on narrow lots should be attached when replacing an existing house.

⁴ Cottage clusters are groupings of several small houses around a common open or greenspace on a large lot.

⁵ A flag lot, or tandem house, is a term that describes a land parcel that has no direct street frontage. It is usually accessed by a longer driveway and lies behind an existing house or structure.

Figure 10: For reference, historically narrow lots were created before modern zoning. Most are 25 feet wide and 100 feet deep. For each of the following, please indicate if you think the proposed change is moving in the right direction or the wrong direction as one solution to address the housing needs of current and future residents. (Question 13)

	Right direction	Wrong direction	Don't know/ Uncertain	N =
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley-accessed garages instead	64%	24%	13%	2,079
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses	61%	23%	17%	1,555
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet)	60%	19%	21%	2,076
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking	39%	47%	14%	2,074
Require new houses on narrow lots to be attached when replacing an existing house	38%	24%	38%	2,071

Differences among demographic groups

Around 63 percent of homeowners said lowering the height of flat-roofed houses on narrow lots is a move in the right direction, while only 45 percent of renters agreed. In turn, more than half of renters (57 percent) thought not requiring off-street parking is a move in the right direction, but only a third of homeowners (36 percent) agreed. This pattern was also seen between age groups, with respondents over 45 being more likely to support height limits (69 percent compared to 50 percent of those under 45) and those under 45 more likely to support not requiring off-street parking (50 percent compared to 31 percent of those over 45).

Figure 11 compares response data in four areas where historically narrow lots are most prevalent in the city. Responses were fairly similar for these areas for the first two recommendations, with the greatest amount of support coming from 97211 (Alberta and Concordia). Respondents from 97213 (predominantly Rose City Park and Roseway) and 97206 (Southeast Portland, including Woodstock and Brentwood-Darlington) were less supportive of removing off-street parking requirements than the other two areas. A majority in all areas said allowing flag lots is a move in the right direction, with the greatest support in Woodstock and Brentwood-Darlington (67 percent) and the lowest levels in Rose City Park and Roseway (55 percent).

Figure 11: Comparison of responses between ZIP codes with significant concentrations of historically narrow lots – evaluating proposed recommendations

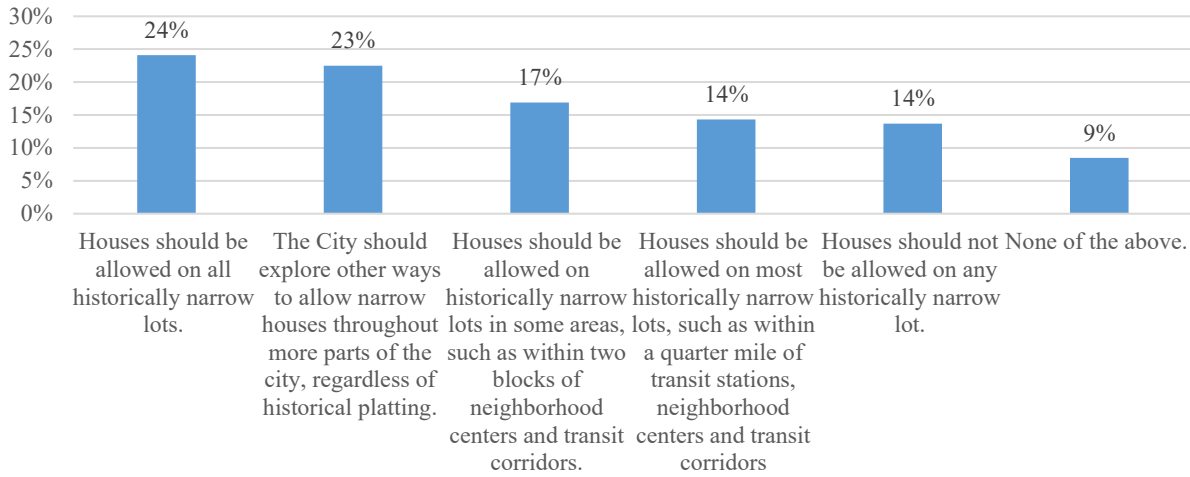
	Right direction	Wrong direction	Don't know/Uncertain	N =
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley-accessed garages instead.				
Alberta and Concordia (97211)	70%	18%	12%	155
Rose City Park and Roseway (97213)	66%	22%	12%	210
North Portland (97203 + 97217)	64%	25%	12%	189
Woodstock and Brentwood-Darlington (97206)	63%	25%	12%	155
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Woodstock and Brentwood-Darlington (97206)	67%	17%	17%	127
North Portland (97203 + 97217)	64%	18%	18%	146
Alberta and Concordia (97211)	57%	20%	23%	112
Rose City Park and Roseway (97213)	55%	24%	21%	162
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Alberta and Concordia (97211)	66%	14%	20%	157
Rose City Park and Roseway (97213)	65%	15%	21%	212
North Portland (97203 + 97217)	62%	16%	22%	189
Woodstock and Brentwood-Darlington (97206)	60%	21%	19%	155
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Alberta and Concordia (97211)	50%	40%	11%	152
North Portland (97203 + 97217)	44%	44%	11%	189
Woodstock and Brentwood-Darlington (97206)	39%	43%	19%	156
Rose City Park and Roseway (97213)	33%	55%	12%	211
Require new houses on narrow lots to be attached when replacing an existing house.				
Rose City Park and Roseway (97213)	42%	22%	36%	213
North Portland (97203 + 97217)	40%	20%	40%	189
Alberta and Concordia (97211)	36%	22%	43%	155
Woodstock and Brentwood-Darlington (97206)	35%	27%	38%	156

Location of development on historically narrow lots

Respondents were then asked where in the city new houses should be allowed on historically narrow lots (Figure 12).

Respondents were split on this question. Around a quarter (24 percent) felt houses should be allowed on all historically narrow lots and a similar proportion (23 percent) said the City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting. Around 14 percent of respondents felt houses should not be allowed on any historically narrow lot.

Figure 12: Historically narrow lots (predominantly 25 feet wide by 100 feet deep) only appear in some parts of the city. These lots provide another option for smaller, less expensive new homes. Where should housing be allowed on historically narrow lots? From the following options, please select the one you agree with the most. (Question 14) (N = 2,067)



Differences among demographic groups

Renters were more likely to support wider development of narrow lots than homeowners. Around 31 percent of renters said houses should be allowed on all historically narrow lots and 34 percent said the City should explore ways to allow narrow houses in more areas. Homeowners were more divided and generally responded as presented in Figure 12.

Respondents under the age of 45 were more likely to support houses on all historically narrow lots than those over 45 (30 percent compared to 19 percent). In turn, older respondents were more supportive of limiting this development to within two blocks of Centers and Corridors (21 percent compared to 12 percent). The trend was similar between those who have lived in Portland for less than 10 years and long-time residents of 20 years or more. Close to a third of the former group (30 percent) would support development on all historically narrow lots, compared to 19 percent of long-time Portlanders.

While differences by ZIP code were not very significant, general opposition to development on narrow lots was higher in Alberta and Concordia (19 percent) and Rose City Park and Roseway (17 percent) compared to the other ZIP codes that contain many historically narrow lots (Figure 13). In turn, the greatest support for development on *all* historically narrow lots came from Woodstock and Brentwood-Darlington (35 percent) and North Portland (27 percent).

Figure 13: Comparison of responses between ZIP codes with significant concentrations of historically narrow lots – location of development on historically narrow lots (Question 14)

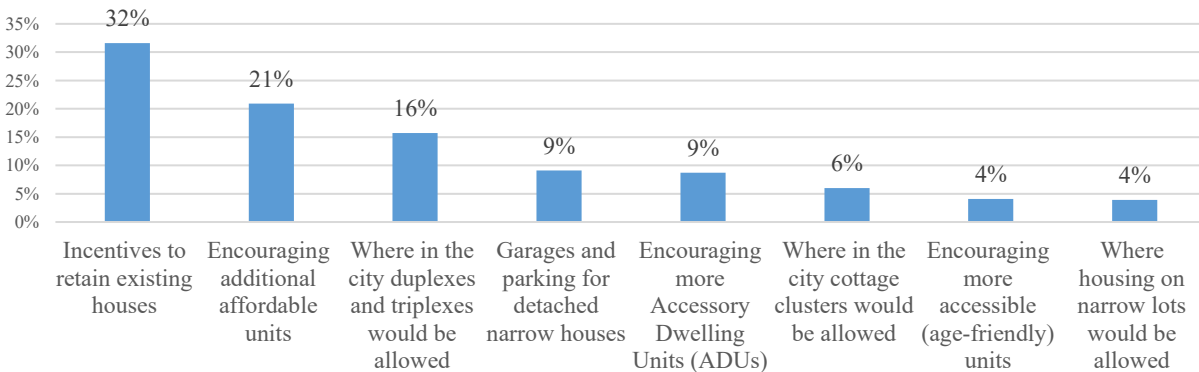
	Rose City Park and Roseway (97213)	North Portland (97203 + 97217)	Alberta and Concordia (97211)	Woodstock and Brentwood-Darlington (97206)
Houses should be allowed on all historically narrow lots.	18%	27%	21%	35%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	25%	31%	19%	18%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	19%	10%	16%	13%
Houses should be allowed on most historically narrow lots, such as within a quarter mile of transit stations, neighborhood centers and transit corridors.	13%	15%	19%	15%
Houses should not be allowed on any historically narrow lot.	17%	9%	19%	13%
None of the above.	8%	9%	6%	6%
N =	212	185	154	157

Prioritizing issues related to housing types and narrow lots

Respondents were asked which issues related to housing types and narrow lots they were most interested in (Figure 14). Unlike the similar question posed about scale-related recommendations where the majority of respondents agreed on a top priority, responses to this question were mixed.

Around a third (31 percent) selected incentives to retain existing houses and around a fifth (21 percent) prioritized encouraging additional affordable units. Around 16 percent said they were most interested in where in the city duplexes and triplexes would be allowed. The topics least selected by respondents include where cottage clusters will be allowed (6 percent), encouraging more accessible units (4 percent) and where narrow lot development would be allowed (4 percent).

Figure 14: From this list, what one item are you most interested in? (Question 15) (N = 1,966)



Differences among demographic groups

While renters and homeowners reported similar interest in several of these issues, more homeowners said they were interested in incentives to retain existing houses (34 percent compared to 17 percent). In turn, a larger proportion of renters said they were most interested in encouraging additional affordable units than homeowners (43 percent compared to 17 percent).

A similar pattern was observed between age groups. Respondents over the age of 45 were about 15 percentage points more likely to prioritize incentives to retain existing houses (38 percent compared to 23 percent), while the reverse was true about encouraging affordable units (30 percent of those under 45 selected this, compared to 15 percent of those over 45).

Respondents from ZIP codes that contain historically narrow lots reported fairly similar answers, with the exception of North Portland, where the plurality would prioritize encouraging additional affordable units (30 percent) (Figure 15). The other three areas prioritized incentives to retain existing houses. A low proportion of respondents from these areas (4 to 6 percent) prioritized where housing on narrow lots would be allowed.

Figure 15: Comparison of responses between ZIP codes with significant concentrations of historically narrow lots – prioritization of recommendations related to housing types and narrow lots

	Rose City Park and Roseway (97213)	North Portland (97203 + 97217)	Alberta and Concordia (97211)	Woodstock and Brentwood-Darlington (97206)
Incentives to retain existing houses	37%	24%	37%	36%
Encouraging additional affordable units	18%	30%	22%	19%
Where in the city duplexes and triplexes would be allowed	16%	11%	12%	14%
Garages and parking for detached narrow houses	11%	10%	6%	8%
Encouraging more Accessory Dwelling Units (ADUs)	7%	10%	12%	10%
Where in the city cottage clusters would be allowed	4%	5%	2%	5%
Encouraging more accessible (age-friendly) units	3%	5%	4%	2%
Where housing on narrow lots would be allowed	5%	4%	6%	6%
N =	193	182	145	150

Effectiveness of the proposal

After giving input about the specific recommendations of the proposal, respondents were asked how effective they believed the draft proposal would be at meeting the project’s key objectives (Figure 16).

More than half of all respondents felt the elements of the proposal would be very or somewhat effective at meeting all but one of these objectives. Respondents felt most confident that the proposal would provide clear rules for development, with around two thirds of respondents (67 percent) saying it would be very or somewhat effective. The next highest selected option was providing diverse housing opportunities, which around 63 percent felt the proposal would be very or somewhat effective at achieving.

Just under half (49 percent) felt the proposal would be very or somewhat effective at maintaining privacy, sunlight, open space and natural features. Over a fifth of respondents (21 percent) felt the proposal would be not at all effective at meeting that objective.

Areas where respondents were most divided include whether the proposal will support more affordable housing, help development better fit into neighborhood context, and be resource-efficient. Only 11 percent of respondents thought the proposal would be very effective at supporting more affordable housing, while 46 percent said it would be somewhat effective. This echoes some uncertainty from the open-ended comments about the proposal’s ability to moderate market forces and meet extremely high demand.

Figure 16: Based on what you know about the draft proposal, please indicate if you think the proposed changes will be very effective (rating of 1) or not at all effective (rating of 5) at achieving the following objectives. (Question 16)

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Provide clear rules for development	26%	41%	10%	13%	10%	1,976
Fit development into the neighborhood context	20%	37%	8%	17%	18%	1,988
Provide diverse housing opportunities	20%	43%	12%	15%	10%	1,969
Be resource-efficient (land, materials, energy)	19%	39%	17%	13%	13%	1,962
Support housing that is adaptable over time to accommodate people of different ages and abilities	17%	37%	18%	17%	12%	1,969
Be economically feasible to build	17%	44%	17%	14%	8%	1,959
Maintain privacy, sunlight, open space and natural features	14%	35%	12%	18%	21%	1,977
Support more affordable housing	11%	46%	11%	17%	15%	2,000

Differences among demographic groups

More than three-quarters of renters felt the proposal will be somewhat or very effective at making it more economically feasible to build, providing clear rules for development and providing diverse housing opportunities. Homeowners were much more likely to feel the proposal will be not at all effective at maintaining privacy, sunlight, open space and natural features (24 percent) than renters (7 percent).

Younger respondents (under 45) were around 10 percentage points more confident than older respondents (over 45) that the proposal will be very or somewhat effective at helping development fit into the neighborhood context.

Respondents from communities of color were less confident about the efficacy of the proposal related to affordable housing, neighborhood context and maintaining privacy and open space than Caucasian/white respondents. Almost 60 percent of Caucasian/white respondents said the proposal will be at least somewhat

effective at supporting more affordable housing, compared to 50 percent from communities of color. Around a fifth (20 percent) of this latter group thought the proposal will be not at all effective at encouraging affordable units, compared to 13 percent of white respondents. There was a similar divide related to fitting neighborhood context, with 60 percent of white respondents thinking it will be at least somewhat effective compared to 48 percent from communities of color. Less than half (42 percent) of respondents from communities of color thought the proposal will be very or somewhat effective at maintaining privacy, sunlight and open or natural spaces, while a slight majority of white respondents did (52 percent).

Confidence in the proposal elements peaks among newer residents to Portland compared to long-time residents. Among these two subgroups, the most significant differences are around supporting affordable housing, providing clear rules for development and maintaining privacy, sunlight, open space and natural features. In all cases, relative newcomers were between 11 and 12 percentage points more likely to feel the proposal would be at least somewhat effective in meeting the stated goal.

Respondents from eastern ZIP codes expressed the most confidence in the proposal. The biggest areas of diversion for respondents from eastern ZIP codes were: maintaining privacy, sunlight, open space and natural features; fitting into neighborhood context; being economically feasible to build; and providing clear rules for development. On all of these issues, respondents from eastern ZIP codes were more than 12 percentage points more likely than those from inner or western ZIP codes to feel the proposal would be at least somewhat effective.

Demographics of questionnaire respondents

Questionnaire respondents were asked eight demographic questions.

The vast majority of respondents were homeowners (85 percent) (Figure 17). By comparison, the average homeownership rate in Portland between 2010 and 2014 was 53 percent.⁶

Most respondents were over the age of 45, with 30 percent being between 45 and 59 years old and 26 percent older than 60 (Figure 18). Slightly more than a third (39 percent) were 30 to 44 years old, and around 6 percent were younger than 29. By comparison, 10 percent of Portlanders are over 65.⁷ The median age in Portland, by comparison, is 36 years old.⁸

The majority of respondents (57 percent) were female, while 41 percent were male, 2 percent identified as “other” and 0.5 percent were transgender (Figure 19).

Survey respondents were asked to identify their ethnicity and were given the option to select multiple answers. Around 89 percent of survey respondents identified as Caucasian/white. Figure 20 compares the ethnicity of survey respondents to the city as a whole. It demonstrates that Black or African American, Asian and Latino/Latina respondents were under-represented.

Figure 20: Race/ethnicity of questionnaire respondents (N=2,407)

Race/Ethnicity	Survey Respondents	City of Portland ⁹
Caucasian/white	89%	76%
Native American or Alaska Native	1.5%	1%
Native Hawaiian or other Pacific Islander	0.4%	0.5%
Black or African-American	1%	6%
Asian	3%	7%
Latino/Latina	3%	9%
Different identity	7%	

Figure 17: Questionnaire respondents by homeowners and renters (N=2,338)

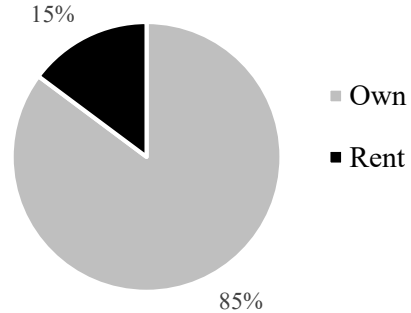


Figure 18: Age of questionnaire respondents (N=2,350)

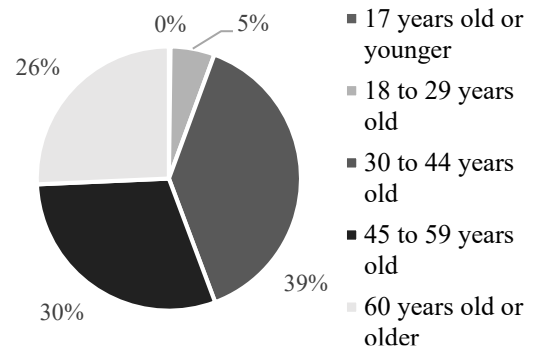
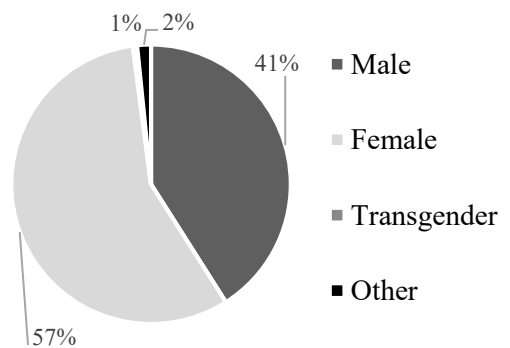


Figure 19: Gender of questionnaire respondents (N=2,332)



⁶ <http://www.census.gov/quickfacts/table/HSG445214/4159000,00>

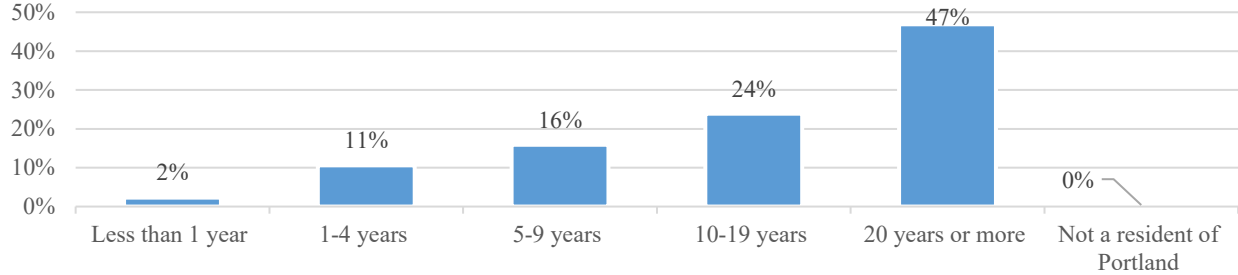
⁷ <http://www.census.gov/quickfacts/table/PST045215/4159000,00>

⁸ [http://factfinder.census.gov/bkmk/cf/1.0/en/place/Portland city, Oregon/AGE/MEDIAN_AGE](http://factfinder.census.gov/bkmk/cf/1.0/en/place/Portland%20city,%20Oregon/AGE/MEDIAN_AGE)

⁹ <http://www.census.gov/quickfacts/table/PST045215/4159000,00>

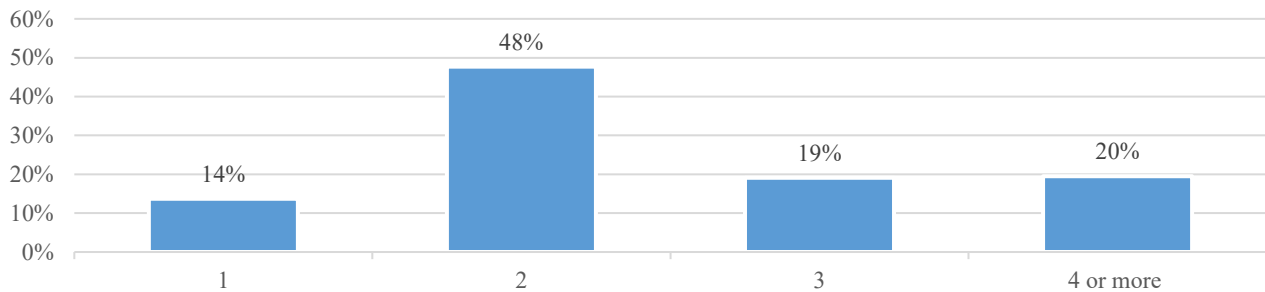
Respondents were likely to have lived in Portland for 10 years or more, with 47 percent having lived in the city for over 20 years (Figure 21). Relative newcomers who had arrived in Portland within the last four years made up approximately 14 percent of respondents.

Figure 21: Questionnaire respondents by number of years lived in Portland (N=2,347)



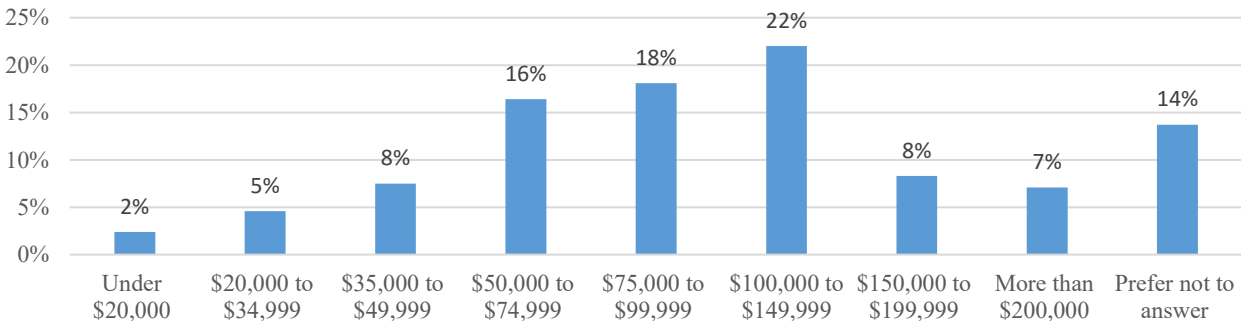
The majority of survey respondents came from single or two-person households (48 percent have two members, while 14 percent have one) (Figure 22). Three-person households made up about a fifth of respondents (19 percent), and a similar proportion had four or more members. According to the American Community Survey, the average number of persons per household between 2010 and 2014 was 2.33.¹⁰

Figure 22: Household size of questionnaire respondents (N=2,027)



The majority of respondents earn a household income of more than \$75,000 a year, and a plurality make between \$100,000 and \$149,000 (22 percent) (Figure 23). Less than 15 percent of respondents make under \$50,000 a year. According to data published by the Portland Housing Bureau, the median income for a household with two people in 2016 was \$58,640.¹¹ For a family of four, it was \$73,300.

Figure 23: Annual household income of questionnaire respondents (N=2,012)

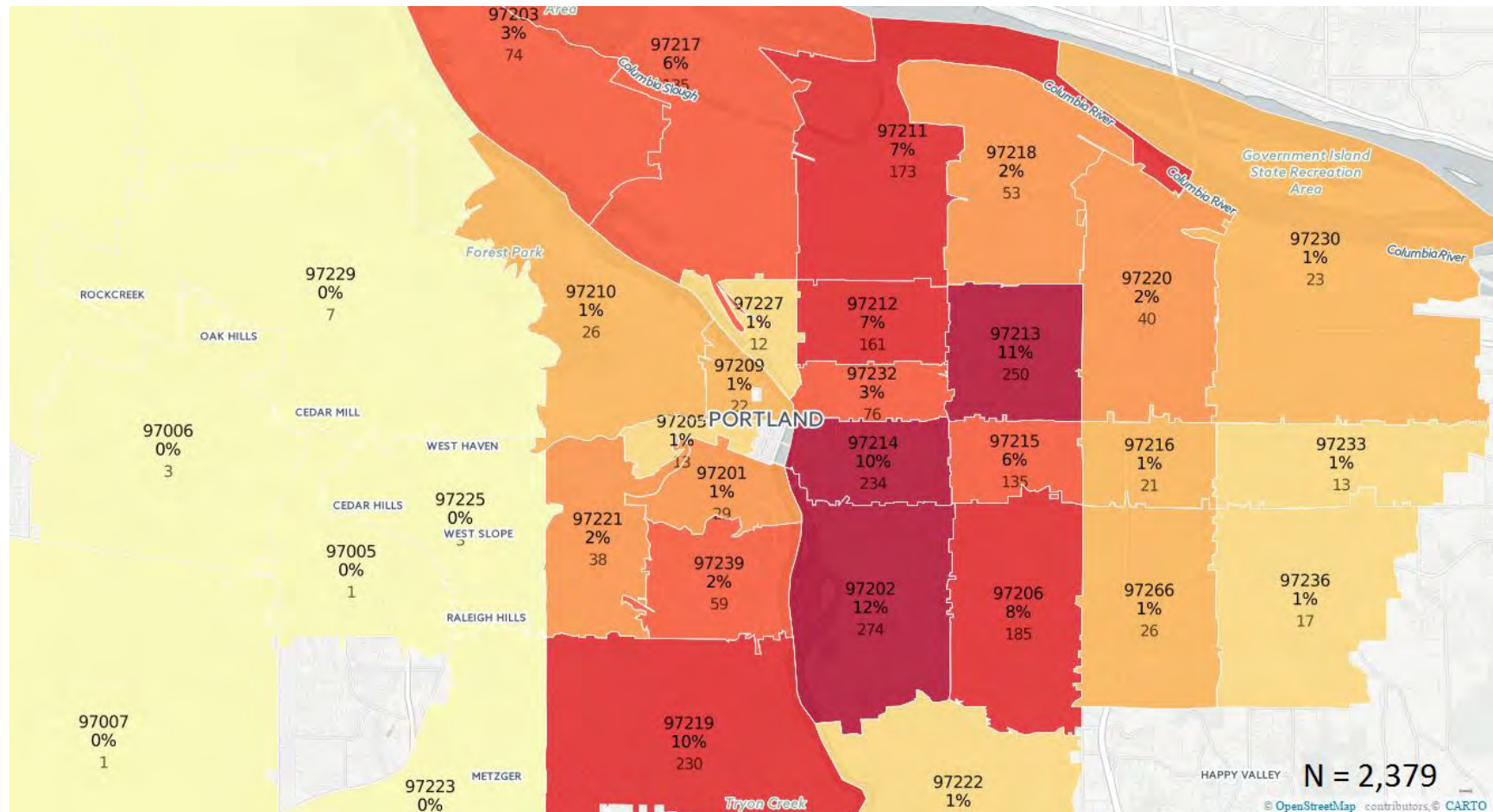


¹⁰ <http://www.census.gov/quickfacts/table/PST045215/4159000,41>

¹¹ <https://www.portlandoregon.gov/phb/article/572034>

Around a third of all questionnaire respondents live in three ZIP codes: 97202, 97213 and 97214 (Figure 24). By comparison, around 14 percent of Portland’s population live in these ZIP codes. ZIP codes in northwest and southwest Portland (excluding Hillsdale, Multnomah Village and South Burlingame) and east of I-205 were underrepresented.

Figure 24: Distribution of questionnaire respondents by ZIP code



Open-ended comments: Key topics

Comment analysis and reporting

For analysis, the open-ended comments received via the questionnaire, mail and email; at open houses or other events; and as part of the public exhibition were categorized by project topic (house size, height, setbacks, housing types and narrow lots) and key themes such as affordability and density. Comments were “tagged” or labelled by multiple themes if more than one applied, and the vast majority of comments received several tags. Some of the themes and topics discussed are outside of the specific scope of the Residential Infill Project; however, they are still included as part of this summary and analysis.

Distribution of topics

Figure 25 shows the general distribution of the three project topics and themes most frequently mentioned in the open-ended comments submitted by individuals. Nearly a third of these comments (32 percent) discussed housing types or recommendations related to diversifying housing options and this topic received almost twice as many comments as any other topic. Around a quarter of individual respondents (27 percent) discussed housing scale, including house size, height, narrow lots and setbacks.

Commenters referenced several other themes beyond the three key project topics, pointing out that infill development for many is related to a variety of issues both directly and indirectly tied to housing (such as environmental concerns, history, and transportation). Affordability was the most frequently mentioned theme, cited in nearly a third of all comments (30 percent). Around a quarter of comments (23 percent) referenced density, and approximately a fifth (20-21 percent) focused on demolition, parking, character or public participation and process.

Figure 25: Topic and themes discussed in comments submitted by individuals

Residential Infill Project Proposal Key Topics		
Project Topic	Number of comments	Proportion (will not add to 100% due to multiple topics per comment)
Housing types	492	32%
Scale (including size, height and setbacks)	408	27%
Narrow lots	148	10%
Other Topics	Number of comments	Proportion
Affordability	463	30%
Density	348	23%
Demolition and historic preservation	330	21%
Parking and garages	320	21%
Character and aesthetics	314	20%
Public participation and process	312	20%
Infrastructure, traffic and transit	244	16%
Construction practices and developers	226	15%
Trees and greenspace	193	13%
Sustainability	107	7%
Accessibility	51	3%

Twenty-six organizations also submitted comments during the public comment period, including 14 neighborhood associations, nine non-profit or advocacy groups, two City commissions and a local construction company.

As these letters from organizations were generally longer than individual comments, they often discussed several if not all of the project topics and linked these to many other themes (Figure 26). Several letters, particularly from neighborhood associations, offered endorsement or opposition by individual recommendation and provided rationale. The vast majority of comments mentioned housing types (85 percent) and housing scale (77 percent). Around 42 percent of organization letters referenced narrow lots. Like individuals, organizations discussed several other topics, with affordability coming up in more than three-quarters of all these comment letters. These groups were also very interested in public participation and process as well as density.

Figure 26: Topic and themes discussed in comments submitted by organizations

Residential Infill Project Proposal Key Topics		
Project Topics	Number of comments	Proportion (will not add to 100% due to multiple topics per comment)
Housing types	22	85%
Scale (including size, height and setbacks)	20	77%
Narrow lots	11	42%
Other Topics	Number of comments	Proportion
Affordability	20	77%
Public participation and process	18	73%
Density	18	69%
Demolition and historic preservation	13	50%
Character and aesthetics	12	46%
Infrastructure, traffic and transit	11	46%
Parking and garages	11	42%
Construction practices and developers	9	30%
Accessibility	6	23%
Sustainability	5	19%
Trees and greenspace	4	15%

Within each topic and theme, a number of sub-topics were also tracked and analyzed. The following sections discuss key messages, questions and concerns related to these categories. Key project topics are discussed first, followed by other topics in order of the number of comments received. Each section includes quotes from the comments that generally represent the range of responses received.

Comments related to key project topics

Housing types

Close to a third of comments submitted by individuals and 85 percent of letters from organizations referenced housing types and the associated recommendations.

Many commenters linked housing types to other topics, including: density; demolition; affordability; parking concerns; character and aesthetics; public participation and the zoning process; construction practices and neighborhood diversity.

Location of new housing types

- Comments were mixed regarding where alternative housing types should be allowed.
 - Several commenters suggested they should be allowed in more areas. They said the “near Centers and Corridors” distinction puts unequal burden on certain neighborhoods, namely in Southeast Portland. Others argued extending the proposal to more areas would increase affordability, and a few argued the proposal as written avoids affluent areas unfairly.
 - Some commenters specifically endorsed Portland for Everyone’s policy recommendations, which are supportive of expanding a broad range of housing types and sizes citywide.
 - On the other hand, several people argued the current recommendation would cover too much area. Some of these comments stated the proposal should be trialed in more focused areas or that the rules should take into account different neighborhood contexts.
- Some suggested these housing types do not belong in single-dwelling zones and will negatively impact neighborhood character or integrity. These commenters mentioned a perceived lack of investment in the neighborhood by non-homeowners, concerns about crowding, privacy and noise. A few stated this kind of housing can be accommodated elsewhere in Portland or within the Urban Growth Boundary.
- Some suggested the proposal be enacted in neighborhoods further away from the city center that could benefit from development, or that the recommendation be trialed in certain locations before being expanded.
- A few people asked questions about how the area near Centers and Corridors was calculated and requested more information about this. One organization argued the quarter mile to Centers and Corridors area should be reduced as the transit services using the corridors are moderate rather than high frequency.
- Another neighborhood association argued that the land within a quarter mile of Centers and Corridors is primarily owned by Caucasian/white property owners. They state that many people

Quotes related to housing types

“Smaller houses and adding ADUs to existing houses will allow more density while preserving historic neighborhood character and environmental resources.”

“Go further! We need more types of housing city-wide.”

“A quarter mile from centers and corridors is a good start. It’s the first step in creating a city where enough people live near transit and within walking or biking distance of shopping and services.”

“I don’t support ADUs duplexes and triplexes in long established single family residence neighborhoods. I think they would be very reasonable in already mixed neighborhoods.”

“Allowing duplexes/triplexes and ADUs is going to encourage demolition of existing houses as the multiple units will be more profitable.”

from communities of color will not be able to capture the additional economic value that could be generated by the recommendations unless the policies are implemented citywide.

Accessory dwelling units

- Many commenters voiced their support for ADUs as a housing option that can increase density while preserving neighborhood character and aesthetics. Several voiced support for making ADUs easier to build, including lowering system development charges (SDCs) and property taxes as an incentive.
- Some respondents raised concerns about the use of ADUs as short-term rentals. They argued this has a negative impact on neighborhood character, does not increase affordability and can lead to parking issues.
- A few stated that allowing an ADU with a duplex was too much density for a single lot, and a handful voiced opposition to ADUs in general, often due to density concerns or desire for more open space and yard area.
- A few organizations argue that much of Portland’s housing need in single-dwelling zones could be met solely through ADU development.

Duplexes and triplexes

- Opinions on the recommendations related to duplexes and triplexes were more mixed. While many voiced support for the proposal to allow duplexes on all lots and triplexes on corner lots, many others argued this would have a large impact on neighborhood character. Some said the recommendation should take into account neighborhood context and only allow duplexes and triplexes where they fit the existing housing mix.
- Many comments stated the recommendation would incentivize more demolition as developers could erect two units where there was previously one house. Several people said this would not address affordability as the duplex units could individually be marketed at high values.
- A few stated they were more supportive of duplexes than triplexes.
- One neighborhood association suggested the lack of duplex and triplex development in their area indicates there is little demand for this type of housing.
- One group suggested the City consider incentives or allowances for pre-qualified non-profit organizations to create triplexes and fourplexes in R5 zones.

Cottage clusters

- Several comments were supportive of the recommendation to allow cottage clusters on large lots, echoing the data from the questionnaire.
- Some stated cottage clusters were a preferable alternative to “megaplexes” or apartment buildings near single-dwelling zones.
- A few people suggested the 10,000-square-foot lot requirement should be relaxed, suggesting this may limit the feasibility of their development.
- A few stated the cottage cluster recommendation could incentivize demolitions in order to build more units on a single large lot and should be discouraged.
- One organization argued cottage cluster recommendations should only apply to R10 and R20 zones.

Internal conversions

- Several commenters stated support for internal conversions that would create multiple units inside of an existing house. Comments in favor of internal conversions frequently mentioned aesthetics and neighborhood character.
- Many also argued incentives to encourage internal conversions could reduce demolitions.
- A few comments expressed opposition, mainly due to density concerns.

Bonuses

- Several comments advocated for bonuses to accomplish density, affordability or preservation goals. Some commenters believed additional units should be allowed as a bonus if the units are guaranteed to be affordable. A few people mentioned that affordability needs to be more precisely defined.
- Others suggested bonuses could be used to incentivize retaining structures and internal conversions over demolition.
- A handful stated they did not support bonuses because they were exploited by developers and used to justify demolitions and practices that affect neighborhood character.

Minimum unit requirements

- Some comments directly discussed the proposal to establish a minimum unit requirement for all R2.5 zones. Those who commented in support of the recommendation said it would increase housing supply. Several others suggested this would increase incentives for demolition in these zones.
- Some organizations said they would be more supportive of minimum unit requirements on R2.5 lots if it were reworded to say “allow” rather than “require.”
- One organization stated the minimum unit requirement in R2.5 zones is not needed because homeowners are already able to legally split these lots if a house is demolished.

Other housing types

- Beyond ADUs, duplexes and triplexes, some commenters mentioned support for row houses, courtyard apartments and stacked flats.
- Some comments mentioned support for other housing arrangements beyond the scope of this project, including tiny houses on wheels and co-housing.

Additional comments related to housing types

- Many comments expressed optimism that the proposal would increase the variety of housing options in single-dwelling zones. Several said a variety of housing types would improve affordability and increase opportunities for people to live in areas close to downtown or well-served neighborhoods.
- Many discussed the impacts these recommendations would have on density in single-dwelling zones. A large proportion voiced support for this increased density, arguing it is preferable to sprawling development and could lower housing costs. On the other hand, many expressed concerns about densification, including impacts to infrastructure, quality of life, parking and traffic issues, and privacy. One neighborhood association referred to the housing types proposals as “scatter site density” and suggested density should be concentrated closer to Centers and Corridors.
- Many supported the proposal’s aim to limit the size of new housing types to be compatible with single-family homes. Some expressed uncertainty or were not clear if all housing types would be held to the same standards. Others argued some housing types should be exempt from certain standards in order to further increase density or provide family-sized units.
- Some suggested there is not a significant amount of demand for “missing middle” housing, citing recent housing preference surveys. A few argued that these housing types have not been developed where they are allowed because of this low demand.
- Some individuals and neighborhood associations suggested the recommendation would too drastically change zoning codes and should be handled through a rezoning process rather than

through the Residential Infill Project. Several people used the term “truth in zoning” when discussing this issue.

- One organization endorsed the housing types recommendations specifically because of the positive impact it could have on walkability.

Scale

Around 27 percent of individual commenters and 77 percent of organizations who submitted letters mentioned issues related to scale. These included references to proposals related to house size, height and setbacks.

House size

Just under a fifth of all comments (19 percent) discussed house size. Comments about house size frequently also mentioned: character and aesthetics; developers and construction practices; housing types and affordability.

- Many argued the current pattern of infill development is producing homes that are too large—both in terms of building mass and lot coverage.
- Many stated support for the proposal to limit overall house-size-to-lot-size while maintaining flexibility in form. These commenters argued this would encourage development that fits the context and scale of existing homes in the neighborhood and could reduce negative impacts to privacy, shading and crowding.
- Some suggested these limits were too severe, particularly for multi-family units or homes that promote multigenerational living. A few of these commenters felt these restrictions could discourage construction.
- Some stated a diversity of housing sizes is important and felt large homes should be available for those who want them, such as larger families.
- A few people asked questions about homes that are currently not compliant with the proposal. Some of these commenters expressed concerns about rights of property owners if the proposal is adopted.
- A handful of commenters addressed proposals to allow additional square footage for basements and detached structures. These comments were largely in favor of the proposal, arguing that it would increase flexibility, particularly for larger families. Basements in general were supported as a way to increase square footage while maintaining contextual form. A few people stated concerns that the basement allowance was too great and should be reduced. One neighborhood association said they were specifically aware of homes with basements being demolished and replaced by structures without basements.
- One individual suggested the proposal could incentivize the combination of lots to build larger homes rather than encouraging smaller construction.

Quotes related to house size

“I strongly support smaller new homes, especially on smaller lots. Preserving privacy, sunlight, open space and natural features.”

“I love the idea of limiting overall size...however, those restrictions should be relaxed, allowing larger structures for multi-family configurations. In essence, reward density and limit excessive house sizes for single-family development.”

“No consideration [was given] for larger homes... to better support multi-generational living.”

Height

Around a tenth (10 percent) of all comments discussed height. Comments about height often also mentioned: density; housing types; character and aesthetics; and sustainability.

Proposals to lower roofline

- Many commenters expressed support for proposals that would lower the house roofline. Several people said this would address concerns about privacy, shading and infill construction “towering” over neighbors.
- Several people expressed concerns that lowering the allowed height could constrain the development of multi-unit housing types.
- Some respondents stated house height should be determined based on surrounding or adjacent structures to better integrate with neighborhood context. A few people said that houses are traditionally taller in certain established or historic neighborhoods.
- Some suggested the proposal should address the height of all houses on standard lots, not just those with flat roofs. Several of these commenters suggested limits for peaked roofs, such as 25 feet, with a lower limit for flat roofs.
- Some disagreed with lowering the maximum height of houses in R2.5 zones and felt that taller buildings in R2.5 zones would allow for a better transition away from commercial corridors.
- A few people requested more specific information about the recommendations related to roofs. Specific questions focused on the height of roofs on sheds and ADUs and the application to gabled-roof houses.
- A few people suggested the height limits in the draft proposal could reduce the ability to insulate homes to a high standard and achieve high levels of energy efficiency. Some recommended bonuses to allow for this.

Quotes related to height

“I would like to see [lower] height limits for all houses not just those with flat roofs.”

“[The proposal] does not address specific situations such as steeply sloped sites in the hills.”

“Reducing the maximum height for R2.5 does not make sense. R2.5 is supposed to be a denser zoning than R5. Most R2.5 lots are right next to commercial corridors with 4 to 5 story buildings.”

“New buildings should be exempt from these new [height] restrictions if they are duplexes or triplexes or if they...[are] designed for cooperative living as opposed to traditional single families.”

“Need to consider height of adjacent existing dwelling to establish height of new development. Your height would still be too high if next to a small, one-story bungalow, or craftsman.”

Measuring height

- Some people stated support for the new proposal to measure height from the lowest point on the property to the midpoint of pitched roofs and the top of flat roofs.
- Others suggested height should be measured by stories instead. Some suggested 9- to 10-foot ceiling heights should be considered when determining how many stories height restrictions allow.
- Some commenters said the height restrictions and new proposed measuring method would make development difficult on sloped land and argued for more contextual limits.
- One individual argued the height limits may not be compatible with exterior staircases for basement ADUs.

Dormers

- Some stated support for the recommendation to limit dormers,¹² while others believed the limit should be more restrictive.
- Some suggested property owners should not be limited in terms of dormers as it was more of an aesthetic concern. A few mentioned that some historic Portland homes have large dormers.
- A few people expressed concerns that dormer limits could reduce the ability to make an ADU inside the primary residence.
- A few people had questions about how dormers will be measured.

General comments about height

- In general, many comments expressed dissatisfaction with the tall height of current infill, particularly that of single-dwelling structures, “skinny houses” and duplexes or triplexes. These commenters often mentioned impacts to privacy and solar access.

Setbacks

Setbacks were also mentioned in a tenth (10 percent) of comments. These comments most frequently linked setbacks to discussion of trees and greenspace, character and aesthetics, and housing types.

Increase minimum front setback

- Several comments stated support for the proposal to increase front setbacks as a way to counter the trend of infill being built up to the lot line.
- Some respondents noted that proposed setback increases could help with more tree retention and address some concerns about lack of green and permeable surfaces in neighborhoods.
- Some commenters, however, argued the front setback is less important than back and side setbacks in terms of useful yard space and flexibility on a property to possibly construct an ADU or garage. Others argued that front yards can be poorly maintained, having a negative aesthetic impact on a neighborhood.
- A few mentioned that setbacks should be a matter of choice for a property owner, and argued that some older residents may prefer less of a front yard in exchange for accessibility and low maintenance living.
- A few people also argued that 15 feet may not be contextual in some neighborhoods that have larger front setbacks, and that instead a contextual standard or street average should be used.
- A few people asked questions about whether porches would be affected by the setback requirements.

Quotes related to setbacks

“Should stick with 15' setbacks for new construction or remodel permits and NOT allow exception to match neighboring property. In 50 years, maybe most of city will be set back 15'...Hooray!”

“Wouldn't increased front setbacks shrink back yard space? Back yards can offer more privacy, safety for children and pets.”

“The front setback should not be increased. This will have no impact on livability and will make it more difficult to add a detached ADU.”

“Setbacks should be weighted to work with the adjacent building and the street. Back yards are still important; I hate that they seem to be going away...”

¹² A dormer is a structure that extends beyond the plane of a pitched roof, providing extra ceiling height. They are often used to increase usable space in a loft or attic area and to add additional windows.

- One organization said it was unclear if the recommendation to increase setbacks to 15 feet includes garages, which are currently required to be set back 18 feet. This organization also advocated for setback requirements that take into account adequate space for cars to park in driveways without protruding onto the sidewalk.

Match adjacent setbacks

- Several comments endorsed the proposal to match the setback of existing properties to match the context of existing dwellings on a street.
- Others did not support this proposal and felt it could allow more homes to be built closer to the front lot line than most dwellings in a neighborhood if the new structure is built next to relatively recent infill.

Eaves and bay window projections

- A handful of comments discussed support for allowing eaves and bay windows to project into setbacks.
- Some felt these should be allowed to project further than the limits stated in the draft proposal, while others argued they can impact privacy or seem too generous.

Narrow lots

Narrow lot development—including historically narrow lots, lot splitting and attached homes built on narrow lots—was mentioned in around 10 percent of comments by individuals and in 42 percent of letters from organizations. These comments also frequently mentioned demolition, density, parking, and character and aesthetics.

Location of development on narrow lots

- Echoing the results of the questionnaire, comments were mixed regarding support or opposition to development of historically narrow lots near Centers and Corridors.
- Many comments in favor of more density as a way to increase supply and address affordability were supportive of narrow lot development. These comments suggested the proposal be expanded beyond a quarter mile of Centers and Corridors.
- Several others voiced strong disapproval with the scope of the recommendation, arguing it could over-densify certain areas and reduce “truth in zoning” in R5 areas.
- Some comments said the geographic scope seemed arbitrary. A few suggested almost all historically narrow lots in the city would fall within a quarter mile of Centers and Corridors. There were questions about why the draft proposal would not extend to all historically narrow lots in the city.

Historically narrow lots

- Many commenters were opposed to the proposal related to historically narrow lots because they felt it would incentivize demolition in order to take advantage of historic lot lines.
- Several people stated 25-foot-by-100-foot lots were never designed to be developed, but rather sold in bundles of two or three. These individuals oppose the ability to restore historical platting.
- Several groups suggested the proposal related to narrow lot development would have a negative impact on the historical character of neighborhoods because it could incentivize demolition and lead to incongruent development. A few suggested property owners are already able to legally split lots and that there is no need for this recommendation.
- One neighborhood association concluded that development of historically narrow lots should be supported because the lot is the biggest cost in development.

Garages

- Many commenters were supportive of the proposal to not allow front-loaded garages for detached houses on narrow lots, but a significant proportion of others felt this was an aesthetic recommendation that should not be part of the proposal.
- Several of those opposed to the recommendation suggested alleyways and shared driveways can be difficult to construct and maintain and expressed wider concerns about parking availability.
- Others argued the recommendation would improve the streetscape, help narrow homes better fit with the character of existing neighborhoods and de-incentivize car use.
- A few people mentioned support for tucked-under garages for attached houses on narrow lots.
- One organization specifically supported the recommendation to not allow front-facing garages because of the positive impact for pedestrians.

Quotes related to narrow lots

“I live in a house on a narrow lot. It was much more affordable compared to a bigger more traditional sized house.”

“New houses on narrow lots is fine but why do they have to be tall and skinny? Why not single level on basements?”

“Most were never meant to be used as 25 x 100 so calling them historic is misleading. Allowing 50 x 100 to be divided into two 25 x 100 lots incentivizes demolition.”

“I would like to see more flexibility for building on narrow lots like making it easy to convert them to flag lots, which would preserve the street facing facade of a more normally proportioned home.”

“Limiting narrow houses to within one quarter mile of centers and corridors or frequent transit service is arbitrary. My existing narrow house on a narrow lot is just outside this arbitrary boundary and now it will be non-conforming?”

Attached homes

- Some comments voiced support for requiring that new construction on narrow lots be attached, largely for aesthetic reasons. Some cited examples of other cities where this building typology is common.
- A few of these commenters were opposed to the construction of “skinny,” detached houses on narrow lots because of their compatibility with other housing types and because they do not efficiently utilize space.
- A handful of others argued narrow or attached houses do not match the character of neighborhoods with predominantly wider, detached homes.
- A few suggested prospective homebuyers are more interested in detached dwellings.

Flag lots

- Some comments voiced support for flag lots as a way to increase density while preserving the appearance of a street.
- Others, however, said this development pattern can negatively impact neighborhood integrity.

Other topics

Affordability

Affordability was the most mentioned theme beyond the key project topics addressed in the draft proposal. Around a third (30 percent) of individual comments mentioned affordability, while 77 percent of letters from organizations referenced it. Comments about affordability referenced house prices, obstacles to homeownership, displacement and gentrification, diversity and other related housing costs such as taxes. Affordability was most frequently linked to comments about density, housing types, house size and demolition.

- Many commenters remarked on the growing unaffordability of housing—both for rent and to buy—in Portland. Several people said they would not be able to purchase a home in today’s market.
- Many comments suggested infill development thus far has not helped and possibly exacerbated affordability issues. Several people said modest, affordable homes are being demolished and replaced by large, expensive properties. A few said the perception is that many of these are sold to people who do not currently live in Portland.
- Many people expressed concerns about displacement, gentrification and worries that low income Portlanders or people from communities of color are struggling to stay in their neighborhoods or move within the city.
- Many comments argued the proposal’s intention to increase the variety of housing options and increase density will have a positive impact on affordability. Several of these individuals and organizations suggested adding housing supply will alleviate pressure on the housing market, and others noted there is a lack of small units in the city, which this proposal would address.
- Many others, however, expressed concerns that increasing supply and density will not adequately address the affordability crisis. Several asked for proof or cited studies and articles that discuss how increasing density has not improved affordability in other cities. Commenters referenced San Francisco, Seattle, Vancouver B.C. and New York City as examples of denser cities than Portland with higher house prices. A few neighborhood associations stated the proposals related to housing types will increase the value of the land in affected areas, leading to more expensive housing.
- Several commenters expressed doubt that affordability can be adequately addressed by developers providing market-rate housing. Some respondents supported bonuses for affordable housing development, but others implied that bonuses do not work. One neighborhood association suggested affordability bonuses could promote out-of-scale development and be a way for developers to get around house size limits.
- Some people said the government—city and state—needs to take a more proactive role in delivering affordable housing, particularly for those with the lowest incomes. Provision of public housing and support for inclusionary zoning were mentioned several times.
- Some people mentioned an increasing number of homeless individuals in Portland. A few of these suggested that adding housing supply is a part of addressing the homeless crisis.
- Some comments posed questions about the definition of affordability in the draft proposal, particularly in relation to potential bonuses for affordable units.
- A few people suggested the affordability issues facing Portland now will not last and are the product of a housing bubble.
- A handful of people called for rent control and an end to no-fault evictions.

Quotes related to affordability

“We are quickly out-pricing too many people and reducing diversity within PDX by pushing them further out or on the streets.”

“We need more ownership units of all price points. Take the strain off our housing market, please!”

“[The proposal] does not include any assurances that the supply of affordable housing would increase.”

“If the City feels it’s critical to have ‘affordable housing’ . . . then the City needs to build, own and operate subsidized housing on City land. The free market will not accommodate.”

“In order to maintain affordability in the centrally accessible parts of the city we must add more units not just in centers and corridors but in neighborhoods too.”

Density

Density was referenced in just under a quarter of comments from individuals (23 percent) and in 69 percent of letters from organizations. It was most frequently associated with other comments about housing types, affordability, infrastructure and transit, and parking and garages.

- Many comments expressed support for adding more density to Portland’s single-dwelling zones. Arguments in favor for increasing density included preventing sprawl and unsustainable urban growth, allowing more people to have access to central amenities and services, creating more walkable urban neighborhoods and accommodating population growth.
- Many suggested density could improve affordability and increase the range of affordable housing options in desirable or more close-in neighborhoods. Several others, however, doubted this premise and requested more information supporting these claims.
- Many people expressed reservations or opposition to adding more density in single-dwelling zones. Several of these comments stated they had moved to their neighborhoods because they were attracted to an area of low density. These comments linked low density with appealing neighborhood character and identity.
- Several people associated density with less privacy, more noise, more traffic congestion and more transient populations in established neighborhoods.
- Several people questioned if increasing density near Centers and Corridors was the most appropriate location. Some argued a quarter mile was too broad a distance, and density should be limited to two or three blocks from main transit corridors. Others stated Centers need to be better defined. A few people suggested density should be concentrated in currently underdeveloped areas or formerly commercial and mixed-use dominated areas. In turn, a similar proportion argued that all neighborhoods should densify to promote equity and sustainable growth.
- Some said the neighborhoods that would be affected by the proposal are already some of the densest in Portland, including some inner southeast neighborhoods like Buckman.
- Some expressed concerns about whether the infrastructure in certain neighborhoods can accommodate additional density. This included roads, sewer and stormwater systems, and sidewalks. Several of these commenters suggested these infrastructure issues be addressed prior to more infill development. Some suggested the Residential Infill Project should include detailed analyses that indicate whether areas can and should accommodate increased density. This could include impacts to infrastructure, access to transit and effects on area schools.
- Some stated that increased density leads to investment in other amenities, including grocery stores, shops, cafes and restaurants. A few argued the types of amenities that increased density has thus far fostered are focused mostly on entertainment, rather than grocery stores, doctors’ offices and other more essential services.

Quotes related to density

“You cannot increase density and ‘preserve privacy.’”

“High density with diverse and affordable options that discourage car ownership is the way to move into the future of this city.”

“More density everywhere, please. To create a city everyone can afford, that is also resource efficient, we need to get over our objections to multi-unit houses... and embrace density and transit.”

“Please don’t increase housing density in already dense zones until the city has explored density increases in low density areas.”

“You miss the needs of people who have worked hard, bought a house in a quiet neighborhood of their choice and could soon be surrounded by ‘middle housing’ with attendant noise, increased people and traffic.”

- A few expressed concern that densifying neighborhoods leads to overcrowding in schools.
- A few people raised questions about why Portland needs to accommodate all incoming population growth. Some said no one has a “right” to live in inner ring neighborhoods.

Demolition and historic preservation

Demolition and historic preservation were mentioned in around a fifth of all individual comments (21 percent) and in half of all letters from organizations. These comments often also discussed affordability, neighborhood character and aesthetics, sustainability and construction practices.

- Many comments expressed concern about the high perceived rate of demolitions happening in Portland neighborhoods. These comments often said demolition harms the “integrity” and “character” of established neighborhoods.
- Many comments about demolition suggested it reduces affordability by eliminating less expensive housing stock.
- Many also said demolition is unsustainable because of the lost materials and “embodied energy” from the original structure and the potential release of toxins and chemicals.
- Many commenters suggested the draft proposal will increase demolitions in established neighborhoods because the ability to construct multiple units on lots will incent tear downs. Many have similar concerns about proposals related to construction on historically narrow lots.
- Many commenters suggested it is more cost effective for developers to demolish and rebuild than to remodel existing homes. In light of this risk, several commenters proposed a moratorium, tax or stricter limits on demolitions.
- Several commenters suggested that reducing demolitions was part of the scope for the Residential Infill Project. A neighborhood association reiterated the idea that the original purpose of the Residential Infill Project, by their understanding, was to address concerns about demolition. They argue the proposals related to housing types and narrow lot development run counter to that perceived purpose.
- Some comments addressed the historical character of Portland’s neighborhoods and argued for more historic preservation. A few suggested this is a driver for local tourism. A handful stated that specific loopholes related to removing properties from the historic [resource inventory] should be addressed. One organization mentioned that the City has never undertaken a comprehensive historic inventory and that there is a data gap in terms of knowledge of historic structures.
- Some organizations expressed frustration that historic preservation was not included in the project’s scope and find it problematic that the proposal does not mention historic or conservation districts.
- The same organization suggested allowing unlimited outside ADUs in conjunction with historic designation.

Quotes related to demolition and historic preservation

“Retaining existing structures should be #1 priority.”

“Demolition of historic homes is not included here and is about as resource, cost and context inefficient as can be and needs to be addressed.”

“A demolition moratorium is required.”

“I do believe in trying to keep the character of the neighborhood however if a home is in major disrepair it should be easily demolished. To get all the lower cost homes to be built the city needs to try and keep all the costs to builders at a reasonable rate to allow them to build them.”

“Making new houses smaller will help with the sheer offensiveness of the architecture but it seems a distraction from the real problem of demolition.”

- One organization submitted a presentation and letter to the project advocating for a R1.5 design overlay in all single-family zones R1 through 5. The design overlay would allow R1.5 density if the existing house was saved and seismically retrofitted; at least one extra unit of affordable housing is added; and the tree canopy is saved or expanded.
- A few argued restrictions on demolitions would reduce development and inhibit new housing supply.

Parking and garages

Around a fifth of comments from individuals discussed parking and garages (21 percent), along with around 42 percent of letters from organizations. Comments about parking and garages also frequently mentioned density, transit and infrastructure, apartments and housing in multi-dwelling zones, aesthetics and affordability.

- Many comments expressed serious concerns about the proposal’s impact on available parking in single-dwelling zones. Several proposed that parking should be required for all units, particularly when multi-unit housing types are constructed.
- Many who expressed concerns about parking suggested most people who live in single-dwelling zones own cars regardless of their proximity to public transit.
- Several other, however, expressed support for recommendations to not require garages on narrow lots. Arguments in support of this included the aesthetic benefit, preservation of on-street parking and incentives for less auto use.
- Some pointed out their frustration when multi-dwelling construction occurs without adequately providing parking, which is spilling over into single-dwelling zones.
- A few people argued requiring parking raises the cost of new homes.

Quotes related to parking and garages

“I think it will be decades before people will not want a vehicle of some kind, so off street parking should remain a definite part of all housing choices.”

“Please consider repealing minimum parking requirements for all units... Putting a price on street parking is far more likely to produce affordable housing & more successfully manage our parking stock.”

“I would have liked more information on the parking impact, not just for historically narrow. Where will people park for duplex, triplex, ADU, etc.?”

Character and aesthetics

Around a fifth of all comments from individuals and approximately 46 percent of letters from organizations mentioned character, aesthetics or the architectural design of infill construction. These comments were most frequently linked to messages about house size, height, setbacks, housing types, construction practices and demolition.

- Many comments expressed concern that infill development has a negative impact on established neighborhood character. This was usually tied to new houses being out of scale with the established housing form, increased density or the architectural style not matching existing homes.

Quotes related to character and aesthetics

“[The proposal] doesn’t adequately regulate the character of new housing developments.”

“All this is a great step in the right direction. New development should not stick out like a sore thumb.”

“Most important goals to balance are (1) allowing more affordable options while (2) preserving character of older neighborhoods. Proposed plan is an improvement over the status quo but could go further in both directions.”

- Many expressed support for the draft proposal’s recommendations about scale—particularly house size—on the grounds that it will encourage infill development that better matches existing neighborhood character.
- Several suggested certain housing types are more compatible with existing neighborhood character than others. In general, these comments supported internal conversions and ADU development over duplexes, triplexes and other forms.
- Several suggested the proposal need to be more tailored and that a one-size-fits-all approach will not address contextual differences between neighborhoods. A few comments endorsed a series of specific recommendations referred to as the “neighborhood context” proposal.
- Some believed the proposal should include more recommendations related to design, for example about window placement or permissible roof styles. A few said the architecture of new infill is frequently more modern than existing homes. Several others, however, argued the City should not dictate style and aesthetics. Some of these individuals argued the recommendations relating to front-facing garages should be removed.

Public participation and process

A fifth of individual comments (20 percent) and 73 percent of letters from organizations discussed public participation, engagement and the process of the Residential Infill Project.

Comment period and questionnaire

- Several people said they appreciated being able to share feedback on the proposal.
- Some expressed doubts that their comments would be read and considered.
- Some said they believed the questionnaire seemed biased and did not provide adequate opportunity to disagree with the proposals.
- A few argued the wording of the questionnaire was confusing or that the questions were poorly designed. There was a specific concern about “double loaded” questions.
- A few people mentioned they felt the 150-word limit for open-text comments on the questionnaire was not satisfactory. Several of these individuals followed up via email.
- A few people asked questions about the accessibility of the questionnaire and whether it was adequately advertised and made accessible to non-English-speaking communities.

Quotes related to public participation and process

“It’s not easy to find workable solutions - this does a good job of balancing neighborhood character preservation with growth and change.”

“The city should provide estimates of the impact of these measures on affordability, scale/timing of impact, etc.”

“Impression is that developers’ vision matters more than the neighbors”

“The clarity of the information shared, and the ease of navigating the info through both the website and PDF, are really quite wonderful.”

“The survey language was very complicated and confusing.”

Residential Infill Project process and timeline

- Several comments stated developers have had too much influence over the project and were overrepresented on the stakeholder advisory committee.
- Several suggested the recommended changes in the draft proposal should require a formal rezoning process and the associated public involvement process.
- Some expressed concerns that the project is seeking to make changes following the public process related to the 2035 Comprehensive Plan, namely related to density. A few said this has occurred too quickly following the release of the Comprehensive Plan and that many people may not be aware of it.

- Some comments praised the proposal for balancing objectives and said they felt the recommendations were moving in the right direction.
- One neighborhood association conducted their own outreach and reported a slight majority of their residents would like the project to pause while more information can be made available and public comment fully integrated.
- One organization argued BPS staff have directed the conversation at stakeholder advisory committee meetings towards support for increased density.

Desire for more information

- Several comments expressed a desire for more detailed information and evidence to support the recommendations provided in the proposal. Recommendations included:
 - An economic impact analysis
 - Parking studies
 - Environmental impact studies
 - More detailed maps that allow one to search by property
- Some people expressed doubts or asked questions about population and family size projections supporting the recommendations.
- One neighborhood association said the planning behind the draft proposal is wholly supply-based and requested neighborhood scenarios for future housing demand.

Open houses, online open house and group meetings

- A few commenters said they appreciated the availability of the online open house and found it a useful resource, but others stated it was confusing to navigate. Some individuals and organizations said they had attended in-person open houses or meetings (some attended several) and appreciated the information provided by BPS staff.
- A handful of commenters said they did not believe the question-and-answer format of the open house was beneficial, while a few others disagreed and appreciated the chance to hear other peoples' questions.
- A few comments stated the tone of the discussion at in-person open houses was very negative, and a handful of people said they did not feel the open houses were representative of city opinions.

Additional comments about public participation and process

- Some commenters, including some neighborhood associations, expressed doubt about the need for the project, citing memos and reports—such as Portland's Growth Scenarios Report—which suggest Portland has adequate development capacity to support projected growth. Several of these commenters argued the project should disclose more information on the impact of the proposals before asking for public feedback.
- Several said they were concerned certain groups exerted too much influence over the process and that project staff may be influenced by groups that are "louder" rather than majority opinion. Some organizations and individuals said they were concerned "NIMBY" opinion may be louder than groups who are supportive of the proposals, namely the expansion of missing middle housing types.
- A few comments seemed to disagree on the purpose and scope of the Residential Infill Project, namely concerning demolition.

Infrastructure, traffic and transit

Infrastructure, traffic and transit were mentioned in around 16 percent of all individual comments and 46 percent of all comments from organizations. These comments often also mentioned density and parking and garages.

Transit

- Many comments mentioned public transit in the context of Centers and Corridors. Several people agreed this was the appropriate place to concentrate density because of transit access, but some others expressed concerns about the adequacy of the bus, MAX and streetcar service.
- A few people specifically argued that “near” Centers and Corridors can differ in different areas depending on topography, particularly in hilly areas such as Southwest Portland. A few other commenters, however, said they believed this was an equitable way to distribute and concentrate density.
- Several people suggested denser development would promote use of transit, bike infrastructure and walkability. Others, however, argued the City’s expectations about transit use are too generous and that most transit and bike users also own vehicles.

Quotes related to infrastructure, traffic and transit

“Development and transportation should go together, and there should be rules on how one is allowed without the other.”

“No thoughts [were given in the proposal] to infrastructure of streets and parks and schools. The rush hour traffic is almost 24/7 and getting worse.”

“Require transit infrastructure and sidewalks to be in place BEFORE allowing occupation of infill projects. Currently we see more and more people/cars/traffic squeezed into existing inadequate roadways, with very few sidewalks, especially in Southwest Portland.”

Infrastructure

- Many comments concerned the impacts of increased population density on infrastructure, including sewers, stormwater systems, unfinished streets, and sidewalks and pedestrian crossings. Areas where this was noted as a particular concern include Southwest Portland and outer southeast and east areas. One neighborhood association in Southwest Portland argued for the application of the missing middle housing model citywide but only following the provision of necessary supporting infrastructure and services, which they said are currently inadequate.
- Some called for more study and investment in infrastructure prior to the adoption of the draft proposal.
- A few people linked demolition and construction practices with negative infrastructure impacts, such as degradation of roads and sidewalks.
- One neighborhood association from Southwest Portland suggested the proposals are geared toward the gridded street pattern less common in their part of the city, and said that implementing them in the area could work counter to adopted city policies such as providing “complete neighborhoods” and achieving Vision Zero.¹³

Traffic

- Several commenters discussed increasing levels of traffic around the city. Many of these individuals suggested increasing density in single-dwelling zones through additional housing

¹³ The Complete Neighborhoods initiative seeks to promote sufficient access to infrastructure and services that encourage healthy lifestyles. Vision Zero is an initiative to increase safety for pedestrians, cyclists and motorists on city streets.

types and narrow lot development could result in more traffic in the area, creating safety, congestion, noise and pollution concerns.

- One Southeast Portland neighborhood association specifically discussed narrow streets in their area that are not able to accommodate increased traffic. They also mentioned how the increased traffic challenges the ability of emergency vehicles to access certain areas.

Construction practices and developers

Construction practices and developers were discussed in 15 percent of individual comments and around 30 percent of letters from organizations. This includes comments about the cost of development and system development charges (SDCs), developers’ motives and actions, code enforcement and construction quality. In comments, these issues were often associated with demolition, affordability, aesthetics and character.

- Many comments stated developers have too much influence over this project and the city in general. Several people suggested the recommendations related to increasing density would benefit developers to a greater extent than they would benefit residents.
- Several comments suggested most developers are profit driven and will seek to exploit the recommendations for their gain.
- Some comments argued the recommendations put too many limits on development, which could constrain supply and reduce output. Several of these specifically referenced high SDCs and suggested lower fees for homeowners looking to perform internal conversions or construct ADUs.
- Several people discussed code enforcement and concerns that the recommendations in the draft proposal may not be enforced.
- A few comments stated the quality of infill development is generally poor. Some of these individuals argued for stricter design or neighborhood review to address quality issues.

Quotes related to construction practices and developers

“The proposals are not descriptive enough. If you make these blanket statements, contractors will be able to twist them to end up being what they are doing now and that is not acceptable.”

“I think developers will build for high price no matter what restrictions you put on them with regard to design. Worth a try, but I consider it rather hopeless.”

“Close all loopholes and make any regulations adopted clear.”

Trees and greenspace

About 13 percent of individuals and 19 percent of organizations mentioned trees and greenspace in their comments. These comments were most frequently linked to setbacks, density and sustainability.

- Many comments expressed concern about the lack of emphasis on tree retention and preservation in the draft proposal. Many also argued preservation and provision of greenspace should be mentioned in the proposal. Some argued private greenspaces should be prioritized, and some suggested front setbacks should be relaxed to allow for larger back yards.
- Several people argued many trees have been cut down due to infill, and some argued developers are not deterred by codes or that they are not adequately enforced.
- A few comments said preservation of trees was related to conservation of bird and animal habitat.

- A neighborhood association argued that the proposal to retain the code’s current building coverage limits will allow previously witnessed development patterns to continue, maximizing lot coverage and leading to the removal of many trees.
- A City commission noted the schematics in the draft proposal do not contain many trees. This commission also advocated for particular policies that could support tree retention, including the following:
 - Allow an additional ADU within allowed building footprint in exchange for extra tree preservation
 - Allow adjustments for setbacks in exchange for preservation of one or more large healthy trees that would otherwise have been removed
 - Allow parking requirements be waived in exchange for preservation of one or more trees

Quotes related to trees and greenspace

“I'd love to give more consideration to trees! So many trees are taken down in my neighborhood, and all over. Big trees! Trees that we'll never see again in our lifetime. Trees that have made neighborhood be what they are.”

“Nowhere in the infill proposal do we see how we are going to meet City of Portland's Urban Forest canopy goals, with the reduction of yard space and loss of trees for development. This loss is already having an enormous impact on Portland's livability, and is destroying Portland's identity.”

“If a developer demolishes a current home, they should be required to build around the existing trees. The existing tree code is a joke.”

Sustainability

Seven percent of comments from individuals and 19 percent of organization letters mentioned sustainability. These comments included messages about green building practices, energy efficiency standards, sustainable growth and climate change. Related topics included house size and height requirements; trees and greenspace; density; demolition; and infrastructure, traffic and transit.

- Several comments suggested green building practices should be encouraged and incentivized when constructing infill.
- Several commenters stated that the adequate provision of trees and greenspace in single-dwelling zones was important for sustainability.
- Some linked denser development with sustainable growth and climate change. These comments suggested more density increases the use of mass transit or walking, leading to a reduction in car pollution. A few people also said protecting areas around the city by densifying inner neighborhoods is more sustainable than sprawl. A handful, however, suggested overly dense living is unsustainable and could increase exposure to pollution.
- Some comments explicitly discussed demolition as an unsustainable practice. A few suggested deconstruction should be required in these cases.
- A few comments called for more discussion of sustainability in the draft proposal.
- A few people and an organization suggested the height or house size standards may make certain green building practices more difficult. These comments said additional height may be needed for adequate insulation and proposed variances or allowances for this. A construction firm

Quotes related to sustainability

“With the proposed rule, I'd have to choose between 9' ceilings and energy efficiency. This could be ameliorated by exceptions (or height bonuses) for above-code insulation.”

“Sustainability is not addressed in these proposals on any level.”

“Buildings must be designed/renovated to use very little energy. The technology is there to support this, but the city needs to implement and adjust code.”

commented that while recommendations related to overhangs are a move in the right direction, additional overhang allowances could increase energy conservation by blocking more sunlight and keeping homes cooler in the summer.

- A few people said new structures are more energy efficient than some older homes.

Accessibility

Around three percent of individual comments and just under a quarter (23 percent) of letters from organizations mentioned accessibility of new homes.

Several comments called for the inclusion of standards that ensure new homes are accessible and “visitable”¹⁴ in the draft proposal.

- A few comments used the term “age in place” and stated that aging in community is not the same as aging in place.
- Some suggested that provision of parking is tied to accessibility and said garages and driveways are important for older residents or people with disabilities.
- Others suggested certain alternative housing types may be more conducive to accessibility, such as courtyard apartments.

Quotes related to accessibility

“Make sure there are options for housing without stairs for disabled or elderly.”

“I never thought I'd get to be 60 and be so worried about where I'll be living when I'm older.”

“Develop visitable units as often as possible.”

“[I] strongly prefer any incentives or policies that increase housing stock with universal design and accessibility features to...allow people to age in place.”

¹⁴ In other jurisdictions, visitable homes meet three requirements: they have a zero-step entrance; doors have at least 32 inches of passage space; and at least one bathroom on the main floor is accessible to wheelchair users.

Appendices

All appendices are available to download from the project website (portlandoregon.gov/bps/70065).

Appendix A: Questionnaire text

Appendix B: Demographic cross-tab tables for questionnaire data

Appendix C: Questionnaire comments (1,213)

Appendix D: Comments from individuals submitted via email, letters, comment cards and flip chart notes (323)

Appendix E: Letters from organizations (26)

Appendix F: Notes from open house Q&A sessions

Appendix A: Questionnaire text

- 1) Let's get started. First, what is the ZIP code where you live? (This question is required.)
- 2) Do you own or rent your home?
 - Own
 - Rent
- 3) Are you:
 - 17 years old or younger
 - 18 to 29 years old
 - 30 to 44 years old
 - 45 to 59 years old
 - 60 years old or older
- 4) What is your gender identity?
 - Male
 - Female
 - Transgender
 - Other
- 5) Which ethnic group(s) do you consider yourself a part of or feel closest to? (Select all that apply.)
 - African-American/black
 - Asian-American
 - Caucasian/white
 - Latino/Latina
 - Native American or Alaska Native
 - Native Hawaiian or Other Pacific Islander
 - Other
- 6) How many years have you lived in Portland?
 - Less than 1 year
 - 1-4 years
 - 5-9 years
 - 10-19 years
 - 20 years or more
 - Not a resident of Portland
- 7) Before today, how much have you heard about the Residential Infill Project or the discussion about updating zoning rules for additions and new houses in single-dwelling zones?
 - I've heard a lot of details and have considerable knowledge of what's happening.
 - I've heard some details and have some knowledge of what's happening.
 - I've heard the project is underway, but I don't know details.
 - I've not heard anything yet.

This project includes proposed changes to Portland’s current single-dwelling zoning rules. Nothing has been decided yet, so we’d like to get your reaction to what is being proposed.

SCALE OF HOUSES

8) One set of changes will address **the** scale of houses and what may be allowed as new houses are built and old houses are remodeled in existing neighborhoods. For each of the following, please indicate if you think the proposed change to address the housing needs of current and future generations is moving in the right direction or in the wrong direction.

Check one box per line to indicate your response.

Draft proposed change	Right direction	Wrong direction	Don't know/ Uncertain
Limit the square footage of new houses in relation to the size of the lot they are built on.			
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.			
Allow additional square footage for basements.			
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.			
Reduce overall heights by measuring the height of new houses from the lowest point instead of the highest point around the house.			
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).			
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.			

9) From this list, which one is most important to you?

- Limiting the square footage of new houses in relation to the size of the lot they are built on.
- Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).
- Allowing additional square footage for basements.
- Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.
- Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.
- Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).
- Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.

HOUSING TYPES

10) The new Comprehensive Plan seeks to encourage relatively smaller, less expensive housing types near Centers and Corridors with frequent transit service. These housing types could include multiple units within a structure and would be limited to the same scale as a single dwelling house. Areas “near Centers and Corridors” include areas within ¼ mile of designated centers and frequent bus corridors and MAX transit stations, as well as inner ring neighborhoods close to downtown where there are concentrations of businesses, community services and access to transit.

Do you think this is where this type of development should be focused?

- This is the right place to encourage these housing types.
- These housing types should be more broadly applied throughout the city to offer more choices in more places.
- These housing types should be more concentrated in specific, smaller areas of the city to focus change.
- Don't know/Uncertain.

11) For each of the following please indicate if you think the proposed change for housing types near Centers and Corridors is moving in the right direction or the wrong direction to address the needs of current and future residents. These housing types would be limited to the same scale as a single dwelling house.

Check one box per line to indicate your response.

Draft proposed change	Right direction	Wrong direction	Don't know/ Uncertain
Allow duplexes on all lots.			
Allow triplexes on corner lots.			
Allow houses to have two ADUs (one in the house and one in a detached structure).			
Allow a duplex to have a detached ADU.			
Offer a bonus unit for providing an affordable or accessible unit.			
Offer a bonus unit for internally converting an existing house.			

12) To further encourage other housing types citywide, beyond just those near Centers and Corridors, the following changes are being proposed for all single dwelling zoned lots. Please indicate if you think the proposed change to address the needs of current and future residents is moving in the right direction or the wrong direction.

Check one box per line to indicate your response.

Draft proposed change	Right direction	Wrong direction	Don't know/ Uncertain
Allow cottage clusters on large lots (at least 10,000 square feet).			
Require at least two housing units for double sized lots in the R2.5 zone.			

HISTORICALLY NARROW LOTS

And now a couple of questions about new houses on **historically narrow lots**.

13) For reference, historically narrow lots were created before modern zoning. Most are 25 feet wide and 100 feet deep. For each of the following, please indicate if you think the proposed change is moving in the right direction or the wrong direction as one solution to address the housing needs of current and future residents.

Check one box per line to indicate your response.

Draft proposed change	Right direction	Wrong direction	Don't know/ Uncertain
Lower the allowed height of new narrow houses with flat roofs by 3 feet (from 23 to 20 feet).			
Prevent front-loaded garages for new detached houses on narrow lots; encourage shared driveways or alley accessed garages instead.			
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.			
Require new houses on narrow lots to be attached when replacing an existing house.			
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.			

14) Historically narrow lots (predominantly 25 feet wide by 100 feet deep) only appear in some parts of the city. These lots provide another option for smaller, less expensive new homes. Where should housing be allowed on historically narrow lots? From the following options, please select the one you agree with the most.

- New houses should not be allowed on any historically narrow lot.
- New houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.
- New houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors.
- New houses should be allowed on all historically narrow lots.
- The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.
- None of the above.

15) From this list, what one item are you most interested in?

- Where in the city duplexes and triplexes would be allowed
- Where in the city cottage clusters would be allowed
- Encouraging more Accessory Dwelling Units (ADUs)
- Encouraging additional affordable units
- Encouraging more accessible (age-friendly) units
- Incentives to retain existing houses
- Where housing on narrow lots would be allowed
- Garages and parking for detached narrow houses

16) You've considered a lot more information now. Based on what you know about the draft proposal, please indicate if you think the proposed changes will be very effective (rating of 1) or not at all effective (rating of 5) at achieving the following objectives.

Check one box per line to indicate your response.

Objective	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)
Support more affordable housing					
Be economically feasible to build					
Provide clear rules for development					
Fit development into the neighborhood context					
Provide diverse housing opportunities					
Support housing that is adaptable over time to accommodate people of different ages and abilities					
Maintain privacy, sunlight, open space and natural features					
Be resource-efficient (land, materials, energy)					

17) Is there anything else (a question or comment) you'd like to share today? Please limit responses to the space provided below.

Just a few more questions and you're done.

18) How many people live in your household?

- 1
- 2
- 3
- 4 or more

19) Which of the following categories represents your total household income for 2015?

- Under \$20,000
- \$20,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- More than \$200,000
- Prefer not to answer

Appendix B Demographics cross-tab tables for questionnaire data

“One set of changes will address the scale of houses and what may be allowed as new houses are built and old houses are remodeled in existing neighborhoods. For each of the following, please indicate if you think the proposed change to address the housing needs of current and future generations is moving in the right direction or in the wrong direction.” (Question 8)

Differences between homeowners and renters

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Own	80.7%	12.8%	6.5%	1,877
Rent	69.8%	18.7%	11.4%	315
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
Own	68.4%	20.1%	11.5%	1,876
Rent	76.3%	13.1%	10.6%	312
Allow additional square footage for basements.				
Own	79.4%	7.2%	13.4%	1,863
Rent	77%	5.8%	17.3%	313
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
Own	58.9%	24.9%	16.2%	1,866
Rent	58.8%	21.4%	19.8%	313
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Own	64%	17.9%	18.1%	1,859
Rent	41.5%	28.1%	30.4%	313
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Own	61.9%	18.8%	19.3%	1,865
Rent	42.8%	29.1%	28.1%	313
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Own	68.5%	18.1%	13.4%	1,861
Rent	56.8%	24.5%	18.7%	310

Differences between age groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Under 45	72%	17.5%	10.5%	978
Over 45	84.9%	10.4%	4.6%	1,228
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
Under 45	77.4%	12.8%	9.7%	975
Over 45	63.5%	23.7%	12.8%	1,227
Allow additional square footage for basements.				
Under 45	82.2%	4.2%	13.6%	971
Over 45	76.6%	9%	14.4%	1,220
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				

Under 45	56.6%	23.9%	19.5%	972
Over 45	61%	24.4%	14.6%	1,220
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Under 45	49.4%	26.3%	24.3%	971
Over 45	70.1%	13.7%	16.2%	1,214
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Under 45	48%	27.9%	24.2%	973
Over 45	68.2%	13.9%	17.9%	1,219
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Under 45	60%	23.1%	16.9%	970
Over 45	72.2%	15.7%	12.1%	1,213

Differences between income groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Under \$50k	81%	13%	7%	288
\$50K - \$99K	81%	12%	6%	690
\$100K or more	78%	15%	7%	745
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs).				
Under \$50k	69%	20%	11%	287
\$50K - \$99K	72%	16%	12%	688
\$100K or more	77%	15%	8%	746
Allow additional square footage for basements.				
Under \$50k	79%	8%	14%	289
\$50K - \$99K	80%	5%	15%	683
\$100K or more	83%	5%	11%	745
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
Under \$50k	61%	22%	17%	286
\$50K - \$99K	60%	21.9%	18%	688
\$100K or more	61.4%	23.4%	15.2%	744
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Under \$50k	61.7%	16.4%	22%	287
\$50K - \$99K	64.1%	16.8%	19%	683
\$100K or more	57.9%	22.5%	19.7%	743
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Under \$50k	60%	19.3%	20.7%	290
\$50K - \$99K	62%	18.4%	19.6%	689
\$100K or more	55.9%	24.1%	20.1%	743
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Under \$50k	63.5%	21.5%	14.9%	288
\$50K - \$99K	66.7%	17.5%	15.8%	684
\$100K or more	68.4%	19.9%	11.7%	744

Differences between different household sizes

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
1 or 2 people	82.2%	11.5%	6.3%	1,234
3 or more people	75.4%	17%	7.6%	778
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
1 or 2 people	67.9%	20.3%	11.8%	1,232
3 or more people	74.4%	16.2%	9.4%	777
Allow additional square footage for basements.				
1 or 2 people	77.7%	7.7%	14.5%	1,226
3 or more people	82.7%	5.8%	11.5%	774
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
1 or 2 people	61.7%	23.5%	14.8%	1,227
3 or more people	56%	25%	19%	775
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
1 or 2 people	64.5%	17.4%	18.1%	1,223
3 or more people	56.8%	22.2%	20.9%	774
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
1 or 2 people	62.8%	18.2%	18.9%	1,230
3 or more people	55.4%	23.9%	20.8%	775
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
1 or 2 people	67.9%	18.6%	13.5%	1,226
3 or more people	64.6%	20.6%	14.9%	773

Differences by race and ethnicity

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Caucasian/White	79.9%	13.4%	6.7%	1,929
Communities of Color	77.7%	12.5%	9.8%	184
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
Caucasian/White	71.6%	17.6%	10.8%	1,928
Communities of Color	67.4%	20.7%	12%	184
Allow additional square footage for basements.				
Caucasian/White	79.8%	6.5%	13.7%	1,919
Communities of Color	78.7%	7.1%	14.2%	183
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
Caucasian/White	60%	23.2%	16.8%	1,916
Communities of Color	57.4%	25.1%	17.5%	183
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Caucasian/White	61%	18.9%	20.1%	1,913
Communities of Color	57.1%	22.5%	20.3%	182
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Caucasian/White	59.5%	19.9%	20.6%	1,920

Communities of Color	53.3%	22.5%	24.2%	182
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Caucasian/White	67.6%	18.1%	14.3%	1,912
Communities of Color	57.5%	27.1%	15.5%	181

Differences by length of time living in Portland

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Less than 10 years	75.6%	15.6%	8.9%	630
20 years or more	80.6%	13.7%	5.6%	1,033
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
Less than 10 years	76.1%	14.2%	9.7%	627
20 years or more	64.3%	23.2%	12.5%	1,033
Allow additional square footage for basements.				
Less than 10 years	77.5%	6.5%	15.9%	627
20 years or more	80%	6.7%	13.3%	1,025
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
Less than 10 years	59.8%	23.3%	16.9%	627
20 years or more	57.8%	27.5%	14.7%	1,027
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Less than 10 years	51.7%	26.5%	21.8%	623
20 years or more	65.6%	16.5%	17.9%	1,022
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Less than 10 years	52.4%	25.6%	22%	628
20 years or more	63.6%	18.4%	18%	1,028
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Less than 10 years	61.7%	23.8%	14.5%	621
20 years or more	69.7%	17.6%	12.7%	1,024

Differences by geography¹

	Right direction	Wrong direction	Don't know/Uncertain	N =
Limit the square footage of new houses in relation to the size of the lot it's built on.				
Western ZIP codes	78.8%	16.7%	4.5%	401
Inner ZIP codes	79.4%	12.9%	7.7%	1,666
Eastern ZIP codes	79.9%	12.7%	7.5%	134
Allow additional square footage for detached structures, like garages and accessory dwelling units (ADUs). ADUs are detached spaces that sometimes function as rental units or mother-in-law apartments.				
Western ZIP codes	66%	22%	12%	400
Inner ZIP codes	70.4%	18.1%	11.5%	1,662
Eastern ZIP codes	69.6%	23%	7.4%	135
Allow additional square footage for basements.				
Western ZIP codes	75.4%	7.9%	16.8%	394

¹ Western ZIP codes include 97005, 97006, 97201, 97205, 97209, 97210, 97219, 97221, 97223, 97225, 97229, 97239. Inner ZIP codes include 97203, 97217, 97211, 97218, 97227, 97212, 97213, 97215, 97214, 97232, 97202, 97206, 97222. Eastern ZIP codes include 97220, 97216, 97266, 97230, 97233, 97236

Inner ZIP codes	79.5%	6.6%	13.8%	1,656
Eastern ZIP codes	84.4%	5.9%	9.6%	135
Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.				
Western ZIP codes	62.5%	25.5%	12%	400
Inner ZIP codes	58.1%	23.7%	18.2%	1,651
Eastern ZIP codes	57.8%	25.9%	16.3%	135
Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.				
Western ZIP codes	57.4%	23.7%	18.9%	397
Inner ZIP codes	62.5%	17.7%	19.8%	1,647
Eastern ZIP codes	55.6%	21.8%	22.6%	133
Lower the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).				
Western ZIP codes	55.4%	24.4%	20.2%	397
Inner ZIP codes	60.5%	18.6%	20.9%	1,654
Eastern ZIP codes	56.7%	24.6%	18.7%	134
Increase minimum front yard setbacks by 5 feet, but allow houses to be as close to the street as neighboring houses.				
Western ZIP codes	67.2%	20.8%	12%	399
Inner ZIP codes	66.3%	18.9%	14.8%	1,646
Eastern ZIP codes	75.2%	11.3%	13.5%	133

"From this list (from Question 8), which one is most important to you?" (Question 9)

Differences between homeowners and renters

	Own	Rent
Limiting the square footage of new houses in relation to the size of the lot they are built on.	54%	38%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	22%	37%
Allowing additional square footage for basements.	4%	5%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	5%	8%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	8%	5%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	2%	2%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	5%	4%
N =	1757	295

Differences between age groups

	Under 45	Over 45
Limiting the square footage of new houses in relation to the size of the lot they are built on.	42.1%	59.5%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	33.5%	17.3%
Allowing additional square footage for basements.	4.0%	3.5%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	7.2%	4.1%

Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	6.8%	9.0%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	1.8%	1.7%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	4.6%	4.9%
N =	933	1131

Differences between income groups

	Under \$50k	\$50K - \$99K	\$100K and above
Limiting the square footage of new houses in relation to the size of the lot they are built on.	55%	52%	46%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	22%	25%	30%
Allowing additional square footage for basements.	4%	3%	4%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	6%	4%	6%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	7%	7%	8%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	1%	2%	1%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	4%	5%	5%
N =	273	656	708

Differences between different household sizes

	1 or 2 people	3 or more people
Limiting the square footage of new houses in relation to the size of the lot they are built on.	55%	47%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	22%	30%
Allowing additional square footage for basements.	4%	4%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	6%	5%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	8%	8%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	2%	2%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	5%	4%
N =	1174	731

Differences by race and ethnicity

	Caucasian/ White	Communities of Color
Limiting the square footage of new houses in relation to the size of the lot they are built on.	52%	43%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	25%	29%
Allowing additional square footage for basements.	4%	4%

Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	5%	9%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	8%	10%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	2%	2%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	5%	4%
N =	1812	171

Differences by number of years lived in Portland

	Less than 10 years	20 years or more
Limiting the square footage of new houses in relation to the size of the lot they are built on.	47%	56%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	32%	18%
Allowing additional square footage for basements.	4%	4%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	6%	5%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	5%	10%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	2%	2%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	4%	6%
N =	600	955

Differences by geography

	Western ZIP codes	Inner ZIP codes	Eastern ZIP codes
Limiting the square footage of new houses in relation to the size of the lot they are built on.	55%	52%	43%
Allowing additional square footage for detached structures, like garages and accessory dwelling units (ADUs).	22%	25%	29%
Allowing additional square footage for basements.	3%	4%	6%
Allowing taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out.	5%	6%	4%
Reducing overall heights by measuring the height of new houses from the lowest instead of the highest point around the house.	8%	8%	8%
Lowering the allowed height of new houses with flat roofs by 5 feet (from 30 to 25 feet).	2%	1%	3%
Increasing minimum front yard setbacks by 5 feet, but allowing houses to be as close to the street as neighboring houses.	6%	4%	7%
N =	373	1560	127

“The new Comprehensive Plan and recent City Council direction seeks to encourage relatively smaller, less expensive housing types near Centers and Corridors with frequent transit service. These housing types could include multiple units within a structure and would be limited to the same scale as a single dwelling house. Do you think this is where this type of development should be focused?” (Question 10)

Differences between homeowners and renters

	Own	Rent
This is the right place to encourage these housing types.	27%	28%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	45%	59%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	21%	7%
Don't know/Uncertain.	7%	5%
N =	1788	295

Differences between age groups

	Under 45	Over 45
This is the right place to encourage these housing types.	28.2%	26.0%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	53.3%	42.7%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	13.8%	22.9%
Don't know/Uncertain.	4.6%	8.4%
N =	928	1169

Differences between income groups

	Under \$50k	\$50K - \$99K	\$100K and above
This is the right place to encourage these housing types.	30%	25%	30%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	50%	51%	49%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	14%	18%	16%
Don't know/Uncertain.	6%	6%	5%
N =	282	685	737

Differences between different household sizes

	1 or 2 people	3 or more people
This is the right place to encourage these housing types.	27%	26%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	48%	47%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	18%	21%
Don't know/Uncertain.	6%	6%
N =	1218	765

Differences by race and ethnicity

	Caucasian/ White	Communities of Color
This is the right place to encourage these housing types.	28%	24%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	47%	51%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	18%	19%
Don't know/Uncertain.	6%	7%
N =	1837	177

Differences by years lived in Portland

	Less than 10 years	20 years or more
This is the right place to encourage these housing types.	30%	25%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	50%	46%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	15%	21%
Don't know/Uncertain.	5%	8%
N =	602	978

Differences by geography

	Western ZIP codes	Inner ZIP codes	Eastern ZIP codes
This is the right place to encourage these housing types.	27%	27%	33%
These housing types should be more broadly applied throughout the city to offer more choices in more places.	46%	48%	43%
These housing types should be more concentrated in specific, smaller areas of the city to focus change.	22%	19%	15%
Don't know/Uncertain.	5%	7%	9%
N =	378	1581	129

Differences between 14 ZIP codes with most respondents

ZIP code	ZIP code area	These housing types should be more broadly applied throughout the city to offer more choices in more places.	These housing types should be more concentrated in specific, smaller areas of the city to focus change.	This is the right place to encourage these housing types.	N =
97203	North	65%	9%	23%	69
97218	Northeast	62%	9%	17%	47
97206	Southeast	55%	6%	31%	163
97217	North	55%	15%	24%	121
97239	Southwest	53%	19%	23%	53
97214	Southeast	52%	19%	24%	200
97215	Southeast	49%	25%	21%	116
97213	Northeast	44%	23%	24%	215
97211	North	43%	19%	28%	159
97202	Southeast	42%	20%	30%	248
97232	Northeast	41%	27%	28%	71
97219	Southwest	38%	26%	28%	197
97212	Northeast	37%	25%	33%	150
97220	East	37%	17%	40%	35
Total		47%	19%	27%	2114

“For each of the following please indicate if you think the proposed change for housing types near Centers and Corridors is moving in the right direction or the wrong direction to address the needs of current and future residents. These housing types would be limited to the same scale as a single dwelling house.” (Question 11)

Differences between homeowners and renters

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Own	49.8%	41.6%	8.6%	1,805
Rent	79%	13.7%	7.3%	300
Allow triplexes on corner lots.				
Own	47.6%	41.3%	11%	1,795
Rent	77.6%	13.7%	8.7%	299
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Own	50.3%	39.4%	10.2%	1,805
Rent	70%	21.7%	8.3%	300
Allow a duplex to have a detached ADU.				
Own	43%	44.5%	12.6%	1,795
Rent	70%	18.3%	11.7%	300
Offer a bonus unit for providing an affordable or accessible unit.				
Own	55.6%	29.1%	15.3%	1,800
Rent	79.3%	12%	8.7%	300
Offer a bonus unit for internally converting an existing or historic house.				
Own	61.9%	24.1%	14%	1,800
Rent	77.9%	12.1%	10.10%	298

Differences between age groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Under 45	65.4%	26.4%	8.2%	936
Over 45	45.3%	46.1%	8.5%	1,182
Allow triplexes on corner lots.				
Under 45	65.1%	24.2%	10.7%	935
Over 45	41.5%	47.7%	10.8%	1,172
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Under 45	67.2%	24%	8.8%	938
Over 45	42.1%	46.7%	11.2%	1,180
Allow a duplex to have a detached ADU.				
Under 45	61.4%	27%	11.7%	935
Over 45	35.6%	50.9%	13.5%	1,173
Offer a bonus unit for providing an affordable or accessible unit.				
Under 45	69.9%	17.9%	12.2%	936
Over 45	50.5%	33.3%	16.2%	1,177
Offer a bonus unit for internally converting an existing or historic house.				
Under 45	72.6%	15.3%	12%	932
Over 45	57.7%	27.7%	14.7%	1,179

Differences between income groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Under \$50k	55.8%	37.1%	7.1%	283
\$50K - \$99K	59%	33.1%	7.8%	688
\$100K or more	58.8%	32.4%	8.7%	746
Allow triplexes on corner lots.				
Under \$50k	53.6%	36.4%	10%	280
\$50K - \$99K	54.2%	35.5%	10.2%	684
\$100K or more	58.6%	31.8%	9.7%	746
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Under \$50k	52.8%	37.7%	9.5%	284
\$50K - \$99K	56.2%	33.8%	10%	689
\$100K or more	60.1%	30.4%	9.5%	746
Allow a duplex to have a detached ADU.				
Under \$50k	48.8%	39.5%	11.7%	281
\$50K - \$99K	50.4%	36.9%	12.7%	686
\$100K or more	53.4%	34.3%	12.3%	740
Offer a bonus unit for providing an affordable or accessible unit.				
Under \$50k	60.1%	23.3%	16.6%	283
\$50K - \$99K	63.5%	23.5%	12.9%	688
\$100K or more	64.3%	21.7%	14%	745
Offer a bonus unit for internally converting an existing or historic house.				
Under \$50k	66.4%	19.6%	13.9%	280
\$50K - \$99K	67.8%	19.4%	12.8%	687
\$100K or more	67.7%	20.3%	12%	743

Differences between different household sizes

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
1 or 2 people	54.5%	37.6%	7.9%	1,227
3 or more people	54.4%	37.2%	8.4%	774
Allow triplexes on corner lots.				
1 or 2 people	50.9%	39.2%	10%	1,223
3 or more people	55%	34.5%	10.5%	769
Allow houses to have two ADUs (one in the house and one in a detached structure).				
1 or 2 people	50.9%	39.8%	9.4%	1,227
3 or more people	58%	32%	10.1%	776
Allow a duplex to have a detached ADU.				
1 or 2 people	45%	43.3%	11.7%	1,219
3 or more people	51.7%	35.2%	13.1%	772
Offer a bonus unit for providing an affordable or accessible unit.				
1 or 2 people	58.2%	28.5%	13.3%	1,224
3 or more people	60.7%	24.1%	15.2%	776
Offer a bonus unit for internally converting an existing or historic house.				
1 or 2 people	63.3%	23.8%	12.8%	1,222
3 or more people	66.3%	20.1%	13.6%	772

Differences by race and ethnicity

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Caucasian/White	55.6%	35.6%	8.7%	1,853
Communities of Color	48.6%	41.3%	10.1%	179
Allow triplexes on corner lots.				
Caucasian/White	53.7%	35.7%	10.6%	1,844
Communities of Color	48%	40.7%	11.3%	177
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Caucasian/White	54.8%	35.2%	10%	1,854
Communities of Color	54.2%	36.3%	9.5%	179
Allow a duplex to have a detached ADU.				
Caucasian/White	48.6%	38.9%	12.5%	1,846
Communities of Color	48.3%	38.6%	13.1%	176
Offer a bonus unit for providing an affordable or accessible unit.				
Caucasian/White	60.3%	25.2%	14.5%	1,849
Communities of Color	61.5%	27.4%	11.2%	179
Offer a bonus unit for internally converting an existing or historic house.				
Caucasian/White	65.1%	21.4%	13.5%	1,845
Communities of Color	63.7%	22.9%	13.4%	179

Differences by years lived in Portland

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Less than 10 years	62.2%	29.1%	8.7%	609
20 years or more	46.8%	45%	8.2%	985
Allow triplexes on corner lots.				
Less than 10 years	62.2%	28.4%	9.4%	609
20 years or more	44%	44.6%	11.4%	977
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Less than 10 years	63.7%	27.2%	9.2%	611
20 years or more	42.2%	46.6%	11.2%	984
Allow a duplex to have a detached ADU.				
Less than 10 years	58%	30.6%	11.4%	605
20 years or more	37.7%	49.3%	13.1%	980
Offer a bonus unit for providing an affordable or accessible unit.				
Less than 10 years	69.1%	19.8%	11.1%	611
20 years or more	51.7%	33.5%	14.7%	978
Offer a bonus unit for internally converting an existing or historic house.				
Less than 10 years	72.6%	15.6%	11.8%	609
20 years or more	57.6%	28.8%	13.6%	979

Differences by geography

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow duplexes on all lots.				
Western ZIP codes	55%	38.5%	6.5%	387
Inner ZIP codes	53.7%	37.4%	8.9%	1,592
Eastern ZIP codes	53.1%	38.5%	8.5%	130
Allow triplexes on corner lots.				
Western ZIP codes	51.3%	38.3%	10.4%	384
Inner ZIP codes	51.9%	37.3%	10.8%	1,587

Eastern ZIP codes	51.6%	36.7%	11.7%	128
Allow houses to have two ADUs (one in the house and one in a detached structure).				
Western ZIP codes	47.7%	41.5%	10.9%	386
Inner ZIP codes	54.1%	36%	9.9%	1,594
Eastern ZIP codes	54.6%	33.8%	11.5%	130
Allow a duplex to have a detached ADU.				
Western ZIP codes	42.7%	45%	12.3%	382
Inner ZIP codes	47.8%	39.3%	12.9%	1,587
Eastern ZIP codes	47.7%	42.3%	10%	130
Offer a bonus unit for providing an affordable or accessible unit.				
Western ZIP codes	54.7%	30.5%	14.8%	384
Inner ZIP codes	59.6%	26%	14.4%	1,590
Eastern ZIP codes	58.5%	26.2%	15.4%	130
Offer a bonus unit for internally converting an existing or historic house.				
Western ZIP codes	58.8%	24.4%	16.8%	386
Inner ZIP codes	65.3%	21.8%	12.9%	1,585
Eastern ZIP codes	63.6%	24.8%	11.6%	129

“To further encourage other housing types citywide, beyond just those in Centers and Corridors, the following changes are being proposed for all single-dwelling zoned lots. Please indicate if you think the proposed change to address the needs of current and future residents is moving in the right direction or the wrong direction.” (Question 12)

Differences between homeowners and renters

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Own	65%	22.8%	12.2%	1,801
Rent	81.6%	10%	8.4%	299
Require at least two housing units for double sized lots in the R2.5 zone.				
Own	32.1%	46.9%	21%	1,801
Rent	62%	18%	20%	300

Differences between age groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Under 45	73.5%	15.4%	11.1%	935
Over 45	62.7%	25.2%	12.1%	1,177
Require at least two housing units for double sized lots in the R2.5 zone.				
Under 45	44.6%	34.2%	21.3%	936
Over 45	29.9%	49.4%	20.6%	1,177

Differences between income groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Under \$50k	69.2%	17.5%	13.3%	286
\$50K - \$99K	71.7%	17.2%	11.1%	686
\$100K or more	72.5%	17%	10.5%	746
Require at least two housing units for double sized lots in the R2.5 zone.				
Under \$50k	41.7%	38.9%	19.4%	283
\$50K - \$99K	41%	38.5%	20.4%	685
\$100K or more	38.4%	40.8%	20.7%	747

Differences between different household sizes

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
1 or 2 people	68.8%	21.4%	9.8%	1,223
3 or more people	67.1%	19.5%	13.4%	776
Require at least two housing units for double sized lots in the R2.5 zone.				
1 or 2 people	40.1%	42%	18%	1,225
3 or more people	32%	44.3%	23.7%	772

Differences by race and ethnicity

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Caucasian/White	68.8%	20%	11.2%	1,849
Communities of Color	62.7%	23.2%	14.1%	177
Require at least two housing units for double sized lots in the R2.5 zone.				
Caucasian/White	38.2%	41.1%	20.7%	1,851
Communities of Color	33.7%	43.8%	22.5%	178

Differences by years lived in Portland

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Less than 10 years	73.6%	16.1%	10.2%	607
20 years or more	61.7%	26.5%	11.8%	984
Require at least two housing units for double sized lots in the R2.5 zone.				
Less than 10 years	44.7%	35.8%	19.5%	609
20 years or more	29.7%	51%	19.2%	982

Differences by geography

	Right direction	Wrong direction	Don't know/Uncertain	N =
Allow cottage clusters on large lots (at least 10,000 square feet).				
Western ZIP codes	65.1%	25.8%	9.1%	384
Inner ZIP codes	68.3%	19.4%	12.3%	1,591
Eastern ZIP codes	60.8%	27.7%	11.5%	130
Require at least two housing units for double sized lots in the R2.5 zone.				
Western ZIP codes	35.8%	48%	16.2%	383
Inner ZIP codes	36.5%	41.8%	21.7%	1,593
Eastern ZIP codes	28.7%	45.7%	25.6%	129

“For reference, historically narrow lots were created before modern zoning. Most are 25 feet wide and 100 feet deep. For each of the following, please indicate if you think the proposed change is moving in the right direction or the wrong direction as one solution to address the housing needs of current and future residents.” (Question 13)

Differences between homeowners and renters

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Own	62.8%	17.5%	19.7%	1,754
Rent	44.8%	28.3%	26.9%	290
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Own	62.4%	24.8%	12.8%	1,757
Rent	71.4%	15.5%	13.1%	290
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Own	36.4%	50.2%	13.3%	1,754
Rent	56.6%	29%	14.5%	290
Require new houses on narrow lots to be attached when replacing an existing house.				
Own	37.9%	25%	37.1%	1,749
Rent	40.9%	16.5%	42.6%	291
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Own	59.6%	24%	16.4%	1,311
Rent	68.2%	13.6%	18.2%	220

Differences between age groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Under 45	49.7%	25.6%	24.7%	902
Over 45	68.5%	13.6%	17.9%	1,154
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Under 45	66.4%	20.6%	13%	905
Over 45	61.4%	25.7%	12.8%	1,154
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Under 45	49.9%	35.3%	14.7%	903
Over 45	31%	56.4%	12.6%	1,153
Require new houses on narrow lots to be attached when replacing an existing house.				
Under 45	37.3%	22.3%	40.4%	904
Over 45	39%	24.9%	36.1%	1,148
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Under 45	64.4%	17.7%	18%	657
Over 45	58%	26.1%	15.8%	884

Differences between income groups

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Under \$50k	61.8%	17.7%	20.5%	283
\$50K - \$99K	63.4%	16.3%	20.3%	681
\$100K or more	54.7%	22.6%	22.6%	742
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Under \$50k	64.3%	24.4%	11.3%	283
\$50K - \$99K	66.7%	21.5%	11.8%	685
\$100K or more	65.5%	22%	12.5%	745
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Under \$50k	39.9%	49.1%	11%	283
\$50K - \$99K	41.6%	44.1%	14.4%	681
\$100K or more	45.5%	39.6%	14.9%	743
Require new houses on narrow lots to be attached when replacing an existing house.				
Under \$50k	40.4%	22%	37.6%	282
\$50K - \$99K	40.9%	20.6%	38.5%	684
\$100K or more	37.5%	24.9%	37.6%	742
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Under \$50k	64%	21.2%	14.9%	222
\$50K - \$99K	61.9%	20.8%	17.3%	520
\$100K or more	65.3%	19.5%	15.1%	548

Differences between different household sizes

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
1 or 2 people	62.5%	17.2%	20.4%	1,223
3 or more people	57%	21.6%	21.4%	767
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
1 or 2 people	63.3%	23.5%	13.2%	1,223
3 or more people	65.9%	23.1%	11%	771
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
1 or 2 people	37.7%	49.9%	12.4%	1,222
3 or more people	43.4%	41.4%	15.2%	768
Require new houses on narrow lots to be attached when replacing an existing house.				
1 or 2 people	40.8%	23.3%	35.9%	1,219
3 or more people	35%	24.8%	40.2%	766
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
1 or 2 people	62.6%	22.5%	14.9%	924
3 or more people	59.6%	22%	18.4%	572

Differences by race and ethnicity

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Caucasian/White	60.4%	18.3%	21.4%	1,801
Communities of Color	53.8%	22.2%	24%	171
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Caucasian/White	65%	21.9%	13.1%	1,802
Communities of Color	56.2%	27.8%	16%	169
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Caucasian/White	40.5%	45.9%	13.7%	1,801
Communities of Color	38.1%	46.4%	15.5%	168
Require new houses on narrow lots to be attached when replacing an existing house.				
Caucasian/White	38%	22.7%	39.3%	1,797
Communities of Color	32%	32.5%	35.5%	169
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Caucasian/White	62.1%	21.5%	16.4%	1,359
Communities of Color	58.1%	21.8%	20.2%	124

Differences by years lived in Portland

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Less than 10 years	50.4%	23.5%	26.1%	595
20 years or more	65.6%	16.7%	17.7%	963
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Less than 10 years	66.7%	19.5%	13.8%	595
20 years or more	59.7%	27.7%	12.6%	965
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Less than 10 years	49.2%	37.7%	13.1%	594
20 years or more	31.5%	55.8%	12.7%	965
Require new houses on narrow lots to be attached when replacing an existing house.				
Less than 10 years	36.9%	23.3%	39.8%	593
20 years or more	38.6%	27%	34.4%	962
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Less than 10 years	64.3%	17.2%	18.4%	429
20 years or more	58.6%	26%	15.4%	749

Differences by geography

	Right direction	Wrong direction	Don't know/Uncertain	N =
Lower the allowed height of new houses with flat roofs on narrow lots by 3 feet (from 23 to 20 feet).				
Western ZIP codes	57.2%	21.8%	21%	376
Inner ZIP codes	61%	18.1%	20.9%	1,552
Eastern ZIP codes	63.7%	19.4%	16.9%	124
Prevent street-facing garages for new houses on narrow lots; encourage shared driveways or alley accessed garages instead.				
Western ZIP codes	57.9%	26.4%	15.7%	382
Inner ZIP codes	66.7%	22%	11.3%	1,548
Eastern ZIP codes	43.2%	36%	20.8%	125
Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking.				
Western ZIP codes	30.5%	56.2%	13.3%	377

Inner ZIP codes	41.5%	44.8%	13.7%	1,550
Eastern ZIP codes	33.9%	56.5%	9.7%	124
Require new houses on narrow lots to be attached when replacing an existing house.				
Western ZIP codes	35.1%	27.1%	37.8%	376
Inner ZIP codes	38.5%	22.8%	38.7%	1,548
Eastern ZIP codes	44.4%	26.6%	29%	124
Allow flag lots (one lot behind another) when keeping an existing house as an alternative to narrow houses.				
Western ZIP codes	66.2%	21.2%	12.6%	278
Inner ZIP codes	58.7%	22.9%	18.4%	1,162
Eastern ZIP codes	67.4%	24.2%	8.4%	95

“Historically narrow lots (predominantly 25 feet wide by 100 feet deep) only appear in some parts of the city. These lots provide another option for smaller, less expensive new homes. Where should housing be allowed on historically narrow lots? From the following options, please select the one you agree with the most.” (Question 14)

Differences between homeowners and renters

	Own	Rent
Houses should not be allowed on any historically narrow lot.	14.9%	6.5%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	17.7%	11.0%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	14.4%	13.7%
Houses should be allowed on all historically narrow lots.	23.3%	30.8%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	20.5%	33.6%
None of the above.	9.2%	4.5%
N =	1744	292

Differences between age groups

	Under 45	Over 45
Houses should not be allowed on any historically narrow lot.	11.0%	15.7%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	12.0%	20.5%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	15.3%	13.6%
Houses should be allowed on all historically narrow lots.	30.4%	19.4%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	25.2%	20.7%
None of the above.	6.0%	10.2%
N =	900	1147

Differences between income groups

	Under \$50k	\$50K - \$99K	\$100K and above
Houses should not be allowed on any historically narrow lot.	16%	11%	12%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	15%	18%	16%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	12%	16%	15%
Houses should be allowed on all historically narrow lots.	22%	23%	29%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	28%	25%	22%
None of the above.	8%	8%	6%
N =	282	682	738

Differences between different household sizes

	1 or 2 people	3 or more people
Houses should not be allowed on any historically narrow lot.	14%	13%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	18%	15%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	14%	16%
Houses should be allowed on all historically narrow lots.	24%	25%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	22%	23%
None of the above.	9%	7%
N =	1221	767

Differences by race and ethnicity

	Caucasian/ White	Communities of Color
Houses should not be allowed on any historically narrow lot.	13%	15%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	17%	11%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	15%	13%
Houses should be allowed on all historically narrow lots.	25%	25%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	23%	26%
None of the above.	8%	10%
N =	1790	170

Differences by years lived in Portland

	Less than 10 years	20 years or more
Houses should not be allowed on any historically narrow lot.	11%	16%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	15%	18%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	16%	14%
Houses should be allowed on all historically narrow lots.	30%	19%

The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	24%	22%
None of the above.	4%	12%
N =	589	960

Differences by geography

	Western ZIP codes	Inner ZIP codes	Eastern ZIP codes
Houses should not be allowed on any historically narrow lot.	11%	14%	12%
Houses should be allowed on historically narrow lots in some areas, such as within two blocks of neighborhood centers and transit corridors.	23%	15%	18%
Houses should be allowed on most historically narrow lots, such as within ¼ mile of transit stations, neighborhood centers and transit corridors	13%	15%	11%
Houses should be allowed on all historically narrow lots.	25%	24%	23%
The City should explore other ways to allow narrow houses throughout more parts of the city, regardless of historical platting.	19%	23%	29%
None of the above.	8%	8%	7%
N =	378	1543	123

“From this list, what one item are you most interested in?” (Question 15)

Differences between homeowners and renters

	Own	Rent
Where in the city duplexes and triplexes would be allowed	15.6%	16.2%
Where in the city cottage clusters would be allowed	6.3%	4.7%
Encouraging more Accessory Dwelling Units (ADUs)	9.1%	4.7%
Encouraging additional affordable units	17.4%	42.8%
Encouraging more accessible (age-friendly) units	4.0%	5.0%
Incentives to retain existing houses	34.1%	17.3%
Where housing on narrow lots would be allowed	4.0%	3.6%
Garages and parking for detached narrow houses	9.6%	5.8%
N =	1658	278

Differences between age groups

	Under 45	Over 45
Where in the city duplexes and triplexes would be allowed	17.5%	14.4%
Where in the city cottage clusters would be allowed	4.8%	6.9%
Encouraging more Accessory Dwelling Units (ADUs)	10.6%	7.3%
Encouraging additional affordable units	29.3%	14.5%
Encouraging more accessible (age-friendly) units	2.6%	5.3%
Incentives to retain existing houses	23.3%	38.0%
Where housing on narrow lots would be allowed	4.3%	3.6%
Garages and parking for detached narrow houses	7.7%	10.0%
N =	859	1088

Differences between income groups

	Under \$50k	\$50K - \$99K	\$100K and above
Where in the city duplexes and triplexes would be allowed	11%	14%	18%
Where in the city cottage clusters would be allowed	4%	7%	5%
Encouraging more Accessory Dwelling Units (ADUs)	6%	9%	12%
Encouraging additional affordable units	27%	23%	21%
Encouraging more accessible (age-friendly) units	6%	4%	3%
Incentives to retain existing houses	33%	30%	29%
Where housing on narrow lots would be allowed	2%	4%	5%
Garages and parking for detached narrow houses	9%	9%	8%
N =	277	655	701

Differences between different household sizes

	1 or 2 people	3 or more people
Where in the city duplexes and triplexes would be allowed	15%	18%
Where in the city cottage clusters would be allowed	6%	6%
Encouraging more Accessory Dwelling Units (ADUs)	7%	11%
Encouraging additional affordable units	20%	23%
Encouraging more accessible (age-friendly) units	5%	3%
Incentives to retain existing houses	33%	29%
Where housing on narrow lots would be allowed	5%	2%
Garages and parking for detached narrow houses	9%	8%
N =	1166	728

Differences by race and ethnicity

	Caucasian/White	Communities of Color
Where in the city duplexes and triplexes would be allowed	16%	16%
Where in the city cottage clusters would be allowed	6%	6%
Encouraging more Accessory Dwelling Units (ADUs)	9%	9%
Encouraging additional affordable units	22%	24%
Encouraging more accessible (age-friendly) units	4%	6%
Incentives to retain existing houses	31%	31%
Where housing on narrow lots would be allowed	4%	1%
Garages and parking for detached narrow houses	9%	8%
N =	1709	160

Differences by years lived in Portland

	Less than 10 years	20 years or more
Where in the city duplexes and triplexes would be allowed	18%	14%
Where in the city cottage clusters would be allowed	4%	7%
Encouraging more Accessory Dwelling Units (ADUs)	12%	7%
Encouraging additional affordable units	25%	17%
Encouraging more accessible (age-friendly) units	3%	5%
Incentives to retain existing houses	25%	36%
Where housing on narrow lots would be allowed	4%	4%
Garages and parking for detached narrow houses	9%	10%
N =	570	909

Differences by geography

	Western ZIP codes	Inner ZIP codes	Eastern ZIP codes
Where in the city duplexes and triplexes would be allowed	20%	15%	9%
Where in the city cottage clusters would be allowed	8%	5%	14%
Encouraging more Accessory Dwelling Units (ADUs)	6%	10%	8%
Encouraging additional affordable units	19%	21%	22%
Encouraging more accessible (age-friendly) units	6%	3%	7%
Incentives to retain existing houses	27%	34%	24%
Where housing on narrow lots would be allowed	3%	4%	4%
Garages and parking for detached narrow houses	13%	8%	11%
N =	360	1466	116

“Based on what you know about the draft proposal, please indicate if you think the proposed changes will be very effective (rating of 1) or not at all effective (rating of 5) at achieving the following objectives.” (Question 16)

Differences between homeowners and renters

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Own	9.5%	45.9%	11.3%	17.7%	15.7%	1,692
Rent	19.4%	48.7%	7.5%	15.1%	9.3%	279
Be economically feasible to build						
Own	15.2%	43.3%	17.8%	14.7%	9%	1,655
Rent	26.8%	49.6%	13%	7.2%	3.3%	276
Provide clear rules for development						
Own	25.4%	40%	10.2%	13.6%	10.8%	1,671
Rent	31.5%	43.5%	11.2%	7.6%	6.2%	276
Fit development into the neighborhood context						
Own	19.1%	36.6%	7.5%	17.5%	19.3%	1,681
Rent	28.4%	42.4%	9.4%	11.9%	7.9%	278
Provide diverse housing opportunities						
Own	17.8%	43.3%	13%	15.1%	10.8%	1,664
Rent	33.5%	41.1%	8.4%	10.5%	6.5%	275
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Own	15.7%	35.8%	18.2%	17.7%	12.6%	1,662
Rent	25.2%	41.7%	13.7%	10.8%	8.6%	278
Maintain privacy, sunlight, open space and natural features						
Own	13.2%	33.9%	10.7%	18.8%	23.5%	1,672
Rent	21.4%	43.5%	17%	11.6%	6.5%	276
Be resource-efficient (land, materials, energy)						
Own	16.4%	38.2%	17.5%	14.2%	13.7%	1,658
Rent	31.8%	41.9%	10.8%	8.7%	6.9%	277

Differences between age groups

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Under 45	13.1%	49.3%	12.3%	14.2%	11.1%	871
Over 45	9.1%	43.9%	9.9%	19.7%	17.4%	1,111
Be economically feasible to build						
Under 45	21.2%	45.7%	15.8%	11.5%	5.8%	862
Over 45	13.5%	42.9%	18.4%	15.4%	9.8%	1,078
Provide clear rules for development						
Under 45	29.5%	41.6%	10.9%	11%	6.9%	870
Over 45	23.5%	40.3%	9.7%	14.1%	12.3%	1,089
Fit development into the neighborhood context						
Under 45	24.9%	39%	10.2%	12.9%	13%	870
Over 45	16.9%	36.5%	5.7%	20%	20.8%	1,099
Provide diverse housing opportunities						
Under 45	25.6%	43.7%	10.4%	12.5%	7.8%	863
Over 45	15.7%	42.7%	13.9%	16.1%	11.6%	1,087
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Under 45	21.3%	39.8%	15.8%	13.6%	9.5%	860
Over 45	13.9%	34.2%	19.2%	19.2%	13.6%	1,090
Maintain privacy, sunlight, open space and natural features						
Under 45	15.8%	39.4%	15.1%	15.8%	13.9%	861
Over 45	13.3%	32.1%	8.9%	19.2%	26.5%	1,098
Be resource-efficient (land, materials, energy)						
Under 45	22.3%	40.6%	16.3%	11.2%	9.6%	857
Over 45	15.8%	37.5%	16.7%	14.8%	15.2%	1,087

Differences between income groups

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Under \$50k	15.2%	44.2%	12%	9.2%	19.4%	283
\$50K - \$99K	11.9%	48.4%	9.2%	19.3%	11.3%	675
\$100K or more	10.9%	50.3%	11.8%	16%	11%	727
Be economically feasible to build						
Under \$50k	20.8%	39.8%	20.1%	10.9%	8.4%	274
\$50K - \$99K	18.4%	47.1%	15.4%	13.9%	5.3%	664
\$100K or more	17.4%	47.7%	16.3%	11.1%	7.5%	719
Provide clear rules for development						
Under \$50k	31.8%	33.9%	11.4%	9.6%	13.2%	280
\$50K - \$99K	27.4%	43%	8.7%	14.7%	6.3%	668
\$100K or more	27%	43.9%	10.8%	10.2%	8.1%	719
Fit development into the neighborhood context						
Under \$50k	22.2%	40.1%	5.4%	13.3%	19%	279
\$50K - \$99K	22.3%	37.8%	7%	18.8%	14.1%	672
\$100K or more	21.5%	40.2%	10.6%	14.6%	13%	724
Provide diverse housing opportunities						
Under \$50k	22.8%	40.6%	10.1%	14.1%	12.3%	276
\$50K - \$99K	21.3%	44.3%	13.1%	14.2%	7%	670
\$100K or more	23.2%	44.6%	11%	12.1%	9%	719
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Under \$50k	20.8%	32.6%	19.4%	13.6%	13.6%	279

\$50K - \$99K	19.4%	38.5%	16.4%	16.7%	9%	670
\$100K or more	17.8%	39.9%	18.2%	14.3%	9.8%	714
Maintain privacy, sunlight, open space and natural features						
Under \$50k	16.9%	34.2%	9.7%	14.7%	24.5%	278
\$50K - \$99K	15%	34.7%	14.2%	17.8%	18.3%	668
\$100K or more	14.6%	40.5%	10.8%	19.3%	14.7%	719
Be resource-efficient (land, materials, energy)						
Under \$50k	22.5%	38.8%	12%	12%	14.9%	276
\$50K - \$99K	20.3%	39.2%	16.4%	13.7%	10.4%	664
\$100K or more	19.7%	42.1%	17.1%	11.2%	9.8%	712

Differences between different household sizes

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
1 or 2 people	10.9%	46.2%	11.1%	17.6%	14.2%	1,208
3 or more people	10.8%	46.8%	10.6%	16.6%	15.2%	758
Be economically feasible to build						
1 or 2 people	15.4%	45%	18.4%	13.5%	7.7%	1,181
3 or more people	19.3%	42.6%	15.4%	13.8%	8.8%	746
Provide clear rules for development						
1 or 2 people	26.3%	42.6%	9.6%	11.1%	10.4%	1,192
3 or more people	25.8%	38.3%	11.2%	15.3%	9.3%	751
Fit development into the neighborhood context						
1 or 2 people	20.7%	38.4%	7.9%	15.5%	17.5%	1,196
3 or more people	20.1%	36.3%	7.4%	18.9%	17.3%	757
Provide diverse housing opportunities						
1 or 2 people	19.8%	43.6%	12.9%	14.6%	9.1%	1,192
3 or more people	20.8%	41.7%	11.1%	14.5%	11.8%	745
Support housing that is adaptable over time to accommodate people of different ages and abilities						
1 or 2 people	17.1%	36.2%	18.4%	16.8%	11.5%	1,188
3 or more people	17.4%	37.4%	17%	15.6%	12.6%	748
Maintain privacy, sunlight, open space and natural features						
1 or 2 people	15.9%	33.5%	11.6%	18%	21%	1,192
3 or more people	11.7%	37.9%	12.1%	17.6%	20.6%	751
Be resource-efficient (land, materials, energy)						
1 or 2 people	18.8%	38.8%	16.9%	13.1%	12.4%	1,187
3 or more people	18.6%	39%	15.4%	13.6%	13.4%	741

Differences by race and ethnicity

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Caucasian/White	11.3%	48.4%	10.7%	16.5%	13.1%	1,732
Communities of Color	12.7%	37%	10.9%	19.4%	20%	165
Be economically feasible to build						
Caucasian/White	17.1%	45.8%	16.5%	13.3%	7.4%	1,695
Communities of Color	20.2%	35.6%	17.8%	14.7%	11.7%	163
Provide clear rules for development						
Caucasian/White	26.9%	42%	9.9%	12.3%	8.9%	1,711
Communities of Color	26.5%	37.3%	10.8%	12.7%	12.7%	166
Fit development into the neighborhood context						

Caucasian/White	21.3%	39.2%	7.6%	16.6%	15.3%	1,720
Communities of Color	18.1%	30.1%	10.2%	19.3%	22.3%	166
Provide diverse housing opportunities						
Caucasian/White	20.7%	44.3%	12%	14.2%	8.9%	1,705
Communities of Color	23.3%	36.2%	11%	13.5%	16%	163
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Caucasian/White	18%	37.5%	17.6%	16.4%	10.6%	1,703
Communities of Color	17.1%	37.8%	13.4%	14.6%	17.1%	164
Maintain privacy, sunlight, open space and natural features						
Caucasian/White	15.1%	36.5%	11.8%	17.5%	19%	1,710
Communities of Color	13.3%	29.1%	12.7%	21.8%	23%	165
Be resource-efficient (land, materials, energy)						
Caucasian/White	19.3%	40.3%	16.2%	12.9%	11.3%	1,696
Communities of Color	20.2%	35%	11%	17.8%	16%	163

Differences by years lived in Portland

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Less than 10 years	13.3%	49.3%	13.5%	14.7%	9.3%	572
20 years or more	9.1%	43.2%	10.1%	19.4%	18.2%	928
Be economically feasible to build						
Less than 10 years	20.2%	44.8%	16%	13.5%	5.5%	563
20 years or more	14%	42.5%	17.1%	15.5%	10.8%	905
Provide clear rules for development						
Less than 10 years	30.2%	42.9%	9.7%	10.7%	6.5%	569
20 years or more	22.2%	38.8%	11.2%	15.4%	12.4%	913
Fit development into the neighborhood context						
Less than 10 years	25.8%	38.2%	9.8%	13.5%	12.6%	570
20 years or more	17.1%	37.3%	5.8%	18.6%	21.3%	926
Provide diverse housing opportunities						
Less than 10 years	23.9%	43%	11.4%	16%	5.6%	568
20 years or more	15%	44.3%	13.6%	14.6%	12.5%	912
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Less than 10 years	20.5%	38.4%	16.2%	16.2%	8.6%	567
20 years or more	13.6%	35.6%	19%	17.7%	14.1%	915
Maintain privacy, sunlight, open space and natural features						
Less than 10 years	16.8%	38.8%	15%	15.4%	14%	565
20 years or more	13.4%	31.5%	9.5%	19.1%	26.5%	920
Be resource-efficient (land, materials, energy)						
Less than 10 years	23.8%	39.9%	16%	11.2%	9.1%	562
20 years or more	14.7%	38.1%	17.6%	14%	15.6%	910

Differences by geography

	Very effective (1)	Somewhat effective (2)	No impact (3)	Not very effective (4)	Not at all effective (5)	N =
Support more affordable housing						
Western ZIP codes	12.1%	46.1%	11.6%	17.3%	12.9%	371
Inner ZIP codes	9.8%	46.4%	10.7%	17.5%	15.6%	1,488
Eastern ZIP codes	16.2%	44.4%	13.7%	15.4%	10.3%	117
Be economically feasible to build						
Western ZIP codes	14.7%	41.6%	20.2%	14.1%	9.4%	361

Inner ZIP codes	16.8%	44.6%	16.5%	14.1%	7.9%	1,460
Eastern ZIP codes	19.8%	48.3%	18.1%	8.6%	5.2%	116
Provide clear rules for development						
Western ZIP codes	24.1%	42.2%	11.5%	8.8%	13.4%	365
Inner ZIP codes	25.6%	40.5%	10.5%	14%	9.5%	1,469
Eastern ZIP codes	37.3%	40.7%	5.1%	10.2%	6.8%	118
Fit development into the neighborhood context						
Western ZIP codes	19.1%	33.3%	7.4%	20.2%	19.9%	366
Inner ZIP codes	20.3%	37.8%	7.7%	16.7%	17.6%	1,481
Eastern ZIP codes	21.4%	44.4%	8.5%	12.8%	12.8%	117
Provide diverse housing opportunities						
Western ZIP codes	21.7%	40.1%	12.1%	12.6%	13.5%	364
Inner ZIP codes	19.2%	44%	12.1%	15.3%	9.5%	1,465
Eastern ZIP codes	22.2%	39.3%	15.4%	15.4%	7.7%	117
Support housing that is adaptable over time to accommodate people of different ages and abilities						
Western ZIP codes	14%	35.9%	21.6%	15.1%	13.4%	365
Inner ZIP codes	17%	36.9%	16.7%	17.6%	11.9%	1,463
Eastern ZIP codes	26.5%	34.2%	18.8%	12.8%	7.7%	117
Maintain privacy, sunlight, open space and natural features						
Western ZIP codes	12.3%	31.1%	11.4%	21.5%	23.7%	367
Inner ZIP codes	13.8%	36%	11.9%	17.1%	21.2%	1,468
Eastern ZIP codes	25.4%	33.9%	10.2%	15.3%	15.3%	118
Be resource-efficient (land, materials, energy)						
Western ZIP codes	18.2%	39.1%	16%	12.7%	14%	363
Inner ZIP codes	17.7%	38.7%	16.8%	13.7%	13%	1,456
Eastern ZIP codes	28.6%	37.8%	16%	10.1%	7.6%	119

Appendix C: Questionnaire comments (1,213)

Ordered by Date and Time Received

Let's be honest about what is happening here. This is not about infill. This is about demolition. This is not about providing affordable middle housing for Portlanders. This is about lining the pockets of large developers (I'm looking at you Vic Remmers) at the expense of this historic and charming city. That the committee would try to sneak such a dramatic zoning change into the 2035 Comprehensive Plan at the very last minute in unconscionable. Have you all sold out? Have you no shame?

This is a spread-the-peanut butter approach to density that I think is too permissive in the R5 zones and too restrictive in the R2.5 zones. I live on and own in R2.5a (after Comp Plan) and will have my redevelopment options limited by the height reduction and the front setback increase. This, after already being downzoned from RH. The R2.5 height limit should be retained at 35 feet, front setback retained at 10 feet, and recessed front-loaded garages still allowed (but not required). And instead of opening up R5 to a whole host of new density, why not just expand R2.5 in certain areas - for example, an additional block or two outward from corridors? We don't have a zoning problem - we have a market problem. There are plenty of areas to build middle housing today - corner lots, ADUs, R2-3. Provide incentives, not a questionable zoning overhaul.

Different areas have different infrastructure. SW Portland does not have the roads set up to accommodate this growth. We need to require these new buildings to help fix this. We cannot allow them to just build and not help w/ the infrastructure.

To fit the context of R5 single-family neighborhoods where the homes have driveways and provide equity to existing homeowners: REQUIRE one off street parking place for each residential unit INCLUDING ADUs, any middle and skinny house. Do not create a parking shortage by storing cars on the street. People buy into a neighborhood and its context - not just the house. Comment on Q14: New houses should NOT be allowed on any historically narrow lot when a house is demolished to create two lots as originally plotted.

Maintain single family zoning in the existing single family zoned areas. The BPS should not be in the wealth redistribution business - housing costs should NOT be a factor in deciding zoning changes! Housing choices should be driven by the marketplace - NOT the BPS (zoning). The City (BPS) should NOT try and provide diverse housing and/or affordable housing - the marketplace should decide! The City is NOT a commune - economics and the marketplace should decide diversity and affordability. Q8, last line: Respondent circled "Increase minimum front yard setbacks by 5 feet" and wrote "Yes" and circled "but allow houses to be as close to the street as neighboring houses" and wrote "No."

Parking - off street parking and appropriate pedestrian walkways to reach public transit and local business. Q11: Respondent wrote "Parking?" next to lines 3, 4, and 5. Q12: Respondent wrote "w/ parking" next to line 1. Respondent wrote "Hate Them!!" by heading "Historically Narrow Lots." Q13: Respondent circled "3 feet" in line 1 and wrote "not enough." Q14: Respondent wrote "Narrow houses SUCK they aren't a home"

We should worry less about height and more about footprint. If someone wants to build a 3500 sf house on the lot next to me, that's fine as long as they're not taking up the entire lot for the home, and they are set back 10 feet from our lot line. Also - EQUITY. Parts of Portland like Lents can't have basements due to flooding. So the "free basement bonus" doesn't really apply.

We need more small units on the existing lots with existing houses, like multiple ADUs. Q14: Respondent also checked option 5. Q15: Respondent also checked options 3 and 4.

1. Please, please, please save the tree on 31st! It's beautiful and could fit into a duplex design. :) 2. Way more than 200k are coming. Global warming! 3. The equivalent of rent control when homes are sold in traditionally Latino, black, and senior neighborhoods.

Proposal should include an assessment of impacts to "livability" in existing neighborhoods. Provide information from county assessor on any impacts from proposal to property taxes. Support the urban growth concept of continuing to add density in centers and corridors. Explain why adding yet more density in neighborhoods is uniquely a Portland responsibility since there are many other cities within the UGB. Proposals to add housing now don't fit with the urban growth report which indicates city (and region) has a 20-year supply of zoned density.

<p>This plan does not address your assertion that you are providing more diverse and affordable housing. The houses in our neighborhood will be sold for low end 400k to high end 700k average. This is not affordable nor diverse. This proposal is a way for developers to make more houses and make more money. Q10: Respondent wrote in "I don't agree with these 'housing types.' This is an effort to add more houses in an area where multiple dwellings on a lot are not allowed. I do not agree with this plan." Q15: Respondent also checked option 7.</p>
<p>Nothing here to protect environment and habitat and trees, which take carbon out of air - cars are not going away for quite a while Q12: Respondent wrote in "Require garden space and habitat." Q13: Respondent wrote in "Preserve neighborhoods by requiring off street parking."</p>
<p>We need a moratorium on infill and demolition, on new permits until this work is done. This data and input from citizens will be obsolete. During this time frame from process to practice, hundreds of homes will be demolished, trees destroyed, safe pathways ruined and neighborhoods gutted of their unique character.</p>
<p>If you are the person typing this into a computer, consider quitting your job. You work for an evil and stupid organization. Consider quitting, or better, doing something that really messes things up, and then quitting. You will sleep better!</p>
<p>Please use stronger conservation methods Save the trees and neighborhood character.</p>
<p>1. 1/4 mi. from Centers will NOT be equivalent in hilly parts of Portland when compared to flat areas (if the supposition is that people will want to walk to/from mass transit). 2. No mention of encouraging mixed use development in existing commercial districts (e.g., think about how to improve/replace strip malls into mixed use developments) 3. Find way to create incentives for homeowners to add ADUs instead of the disincentive of higher property taxes. 4. Allowable new home heights must take into account view corridors (building to code when obstructing a view that diminishes the value & pleasure factors of the existing home/homeowner is not fair - especially since property tax will not be decreased!). 5. Greenspace & tree canopy MUST be part of any new plan parameters. Removing big trees & planting multiple small caliper trees should not be allowed when citing a new home of any size.</p>
<p>Include incentives to retain existing homes and require deconstruction and ban demolition of salvageable homes. New construction is resource inefficient when compared to retaining existing houses. 5% of global warming impacts come from concrete production and placement.</p>
<p>Honestly, I can't figure out why we care how many units are in a building if we are limiting the size of the structure. Taking off artificial restrictions could encourage greater use of of the significant stock of large foursquares and similarly large, older housing. Need to look at many different neighborhood situations before deciding how the setback, lower ht and sq ft adjustments will work. I'm skeptical that this will work for anything other than Sellwood and Mult Village. This feels like we are moving backward and slowing residential development at a time when we clearly need more.</p>
<p>The compatibility-related ideas are aimed at protecting people from bad projects, but will also hurt good projects. To sum up compatibility-related rules: They are rules designed to take away the current zoning rights of people for the benefit of other people. It's a way for neighbors who want to limit other people's development rights without having to pay for that--basically a transfer of property rights and wealth.</p>
<p>Many of these infill ideas will increase congestion in areas that cannot support more people. Especially concerned about off street parking because of these lots not providing parking.</p>
<p>I'd love to give more consideration to trees! So many trees are taken down in my neighborhood, and all over. Big trees! Trees that we'll never see again in our lifetime. Trees that have made neighborhood be what they are. They have to come first, not last. Please.</p>
<p>There are a few benefits to this plan over the current plan which encourages developers to scrape well built, affordable houses to build three-story faux craftsmans with five-foot setbacks that sell for \$850,000. However, this plan mandates infill, albeit with shorter roof lines and ten-foot setbacks, without regard for the character of SW neighborhoods which includes established tree canopy and yards. Yards planted with flower and vegetable gardens that provide habitat for pollinators, birds, insects, etc. It appears the goal of the plan is to cover every square foot of land, with the exception of setbacks, with a dwelling of one form or another. Gone are the backyards, play structures, trees, shade, gardens, lawns, bird song, privacy. Where are the new parks and green spaces for all the new people? You were loath on 6/15 to hear comments, answer questions. Do you prefer we don't care enough about our communities to want some say?</p>

Overall I like the direction. Anything else along these lines we can do to increase units in r5 zones makes sense. I don't agree with increasing the front setback. Having homes close to the street is nice and gives more space for back yards and/or adding an adu. The proposal doesn't say anything about adu parking requirements, but I would support NO required parking with the ADUs. Requiring off street parking can make them Infeasible to build.

Overall this set of proposals looks great. The committee has understood what has caused the public to find recent infilled house unattractive. Multiple ADU within existing home and incorporating duplexes/triplexes that mimic the style of surround house is great solution. 1- Would addition of new open porches be restricted to the 15ft setback? or does the 15' setback only apply to living space? 2- Will the issue of deferential treatment between attached and detached ADU via the property tax office be addressed (e.g. detached ADU result in substantial increase in property tax)? 3- I'm still unclear about the visual and privacy impacts on surround single homes of the cluster cottage & 2-unit min requirements for R2.5 zones.

All the benefits of eliminating the parking requirement for narrow lots still apply to wider lots: driveways & garages dominate the front edge of the property and eliminate on-street parking. No matter the zoning or lot size, we should NOT require minimum off-street parking for single-family residences. It doesn't make any sense to remove 1 on-street parking space to create a single off-street space: why add cost to new housing and reduce aesthetics so that we can have LESS parking available to the general public? An off-street space is reserved for the homeowner, whether they want it or not. An on-street space is available to anyone who needs it. Please remove parking minimums from single-family developments on all lot sizes, regardless of proximity to transit.

It seems like this draft proposal is pandering too much to the few vocal neighborhood residents who are afraid of change. This is very short-sighted. The current homes making the so-called "neighborhood context" aren't built well enough to last forever, and will gradually be renovated or replaced. It isn't smart to try to homogenize neighborhoods based on a current state; you have to think about the future. These newer houses that are too tall or too big are still more energy efficient and built better than most of the existing houses in these neighborhood. Today's low quality contractor grade materials developers are using are still superior to the state of the art in the early 1900s when the older homes were built. Let neighborhoods evolve organically. Some people like large modern homes with modern amenities, others like small old houses. A real plan needs to include everyone. Don't limit freedom.

The original objective of this project has been horribly perverted. It was clear from the very beginning that the BPS was not interested in pursuing residents' concerns but in using the project and the "stakeholder advisory committee" to advance their own philosophy and objectives. I am specifically opposed to any reduction in parking requirements in any residential zone. On most residential streets, if cars are parked on both sides, there is only room for a vehicle to travel in one direction at a time. Reducing off-street parking requirements will increase this problem and provide even less ability for cars to pull over to let a vehicle approaching in the opposite direction to proceed. I am also opposed to the idea of allowing eaves or bump-outs to encroach further into side setbacks unless the setback requirement is increased. 150 words is not enough room for comments.

Please consider accommodation of tiny houses on wheels wherever ADUs would be permitted, as a rapid, flexible way to increase density without demolition or construction, not enduringly affecting architectural character of neighborhoods. At present these are awkwardly/wrongly classed simply as vehicles, and as such may not be inhabited.

This plan will create an orgy of home demolition. The plan is ill conceived, this type of change should come from neighborhood groups, that is their purpose. This top down, one size fits all is totally a non starter. Give some goals to the neighborhood groups, let them tailor what is appropriate in there surroundings.

You should look at the Metro housing preference survey. Stop trying to accommodate all of the new housing in Portland, most people here do not want that. How about giving Forest Grove, Cornelius, Tualatin, Sherwood, Oregon City and other communities in the area more opportunities to build SFD's, this would require expanding the UGB. Stop making it more expensive to develop and maintain our homes, that will assist with addressing affordability. Examples include your demo tax, your new tree ordinance.

<p>The "near centers and corridors" concept is a terrible idea. We already have R2, R2.5 and other higher density zones that can accommodate more density in places where services and infrastructure already support it. If those zones need to be expanded, then do it wisely in places that really have better transit services. Also, you have been operating in a fact-free environment. There are already 13,000 single family houses that are sitting on land zoned R1, R2, R2.5, RH, and RX. The real estate market is converting these to higher-density housing at the rate of about 100 per year. Clearly, just changing zoning to allow greater density in R5 areas is NOT the solution, given this slow rate of conversion. The City needs to come up with incentives to encourage density conversions WHERE IT IS ALREADY ALLOWED!</p>
<p>Please consider expanding the scope of these changes beyond centers and corridors and areas with historically narrow lots. We need more housing!</p>
<p>All new houses should fit the look and feel of the block and neighborhood they are build in.</p>
<p>Re evaluate zoning including neighborhood input.</p>
<p>A demolition moratorium is required. Without market controls and building only market rate housing, prices and rents will NOT come down. Public housing is needed and should be in place of the many new luxury condos being erected all over this city.</p>
<p>I would like more affordable housing, but I am not convinced that more density equates to more affordability - cities with high density (like San Francisco and NYC) are some of the least affordable. I also think the market will drive developers' decisions much more than any regulations - if they can make a bigger profit with huge houses, that's what they'll build. New "affordable" houses will be economically feasible only if they're dense, ugly, and poorly built. Housing affordability likely has more to do with local wages than housing prices. I do agree limiting homes to smaller footprints is a good start. Limiting demolition of existing homes would be useful too. People don't need and are not entitled to have a brand new house for their first home - they need something to step up from. Save old homes! Also, I favor more high density in downtown core areas.</p>
<p>I am a former resident of Portland who moved away recently. I now live in Philadelphia in an attached three bedroom townhouse that rents for much much cheaper than any similar home I could have found in Portland. The wealth of housing types and the tremendous housing supply here in Philadelphia is due to the density of rowhouses and subdivided homes. This provides opportunities for affordability that are impossible in Portland. I am pleased to see Portland taking action to diversify its housing supply! When I worked as a social worker in Portland finding homeless families housing, I was forced to place them in dangerous neighborhoods far from opportunity in order to find affordable rents. The best housing situations I found for my clients where consistently in ADU's in the inner neighborhoods. These smaller homes offered an affordable option close to good schools and parks.</p>
<p>These measures will not benefit anyone but the builders and developers. Taking out one house and building multiple units where a single family home was only puts 2 \$700K units where one might have existed prior. There have been zero affordable units added in my neighborhood where a single family home was replaced with newer multiple units, Density does NOT equal affordability-quite the opposite.</p>
<p>We should be doing anything and everything possible to preserve our existing stock of housing- this is the most affordable and energy efficient housing we have. The private market never has and never will provide truly affordable housing. The only reason developers build housing is to make money, and they don't make money building affordable housing. The existing vintage stock of housing we have is one of our greatest assets of our city, and a lot of the proposals in this project look more like incentives to demolish existing housing to create more opportunities for home builders, rather than actually achieving the creation of more affordable units and creating more density.</p>
<p>How is building floor area measured? Same way as how the assessor measures? If we are trying to make it possible for people to age in place, we shouldn't be mandating yards. Some people don't want to maintain a yard and prefer a smaller lot with a bigger house. Requiring a larger front yard is particularly useless. Measuring height from the lowest grade will be a problem for steep sites. Measuring from average grade would make more sense. Why not just eliminate the limit on the number of units, and just use the maximum floor area to control? There would be flexibility to build multiple small detached dwellings or attached dwellings or duplexes without the buildings being any bigger than a single family home. Cottage cluster housing in particular should not be limited to one unit per 5,000 square feet or it won't have any benefit.</p>
<p>Listen to the residents in their neighborhoods.</p>

<p>Please do not allow lot splitting of historically narrow lots when the result will be demolition of an existing property. Flag lots or ADUs should be the only permissible development option if there is an existing house that is inhabitable. Demolition is an exceptional waste of resources and does not enhance density.</p>
<p>Thanks for your work on helping our city to have a broader range of housing options.</p>
<p>Retaining existing housing should be incentivized. "Missing middle" is a marketing term to expand profit opportunities for developers. Modest income residents want single-dwelling modest homes on full sized lots with back yards and trees, not skinny homes or townhouse without yards. Additionally, nowhere in the infill proposal do we see how we are going to meet City of Portland's Urban Forest canopy goals, with the reduction of yard space and loss of trees for development. This loss is already having an enormous impact on Portland's livability, and is destroying Portland's identity. Portland's canopy goal cannot be met without significantly expanding tree planting to private property. Even with 100% stocking levels of parks and public right-of-way, the 33% canopy goal cannot be met. Portland is lagging rather than leading in this basic infrastructure investment that provides direct and measurable benefits to human health because development goals are in direct opposition.</p>
<p>What isn't addressed here are low-income and lower-income housing options. I think developers should be required to build a percentage of houses that aren't built for the people/families in the "higher" income brackets. Low income quality homes can be built and should be and homes for senior who want to downsize and live in the same area also should be. These issues need to be specifically addressed!</p>
<p>Destroying livability for current Portlanders who chose to live here for historic qualities of greenspace, solar access, and modest sized homes for the purpose of attracting affluent new residents who want to live in cheaply built towering suburban homes is short-sighted and wrong. Portland is becoming a national embarrassment of gentrification, and city policies do nothing to address affordability, livability, and diversity. Low income residents should not be pushed to the outer city limits or confined to tiny apartments. Portlanders want yards, gardens, trees. The new urbanites arriving from elsewhere aren't surprised to be deprived but the rest of us mourn the loss, many of us having chosen to make our home in Portland because of year-round greenery. Canopy loss and urban heat island, reduced health, and a citizenry who care nothing for the environment is the result of infill practices that pave over lots to the maximum allowable limit.</p>
<p>I am concerned that there is little to no mention of any sort of rent control, housing protections, or requirements for a percentage of all new construction to include affordable housing. I also see no plans to discourage displacement of current residents from neighborhoods like Lents and Interstate such as restrictions on evictions, the demolition of single family homes being replaced by more expensive single family homes, the demolition of historic homes, and tree removal. Is there any real interest in trying to preserve the character and / or residents of working class neighborhoods? While I understand the need to increase density to accommodate an increasing population, I wonder why so little attention is being paid to the existing population, particularly the existing population of lower income neighborhoods. Is there no room for increased density housing in Irvington or Laurelhurst or are only the rich welcome in New Portland?</p>
<p>No not at this time.</p>
<p>would like to see height limits for all houses not just those with flat roofs. I really do hope that some of these proposals promote more affordable housing.</p>
<p>After reading the infill report carefully, there is no mention regarding the effect of such proposals on existing or new historic and conservation districts in the City. Existing criteria for historic districts already talk about mass, size, and scale which is compatible with the existing housing stock in a neighborhood. The report sounds like it is reinventing the wheel. And it is not needed for historic and conservation districts. Also the narrow lot proposal seems like a major bonanza for developers and will cause many more demolitions. The report does not contain sufficient information on the scope of the narrow lot issue, how many narrow lots are there and where are they.</p>
<p>The R2.5 zone development opportunities should be expanded to include 4-plexes and conversions of large old homes into duplex/tri-plex and 4-plexes.</p>

The growing number of Portlanders I know (age 30 and up) who can no longer afford their rentals or to buy a home under \$300K are most interested in owning single family homes in the range of 1,000 to 1,800 SF. I don't think triplexes or skinny multi-story homes or ADUs would be of interest to them. Ideally there would be a range of affordable single-family homes in many neighborhoods. Almost every home that has been built since I moved to my Foster Powell home in 2014 has been over 2,000 SF and priced in the \$400K - \$600K range ---- which is unattainable to many residents and would-be residents. There is also concern that existing homes will be demolished to make room for multiple skinny houses.

Neighborhood feel is that the proposals lack an important emphasis on saving existing tree canopy as all recent infill projects have allowed scrape offs of all trees. At the Multnomah Arts center presentation I was embarrassed by the amount of NIMBY attitude and the lack of civility among the public. The forbearance of city staff was impressive.

I would like to see a tiny house option! I live in a tiny house and would love to not live in fear.

this seems like you are adding as many restrictions as you are loosening, and continuing to both restrict housing choice and make illegal dwelling types and styles that have been chosen by people for millennia prior to the automobile era. People especially love to live in Portland neighborhoods that were mostly developed before these restrictions, because the density supports desirable amenities.

This is another redensification smokescreen by the City planners who didn't get enough density in the comp plan to satisfy their blind ambition to bulldoze the historic neighborhoods of the East and North sides...Looking back at these measures will prove them to be almost as bad as the urban renewal bulldozing of neighborhoods in the 1950s & 60s.

For historically narrow lots: it makes sense not to require on-site parking, but why go so far as prohibiting front-loaded garages? For some residents, having a small home with a front-loaded garage is ideal -- I think in particular of seniors. Why not leave either choice - front garage or not - as options?

I understand the intent behind lowering the height limit of houses with flat roofs, however I could see a situation where a flat roof portion in the middle of a structure (ie a penthouse for roof deck access) should be allowed because it would result in less shading than a flat roof at the edge of a structure. I'd suggest an allowed massing shape (such as a pitched roof) but permit flat roofs within that form (lower at the perimeter, higher in the center).

Many of these rules that are being planned, such as adu and duplexes on all of the single family lots will drive up prices, lower diversity in housing and make people more dependent on city paid for parks and other amenities. Everything goes in cycles. They are predicting massive growth but it might not happen and will not happen in the time frame that is predicted, but in the mean time we are destroying our neighborhoods.

Making it easier to do almost anything on a lot that increases people per land area should be the goal so that we can improve affordability. I'm concerned that the rules about setbacks and heights will not do this, and so I don't support them. If we are going to build giant houses, they should be set up to be converted into multiple units so that they are more affordable to a broader spectrum of the population

My single focus is to encourage density. Build big, build wide, tear down old homes, I don't care - just add more capacity. We need to ignore NIMYism and understand basic supply and demand. We also need to stop the war on personal vehicles. Build more garages and off-street parking. Public transportation is the past and will soon take another hit with autonomous vehicles.

Yes, I'd like you, the city, to require at least two off-street parking spaces for all new, single family dwellings, and "at least" one parking space for each unit in any new multi-family structure. The fact that you seem to think people will take transit, and give up their cars, isn't sound reasoning. Even those of us who take public transit to work still rely on private vehicles to go out, go shopping, to get to other parts of the city. Public transportation is SLOW and incredibly unreliable on weekends. Another problem with relying on public transportation is that it doesn't necessarily go where one needs to. There are vast swaths of the city (and county) that are not served by public transportation. Don't destroy what little street parking we have in crowded neighborhoods by adding more vehicles looking for on-street parking.

I think that some of the affordable housing and infill and rezoning should be happening in East Moreland, West Moreland, NE Portland, and the entire West side. We are sick and tired of the building west of 39th ave taking away all the affordable housing. Then all the displaced people end of moving east of 82nd where the housing was more affordable. All these displaced people are moving into the David Douglas School District and overcrowding the schools with NO HELP FROM THE CITY OF PORTLAND. Families are moving 3-4 to an apartment to afford places in east county since they were run out of areas west of 39th. The politicians always put these problems in someone else's neck of the woods. East County isn't represented in the city and gets dumped on. How about looking at affordable housing in inner SE and the west side of town.

It is not the obligation of the city of Portland to fit more and more people into the same space. Very high density living spoils much of what has made Portland a pleasant city for its residents. Households include less children these days because Portland is an increasingly less desirable place for raising families. It is also unreasonable to expect more and more residents to use bikes and public transit, and at the same time population density is increasing without requiring sufficient parking. The single family house next door in our residential neighborhood has been turned into a duplex with 4 individual tenants. Each tenant has a car, and when the boyfriends are there, we have as many as 8 cars parked on the street for one house. This is not right.

Need to better tie and make more tangible these efforts to build more units and densify neighborhoods with the affordability crisis. Otherwise, SF homeowners and neighborhood associations will continue to try and block these efforts.

I'm also concerned about demolitions that are not carried out in a safe/environmentally friendly manner; the preservation of older housing stock (whether considered "historic" or not); and the preservation of the tree canopies.

I'm not sure how to answer wording is confusing on many questions.

There are a lot of encouraging things noted in this proposal but a few key things are missing: 1) It fails to address the current zoning modification that adjusts the side setback from 5ft to 3ft in an R5 zone if a lot is split into 3,000 sqft. The setback adjustment should only be available if at least 1 affordable (60%-80% of median) unit is being created with the lot split. 2) There's no mention of preserving the urban tree canopy. If a developer demolishes a current home, they should be required to build around the existing trees. The existing tree code is a joke. If a developer provides at least 1 unit of affordable housing, granting an exception to allow tree removal might make sense. 3) On the surface, encouraging ADUs seems like a positive but a large number of them are being used as vacation rentals or AirBnB.

There should be more of those little brick courtyard apartments in residential zones. New developers should not be allowed to build giant condo buildings without parking -- it kills the ability for people to go to the neighborhood and park to support local businesses. We need rent control, and all these new fancy buildings should be required to have a percentage of the units rented to low-income people for the going rate (30% of the average low income in Portland). White developers should not be getting approved to take over historically black neighborhoods and pushing out residents. It's shameful.

These are all steps in the right direction, but I think we could take a page from Seattle's playbook and upzone the neighborhoods even more. Single family homes next to six-plexes looks great in Seattle. We need to add more units, period.

The RIP (fitting name--RIP, Portland I love!) is slightly better than the status quo, which seems to be a free-for-all for greedy developers and property owners catering to newcomers to Portland. Most of the recent development I have seen throughout the east side appears to be a deliberate insult to current residents: ugly, out-of-scale, no green space, no parking. I think the single most important thing the city needs to do is ensure affordable housing. Tearing down existing affordable homes (kicking out renters) to build "luxury" homes is only worsening the housing crisis. Market rate development only makes housing more expensive for everyone (renters and home-buyers). It's exactly what happened in San Francisco, which is now completely unaffordable. Please do something about that.

I have seen no evidence of anything that might be 'affordable' to anybody making under 50k. I think developers will build for high price no matter what restrictions you put on them with regard to design. Worth a try, but I consider it rather hopeless. I object to clear cutting of inner-city treed lots in the interest of filling them edge-to edge with huge houses. Current standards and proposed changes both destroy privacy, sunlight, open space and natural features. I care about this as much as having housing available to others than just the very well-off. Other cities integrate affordable housing SO much better than Portland. Look at Boston, my home town--great mix of market-rate, subsidized rents, senior/disability housing in most areas of the city. It's not impossible! But Portland still acts like we can't change the dynamic in any significant way. That said, thank you for asking my opinion.

I am very happy about these proposed changes. It seems like the committee has listened to a lot of different stakeholders. Thank you for your hard work.

Context of existing scale and massing should be considered. There are four single-story triplexes on my street, which has only single story homes. The triplexes fit in seamlessly. But the three tall skinny houses just built block everybody's light and tower over backyards. If scale and context were enforced in neighborhoods not in design districts this wouldn't have been allowed. Density and contextual design should be the goal. Encouraging tiny house construction should go hand in hand with ADU discussions. Instead of three tall skinny houses on the double lot behind me (which sold for about \$400k each) there could've been six tiny houses selling for \$150k each.

I enthusiastically support the reduction of front-loading garages. If we are to move towards an era of resilience, we need smaller affordable lots that can be owner-occupied. Adding unnecessary front-loading garage disrupts the pedestrian experience, creating an unsafe and disruptive streetscape. Compare the contemporary reviled "skinny houses" to beloved Brownstones, found across the Eastern seaboard of the US. Those houses are tall and skinny as well, but they are attractive because of the pedestrian-friendly experience that they create.

nope

abolish loophole allowing demolitions of homes from 1950 or older....abolish loopholes that encourage developers/demolishers to prey on the elderly/poor to sell.....they pose as families, and commit fraud, by not being honest with sellers...close loophole around the h.r.i....don't allow the house on the hri to be removed....force developers to build on infill that exists already without demolishing a home.....you are destroying our tourism by razing all these homes, roughly 300/year....duplexes/triplexes/quads are a good idea for many infill properties...provide incentives to keep homes viable...form corporate liaisons to keep people in their homes and to renovate...lead/asbestos is released during most demolitions, and the deq, osha, and other govt agencies don't care....the materials used today are water leakers...we see many buildings getting a makeover after a couple of yrs....they will be the slums of tomorrow...

I think flag lots should be prevented. I'm not sure if this proposal allows flag lots, but strongly feel that they do not add to neighborhoods. No flag lots.

The small lots and infill housing needs to be throughout the city, not just certain areas, such as East Portland. Single family dwellings should be a priority. The size of each house should be commensurate with the existing neighborhood and allow for green space on each lot. The house should not cover more than half of the lot, and only one to two story houses should be allowed. Three story houses are too tall.

what I see in the building going on my neighborhood is less and less permeable surface, not enough space for trees or other larger plants (increasing our heat island). I also see houses without any interactive spaces, which deliberately encourage people to stay inside rather than be a part of the neighborhood. Ultimately, I think these aspects will have more impact on changing the character of our neighborhood than mere size.

Detached ADUs are really a problem, and I don't know why more people don't feel this way. Portland needs to encourage GREEN spaces - parks, farms, gardens, backyard habitats, etc - to counter noise pollution, air pollution, sight pollution. It is vastly more important to protect the NEIGHBORHOOD than it is to protect a new owner's "right" to build an ADU. Houses in residential neighborhoods are NOT "investment opportunities". They're neighborhoods! They're peoples' homes, communities, lives! Stop encouraging people to buy a house with the idea that they can make money off of it! Incentivize green spaces - backyard habitats, farms, interconnected backyards, etc. Stop building big, stop blocking the sun, stop killing trees, and start thinking about how valuable green spaces and neighborhood continuity really are. The housing market can't do this for us, but city government can!

<p>Please better explain the formula for determining the maximum house size to lot size. for example - how does one determine the maximum house size on a 3300 square foot lot?</p>
<p>It seems too late for Sellwood; the City of Portland has allowed 200 apartments with only 30 parking spaces. Your making our area unlivable by squeezing that many additional people in a small town feel/friendly area. We already have parking issues to where we can't pull out of our streets because of people parked in every possible space with no visibility. I have no idea where these new people are going to park their cars. I don't believe 200 new residents (if only one person per place) are going to ride their bicycles/walk/or take transit.</p>
<p>Allowing infill, denser replacement of existing houses, transit-oriented development, removing parking minimums/driveways, and allowing the "missing middle" are all keys to Portland's future. Our stock of bungalows is beautiful, but not every bungalow should be saved, and the "it's ugly" or "doesn't fit the scale of the neighborhood" arguments were applied when the bungalows were being built too. If we want to avoid a housing crisis on the level of San Francisco, we need to make changes.</p>
<p>Affordable housing is a crisis right now and changes must happen as soon as possible. Consider incentives to encourage affordable houses in a range of sizes throughout the city.</p>
<p>The mention of sunlight is welcome: a taller house next door could darken solar panels or kill established trees/plants.</p>
<p>I think its great to support more density in urban cores while still allowed people to have some private yard space. Cities like London have much smaller lots and a lot of attached housing with no offsets and they still manage to have a lot of character. I think that removing offsets requirements could have an even bigger impact. especially on the sides and in front.</p>
<p>Single Family Residential Zones should remain. Already there are numerous ADUs and numerous AIR BnBs in our single family residential zones that have impacted the quality of the neighborhood.</p>
<p>Portland needs to dense-ify if we want to reduce the costs of housing.</p>
<p>Please make density planning equitable. Do not concentrate it on busy streets and transit centers, but disperse it organically. This is harder, but my own neighborhood is a good example. Creston-Kenilworth has income diversity and housing diversity (though current economic forces and city planning are destroying both). We mix renting and owning, and multi-tenant with single owner. We have the density of Amsterdam, yet you want MORE and want to put R1 zoning in the part of the neighborhood near Cesar Chavez. Wealthy neighborhoods get a pass, somehow. Instead, give apartment homes we do have some incentive to improve. What if the city could loan money for improvements in exchange for controlling rent costs? Be creative in your approach, more surgical than the blunt rezoning in the Comprehensive Plan. And be bold: no new homes that exceed 1500 sq feet above ground! If someone needs more, they will live elsewhere.</p>
<p>Need sidewalk installed on Columbia Blvd to connect the Peninsula Crossing Trail Head on Columbia with the lighted intersection at N Macrum St/Columbia Blvd. Livable detached structures should be included in maximum square footage of new construction. Cottage cluster developments do not aesthetically fit with Portland neighborhoods, they are too suburban. Define "near" in terms of the sentence, "Allow new houses on historically narrow lots that are located near Centers and Corridors." Is it technically, .25 miles from centers & corridors? No mention of capping rental prices or any ideas for making existing rental properties more accessible to low-moderate income people.</p>
<p>Every house built should be required to provide off-street parking.</p>
<p>As a long-term resident of east county, I am opposed to any city plan that includes greater housing density along SE Division and SE Powell without a full-length, comprehensive repair project of those streets, including sidewalks, pedestrian safety, traffic control, adequate parking, etc. Many of the old, decrepit apartment complexes/buildings between SE 92nd and 148th streets should be demolished. It is unconscionable that our city continues to focus on and invest in the attractiveness, profitability, and special transportation desires (ie, biking lanes, streetcars, etc.) of the inner-SE/NE, and downtown neighborhoods (such as the Pearl District, South Waterfront, etc.) at the expense of its east county residents, who not only outnumber the inner neighborhoods in population, but also enjoy a much wider diversity of ethnic groups and new (needy) citizens.</p>

In regard to the parking requirements for new construction, I agree in principle with the idea that parking need not be included. However, it is imperative that this be coupled with more stringent disincentives for parking at residents' workplaces, or this rule will cause a parking crisis in neighborhoods. This is particularly true since many "single dwelling units" are not occupied by traditional families who may only have 1 - 2 cars, but by several adults, many with their own vehicles. This is compounded in neighborhoods with significant commercial traffic (Alberta, Belmont, Williams, etc.). I agree that people should use their cars less, but the regulations need to make it very difficult to own a car and convenient to travel without one (cf. New York, San Francisco).

I think many of these questions are leading and i hope you don't twist my answers and the answers of many others to say that Portlanders are in support of your plan.

The residential infill project (RIP) and this questionnaire did not address the city's efforts to prevent the demolition of existing homes. How does the city propose to promote the types of development proposed as part of the RIP, while simultaneously promoting the preservation of existing homes in the city? I would like to see the City add strict requirements to the RIP, or other appropriate process, that would only allow for the demolition of existing homes under very few, specific circumstances. The way the RIP is currently presented, it appears to promote the demolition of single-dwelling houses in favor of multi-dwelling units.

Don't mind narrow houses or new large houses, but wish there was some way to require that if a new house is built, it has to be compatible with the houses around it -- e.g., no modern architecture in a neighborhood with primarily Arts & Crafts houses. City should make it easier to convert existing detached garages into additional units. We had a property with a 1930s 4plex, single car detached and double car detached garages. Wanted to convert garages to additional units. Zoning would have allowed, but Building Permits would have required that we add sprinklers and do lots of structural upgrades to garages, even though the 4plex had none of those features. Garages were already stronger than the 4plex. City could have had 2 additional units in an already crowded part of the city.

Allowing a diversity of dwelling types has the potential to increase the availability of affordable housing, but it wasn't clear to me from this plan if there will be clear incentives for building affordable housing, or if there is any guarantee that affordable units would be near public schools that parents would prefer to send their children to.

Not allowing for street facing garages is a short sighted idea. We need more parking off street. We need more infrastructure. Portland is growing and the infrastructure must grow with it. Failure to acknowledge, respect and plan for and with the dominate transportation method (cars) will long term result in the economic failure of the city. The balance over the past decade has been too focused on bicycle and TriMet, the city must take care of the roads.

I understand why we need density and I am generally in favor of it, but what I've seen built so far is generally ugly, cheap, and too tall. Instead of two skinny row houses with knee-pain inducing front stairs, built out of scrap plywood that will blow over or rot out inside of 30 years, towering over a lot, how about a cute, shorter triplex or cottage cluster? Or those great courtyard-style apartments (condos) that are all over the city but don't seem to have built after the 40's or 50's?

Cut red tape for ADUs. !!!! Require adequate parking for multiple residence lots, especially apt complexes !!! People still own cars, even if they don't use them daily. Now they leave their cars parked in front of my house all week, dripping oil, and making it hard for visitors to park nearby!

I know that parking can't be the biggest concern when it comes to all of this but it still needs to be addressed... Every year it seems to get tighter and tighter near the main corridors... that is to be expected but still needs to be address. I think that we still need to require some amount of off street parking.. Maybe not covered and maybe it can be incorporated into green spaces but carts aren't going anywhere any time soon... More housing that fits in the scale of existing neighborhoods is very important and needed.. parking is also needed... Setbacks should be weighted to work with the adjacent building and the street. Back yards are still important, I hate that they seem to be going away.... And I think each neighborhood should have it's own design review board to help make sure the integrity of the neighborhood isn't lost..

Portland should discourage building in forested natural areas and direct development to areas that are already urbanized. Building on steeply sloped forested terrain is both dangerous and not cost effective, either monetarily or with our precious natural resources.

I am concerned about concentrations of low-cost housing and think it should be spread throughout the city.

I'd like to see more row houses in this town - much more efficient use of land.
Please reduce increase setbacks on all sides, not just front setback. I don't want to live in a sea of black tar roofs with no room for anything but a small shrubs in between houses. More room for trees! More nature in neighborhoods!
We need more attached housing. Any neighborhood with a few miles of downtown should be a mix of apartments, missing middle housing, and the occasional single family home. Goose Hollow is a great example for the rest of the city to emulate.
My concern is that even all these small houses, multiple units in one house, etc are still going to be rented for at market or above market rates. The benefit of allowing additional housing to be created in various formats is that some of it will be AFFORDABLE - not just MORE. We do need more, as people are moving here in droves, but my concern is not that those folks won't be able to find a place to live. If they have to wait 2 years to move because they can't find a place, so be it. My bigger concern is with people being priced out of their properties for any number of reasons.
need to look at the purpose of setbacks. what are we trying to do by having setbacks? didn't answer the question if a historic small lot will get permission to have houses as well s the contemporary lot? becasue of the two lot idea some people are saying the zoning rules will allow 6 units where there was one. providing bonus to developers for historic houses is just asking for the house to be torn down or modified as to be unrecognizale
Please, please, please don't let the segregationist aesthetics of home-owning gentry drive this process! I am watching as my friends and neighbors are being driven out of the city and into homelessness. I am only somewhat protected because I am doubled up with family. We need as much housing for as many people as possible in every part of the city. This is an emergency!
With regard to higher density housing in commercial/transit corridors. Right now certain neighborhoods, e.g., Hillsdale, have several high-density areas close to Capital and Beaverton Hillsdale Highway. If this region were developed according to current high-density zoning, the area surface streets couldn't support them. These commercial/transit neighborhoods should be based on actual structure and character of the neighborhoods, not on arbitrary decisions made while looking only at maps. In Hillsdale, some areas targeted for high-density housing lack streets to move traffic or support parking.
Our neighborhood streets have already become unacceptably clogged with parked cars. An abundance of new multi-family dwellings and apartment buildings with severely inadequate parking provided are in the process of being thrown up around the neighborhood. The congestion makes everyone move more slowly, and many drivers are becoming more frequently agitated into risky and aggressive behaviors. I am already now afraid to have my children bike with me to their local school, and I shudder to think of how dangerous it will be for all bicyclists once the new apartment buildings are done and filled with more people. It is absolutely ridiculous to think that the renters of these units will live completely car-free. They may use transit more often, as traffic is awful, but they will nontheless always have a car parked nearby to use when needed. Those cars lining our streets are choking our city and destroying livability.
You miss out on the needs of people who have worked hard ,bought a house in a quiet neighborhood of their choice and could soon be surrounded by 'middle housing' with attendant noise, increased people and traffic. Neighborhoods have become balanced in everyway over time. You shouldn't plan for the future and turn your back on the past using this pernicious form of random social engineering. You're promoting neighborhood destabilization. The silent majority of your tax payers will witness an uncontrolled construction boom with destruction of their owner occupied neighborhoods that have evolved over the last forty years. Think again while there is time.
Increasing regulations and costs to build in the end only increasing the cost of development and in the end the cost to the consumer. Our city is known for beautiful inner city neighborhoods with trees, bungalows and walkable neighborhoods. Increasing density in these established neighborhoods negatively impacts the established neighborhood, greenery and parking

<p>My biggest concern is the construction of new tall homes (even if not very large) next to existing single-story homes. It reminds me of a story from my childhood about a little house in the city surrounded on all sides by skyscrapers. While the situation in Portland is not so dramatic, the notion that a 1500-square-foot home that has been around for decades could find itself towered over by even two-story construction on all sides will result in a great loss of light and privacy, especially in back yards. I would also suggest the city consider allowing taller fences between lots. If tall homes will be so close next door, it would be nice to be able to build an 8-foot fence without requiring a permit (even if the top foot was only allowed to be a lattice of some sort).</p>
<p>There shouldn't be any parking requirements for any housing types and extending the mandatory setbacks is a bad idea.</p>
<p>Thanks!</p>
<p>Close all loopholes and make any regulations adopted clear. Many developers are nothing more than opportunists -- take a somewhat affordable \$500,000 or \$600,000 home and crank up two low quality \$850,000 homes -- does this strike you as more affordable?</p>
<p>Something needs to be done, now. Growth in Portland is a disaster, large homes on small lots with no regulation on height and/or fitting into the neighborhood. We had three old growth Doug Firs trees torn down in my SW neighborhood so the developer could fit a very large house on the lot, not taking into account the cost of removing trees from our environment. I'm disappointed in the city for letting this happen all over Portland. The developers are making lot of money, but the neighborhoods and trees are suffering. Glad you are working to help!</p>
<p>Allowing more development without off street parking will turn the rest of Portland into a Division St style nightmare.</p>
<p>I would like to see more emphasis on providing additional housing through conversions of existing units. No new unit can be as cheap as cheap as conversions, and I fear that the increased value of the lot will lead to more demolitions.</p>
<p>Develop a strong urban character in the new housing types. Couple higher densities with new parks and squares to encourage public socialization.</p>
<p>This proposal, just like the existing code, is a blanket solution to a town that has diverse topography and existing density variations. It does not address specific situations such as steeply sloped sites in the hills, neighborhoods that have historically large houses etc. The height limit from highest point of site for instance, would substantially affect our property that has a 20' drop from front to back of the house. The code needs to more finely tuned. It also makes assumptions about access in the centers and corridors map. Metro does not provide good public transportation in all the zones colored yellow on the map - particularly the little strip south of 26, west of the lower part of the 405 loop. Again, the code needs to be more finely tuned and not just a flat mapping exercise.</p>
<p>I love the proposals to allow additional ADUs and duplexes and triplexes - more units per lot rather than single family dwellings. It's a waste to tear down an old house for a larger single family house, but I think it's worth it to add more housing! Single family homes will just get more and more expensive, no matter their scale. I also support making changes throughout all neighborhoods to promote diversity and access to parks and good schools for all income levels.</p>
<p>I'm more concerned about traffic and its infrastructure than I am about housing. Maybe they can be addressed in tandem? But at the moment housing seems soluble, and traffic impossible.</p>
<p>I am concerned that single family homes will be overloaded with duplex, changing the character of the neighborhood. Developers do not have our best interests in mind, and they will still be expensive. I want to live in a neighborhood without duplexes/triplexes/cottages on the single family streets. I still support them on main roads, but not in the neighborhood. In area like Sellwood, we can't take any additional people, with cars, onto the streets. Thank you for your time.</p>
<p>As a registered Airbnb host, I feel compliance with the regulations is very important for preserving affordable rental housing units: two bedrooms in your permanent home ONLY. Apartments and whole houses should not be short term rental units.</p>

<p>I feel this plan is not focusing enough on increasing the volume of housing. My impression is that this is mostly a plan addressing how big houses are, with just a nod to ADUs, duplexes and triplexes. We need a LARGE increase in housing. We need to be encouraging large homes to be converted into triplexes in wealthy, single family areas. We need way more apartments everywhere. In Richmond I am seeing 1 small house on a normal lot being leveled to build 1 (or sometimes 2) large, single family units. This is an elitist system. We need to be increasing the number of homes in the neighborhood way more than this. The rich need to live near apartments too. We are a growing city and we need to be putting density and affordability at the top of the list - for the sake of our economy and our environment.</p>
<p>Going through the survey and documentation, my only concern is about parking for historically narrow lots. I agree that a front facing garage is both unattractive and reduces wall space available for windows. Adding back alley parking is an excellent solution if available, and shared driveways if not. I have strong issues with street parking being the only option for the residents. Car break-ins are a big problem with street parking. Residents want a safe place for their car(s), and even just a driveway is better than the street. With no driveway a 2-car household will use both street spots so you don't actually free up street spots by eliminating driveways. Tandem underground garage would be better.</p>
<p>I do want the planners to understand that residents on or near a major transportation corridor will have cars, even if they take the bus to work. Having no off street parking and narrow streets are not a good mix . I live 2 blocks off a major commuting street and next to an older house that is a now a 4plex...all renters have cars that just stay parked on the street during the day. And if they have a boyfriend or girlfriend move in, more cars are added to the mix. So I like the plan overall except for no driveways for new houses. I also don't like the the 'tiny house in the back' idea at all as if one was next door, one would lose privacy in the back yard.</p>
<p>All new housing MUST provide for adequate parking! Having to live on a always parked up street, after years of a nice street, will make a neighbor really dislike the new neighbors. Make sure there is enough space in the garage or parking lot for at least 2 cars per unit. And allow for visitors as well. And before you add any more homes to the Bridlemile area, give us sidewalks on the busy streets. The children are not safe as it is, having to walk on the shoulder, and more homes mean more cars.</p>
<p>The city must get control of the property tax problem that allowed the county to reassess the existing house for tax purposes when a detached ADU was added. This of course will have a chilling effect on homeowners' willingness to add an affordable ADU to their property. Also, builders of short term rentals such as air BandB are doing nothing to help with increased density and housing requirements. If currently waved building fees are to be extended for a longer period of time, it should only be extended to those building long-term housing for city residents, not for those building short-term rentals.</p>
<p>This is being rammed through without being considered in the Comprehensive Plan. The Comp Plan studies and TSP did not provide for the kind of density that the RIP and ADUs, let alone the Multi-unit Project envision. ADUs are being unjustly subsidized by taxpayers -- with no public benefit derived. These proposals do not address aging in place, nor do they promote it via universal design etc. being required. There is no protection of privacy, historical/cultural resources, sunlight, tree canopy or businesses. Cottages should be allowed on sites above 7,500 sf.</p>
<p>Incentives to keep existing trees should exist. I am concerned that the ADUs could be used by developers to make an end run around the regulations. Decreasing maximum height is the most important change I see in these proposed rules to maintain the character of our neighborhood. If people want giant expensive new homes they should move somewhere else-- the people moving to the new large homes on my street often don't even work in Portland since salaries here don't support the house price. We need homes that people who work in Portland can afford, and Portland should want to attract people who want to live in smaller houses.</p>
<p>This proposal should not be out at this time. The maps are not adequate to define where what or why ---- there are no major streets shown and only 2 bridges shown crossing what I assume is the Willamette River. Whom ever prepared this document should be sent back to school and obtain training in another field!!!</p>
<p>Thanks for the "survey". Kind of too little too late though, isn't it? Most of the damage has been done. I sure wish all you development and planning types would move somewhere else.</p>

<p>The focus of this project seems to be too narrow. I didn't see that other factors were considered when developing these planning ideas, other factors such as the character of the neighborhoods, noise, traffic, parking, privacy, building design, historic preservation. These new rules affect so many lots that the resulting changes could greatly affect the livability of these neighborhoods and in unpredictable ways. I also didn't see specific strategies for making newly built housing more affordable, diverse or accessible, other than square footage variety. Newly built structures typically demand higher rents than older ones.</p>
<p>I'm very interested in spending the next 20 years of my life developing and creating detached condo ADU's as I'd like my children to stay in the city of Portland and be able to afford a home of their own someday. My primary goal would be to provide thoughtfully designed homes in the form of detached ADU's as it allows the homeowner to feel like they have their own space. Ideally, the SDC fees will be continued to be waived as there is not a lot of money to be made as the construction costs are higher per square foot with smaller footprints. Thank you for putting such great effort and thought into this issue....keeping Portland amazing...!</p>
<p>Implement height & size limits so that the scale of new building mirrors that of the surrounding neighborhood. Consider solar access and privacy. Discourage/disincentivise/limit demolition of older homes and multiplexes. All new multi-unit dwellings should be REQUIRED to provide adequate off-street parking. Preserve the historic nature of our neighborhoods. Provide a forum for neighborhood approval of building & zoning plans and an adequate notification and comment period for public input. It shouldn't be so easy to destroy what's been around for 100 years. (The new construction won't last 100 years.) Add aesthetics to the conversation. Make surveys easily accessible for public input - not everybody can attend public open houses. Prioritize neighborhood livability over developer's profits. Provide more transparency to the process. It's not "green" to destroy. Limit developer campaign contributions. This is all coming too little, too late; already there is much destruction that can't be undone or rectified.</p>
<p>My main concern is the demolishing of homes that can be restored and remodeled. With people having fewer children than in the past, when homes were built with multiple rooms, there seems to be no need to build such big, new homes that often don't fit in with the neighborhood.</p>
<p>The clarity of the information shared, and the ease of navigating the info through both the website and PDF, are really quite wonderful. These sorts of ways to participate in local government are part of why we're planning a move to Portland from Austin.</p>
<p>Please stop the insanity.</p>
<p>You need to go further in protecting people living next to homes that are demolished - especially when there's no reason to replace a current structure. The inconvenience, disruption and potential exposure to toxins from the demo and construction needs to be reigned in. I'm sickened by what I see happening in my neighborhood and stories I hear from my neighbors.</p>
<p>Can we have a moratorium on faux craftsman-style houses?</p>
<p>Wondering about lack of smaller homes on smaller lots. Downsizing is a problem if you don't want a condo or apt in Portland. Small homes are being demolished. Affordability isn't realistically addressed here either.</p>
<p>require sidewalks</p>
<p>Good job - it's not easy to find workable solutions - this does a good job of balancing neighborhood character preservation with growth and change. Thanks!</p>
<p>Consider a % of coverage formula rather than house size, % of coverage would include walks and driveways. This would help maintain the green space on the lot, preventing the developer from putting too large of a footprint on a lot.</p>
<p>Overall, I think these are positive suggestions but I think it is important to stop the madness that is happening now. Myself and other residents of Portland have been opposing much of the new development for years and are now exhausted because our efforts have yielded no results. We are not opposed to change, but the City made some BIG mistakes in the past 5 years and made some very short-sighted decisions. I would really like to see the "a" overlay back in many of our neighborhoods to preserve the character of this city. Long-term, this is going to be important for Portland's sustainability and will keep Portland a desirable place to live. We need to encourage development that is similar in character to existing/older homes in the established neighborhoods and keep investing in areas like Foster-Powell (good example of positive change) to create character where it didn't exist before.</p>
<p>Don't impede development with greater setbacks and limits on Sq ft</p>

I live in Sumner. To allow an additional ADU would turn homeowners into landlords and/or property companies be an incentive to buy houses for investment purposes. A bungalow in Sumner could effectively become three residences. In the long run this could effectively eliminate single family households as more property falls into the hands of developers/property ownership companies. ALSO, there are no guarantees that additional ADUs won't become short term rentals. Sumner is very close to the airport, and I could see this happening. Presently, I don't think residents of Sumner, given it's present demographics have the desire or can really afford such a proposal--but developers certainly could. More \$ for the 1% at "market rate." Small neighborhoods like Sumner will suffer. Portland will become a place for the haves gouging the have nots-- It would simply be a matter of time and attrition. I speak only as a Sumner resident.

I think it's sad that so many small homes on sizable lots are being torn down and monster houses are being built on the land. Most don't enhance the neighborhoods at all. I must get 10 requests a month to buy my property by in and out of state developers. Many of us who are over 65 are feeling that we're being pushed out of Portland.

The historical lot proposal will lead to excessive demolition of existing homes and drastic changes in the existing neighborhood context.

Skinny homes must be architecturally interesting and require design review. Many of the preexisting skinny homes are of poor quality/design and are now a blight in Portland neighborhoods. SFR infill home builders like Renaissance Homes, for example, are over-building on most lots they acquire, meaning the scale of their homes are not fitting with the fabric of the surrounding homes. These new homes tower over historic homes and do not fit the character of the n'hood. And they are VERY expensive!!!

Love the proposal to allow duplex on any SFR lot. Offer tax incentives for denser choices? a duplex in SFR lot versus SFR with same market values, the duplex should have lower taxes. oh, increase tax on airbnb and ENFORCE rules.

I'd only note that the square footage limitations based on lot sizes seem a bit too stringent. For instance, the 2500 square foot limit for a 5000 square foot lot could be raised by several hundred feet without leading to overly massive structures. It's important to allow property owners and developers latitude in creating desired living spaces. People don't want to be cramped and I don't think a developer would be interested in building a structure that small. Portland's older neighborhoods are full of larger, vintage structures and I think they are handsome and make the neighborhoods desirable.

Our inner city traffic is becoming impossible. We often sit through two or three light cycles to get through an intersection. It is difficult to avoid hitting bicyclists on these narrow streets with so many cars. More infill will make it more difficult. Our narrow streets were never designed for so much traffic, cars and bikes.

Most interested in preserving look and feel of Portland while providing affordable livable housing to working class people.

The front setback should NOT be increased. This will have no impact on liveability, and will make it more difficult to add a detached ADU. The street and sidewalks provide adequate space between the front of a house and the house across the street from it, and this decreases the separation between houses back to back, decreasing access to sun and privacy.

Keep current height standard measuring from highest point. Keep 30ft for standard. 23ft height okay for r2.5lots. Attached-houses-should-have-the-same-height-requirements-as-detached. Dormer-proposal-okay-if-allowed-50%-on-both-sides-of-the-house. If-this-would-only-allow-for-that-on-one-side-of-the-house-then-no. Not-okay. I-would-say-50%-on-each-long-side-of-the-house-and-75%-on-the-short-sides-of-the-house-if-the-house-isn't-very-square. Like-row-houses. Dormers-placed-on-the-front-of-those-should-be-able-to-take almost-all-space-but-on-the-side-50%-is-long-enough. Setback rules- Although I do like the flexibility offered. How would this effect porches? I feel like full porches should be allowed to be built and not count against the 15ft rule. I don't like requiring a unit/structure be placed every 2500ft on a property. Some people enjoy having bigger yards which new construction is already taking away. As for parking- every house built should be required to have off-street parking. I disagree with this proposal. Especially if theyre on a busier street like Prescott, 92nd, etc. Or the city needs to require that bump outs are made in front of residential builds assigned to the house that it is in front of to provide a safer parking space. Sick-of-the-cities-biker-friendly-bullshit!

<p>NONE of these should have ANY affect on property taxes. We already have high property taxes, and as in most places they are highly subjective. One should be able to add an ADU without some crazy property tax addition to one's bill. That is insane if you REALLY want to encourage more housing units. Property taxes are subjective and should be done away with, but barring that more common sense is a better idea. (i.e. if prop prices rise, that shouldn't automatically mean that the state/city gets more money -- it doesn't cost them more to run the govt just because housing prices increase).</p>
<p>No more giant pig houses!</p>
<p>All of these proposed changes feel unfriendly to families. Houses are bigger because families have changed. With 2 kids and elderly parents living in an ADU, it is irritating to be vilified for living in a house with 2600 sq feet. Portland needs to welcome all types of families, not just young people. You ought to look at the tax implications of these proposals as well - new, larger homes pay significantly more in taxes than their neighbors.</p>
<p>I want to see us increase density. More row houses, more high density spaces, spread for everyone to be able to occupy them.</p>
<p>The City should review the ability for an empty 50x100 residential lot to be developed into a tiny house "trailer park" for 3-4 units. Residents would rent a slip for their tiny house, that share a common driveway to drop or haul off the trailers. This would add affordable home density and allow someone to develop their property for minimal fees.</p>
<p>Disagree with the increase in minimum front setback. Front yards are not private and reduce functional private yard space while increasing landscaping costs/water usage. Also reduces space for 'desired' ADUs on lots. Not in favor of minimum unit / 2,500 sqft Single car offstreet parking should be required (front or back) regardless of garage</p>
<p>There absolutely has to be some regulation of demolitions. It is far too easy to throw away an older home for quick buck.</p>
<p>Find ways to keep existing structures. The most resource and friendly structure is one that already exists. At this time, PDX is on par to have 300+ demolitions in 1 year, with only a FEW of them actually increasing density -- most are just 1 destruction of a house to build an even larger house. Look at converting existing structures into multiple dwelling units.</p>
<p>no</p>
<p>Please consider the size and look in historical neighborhoods</p>
<p>Do not allow development on narrow unpaved streets - gravel, not maintained by the city - unless street is improved at no cost to existing homeowners. Example: Multnomah Village streets.</p>
<p>Please explain forecast re housing needed for families with children. Will those family all be going to Beaverton, Gresham and other jurisdictions? Will there percentages of children drop too? Who is moving into Portland's houses?</p>
<p>Lack of sufficient parking is increasingly problematic and not something I see addressed as more and more apartments are built around the city. I hope the city will make this a bigger priority. Thank you</p>
<p>I chose "No Impact" for "Fit development into the neighborhood context" and "Maintain privacy, sunlight, open space and natural features" because I do not believe those are goals that should be pursued through the zoning code. Housing diversity is important; unfortunately, the proposals related to size, height, and setbacks would actually reduce housing diversity.</p>
<p>These changes appear written by someone who doesn't consider SW Portland part of the city. It is part of Portland, and these regulations (excluding ADU and duple/triplex rule loosening) are wrong for a place with large lots and terrible public transit. No consideration was given for larger homes (with driveways!) to better support the multi-generational living that is in many of our futures. The city doesn't care to install sidewalks or pave our unimproved streets, but believes it should increase front setbacks when a family home around here would be better with less front-yard so a larger backyard is available for children. I have an 11K sqft. lot with a small 1938 home and want to knock it down and build a multi-generational home for my family with safe/efficient materials someday soon. My wife and I both work remotely and our offices at home shouldn't penalize our living area's size.</p>

<p>Limiting size, and especially front setbacks is a terrible detriment to our city. You basically mandate that all houses are built right in the middle of the lot, limiting the sizes of both the front and back yards. It would be better to remove the front setback altogether. The city should make regulations based on safety and health of the public, never style. It is inappropriate for the government to dictate stylistic requirements on private property. The new regulations do more for NIMBY folks who want to stop change, that loosening the zoning regulations to allow for more diverse housing types. The only thing the zoning code should do is dictate the size of a structure. Once the size is set who cares how many units are within? We shouldn't have single family zones.</p>
<p>Need more affordable housing in all neighborhoods. Putting affordable housing along corridors is an environmental injustice since pollution is higher along corridors.</p>
<p>The survey language was very complicated and confusing and I'm a Master of Urban and Regional Planning Student</p>
<p>I thought there was a rule against cutting down existing trees, but the lots in my neighborhood that have been demolished bulldozed everything. The demolition of trees not only changes the feel of the neighborhood, it can eventually change microclimates.</p>
<p>No big houses, many stories next to small houses like single stories. Most of the city's "planning" has made Portland a worse place to live rather than a better one. You have ruined the city. Stop choking close in neighborhoods with tons of crappy housing. Build some ugly apartments next to Charlie Hales' house.</p>
<p>Wouldn't increased front setbacks shrink back yard space? Back yards can offer more privacy, safety for children and pets, and offer some protection for vegetable gardens from street crud. Because front yards can be seen from the street, there is more pressure to keep front yards tidy, and larger front yards can lead to more labor and/or expense. I think the preferred setback size should be left up to the homeowners. So should driveways/garages on narrow houses. The proposed changes claim that driveways take away street parking spaces, but so do the vehicles that would otherwise be in those driveways. Bike owners like having secure garage space as well. I'm in favor of alleys where they can be built.</p>
<p>Retaining existing structures should be #1 priority.</p>
<p>When having to park on the street..... In my own area, Multnomah Village/ Gabriel Park parking of many cars on the streets have turned some streets into the equivalent of one way traffic. This is not acceptable and the city needs to limit where cars can be parked. As it is now, it is very dangerous as you can't see when pulling out of your driveway! Secondly, we have no sidewalks so everyone has to walk on the street which is also extremely dangerous!</p>
<p>Please stop permitting the demolition of perfectly habitable homes. It is unbelievable how many historic structures we have lost, It feels to me like Portland is rapidly losing its soul and I do not see how this will be a livable city in the future. My husband and I are planning to relocate out of the area due to all of the aggressive growth and overcrowding. Housing development should be encouraged on vacant lots, and I am in favor of mixed use buildings on busy thoroughfares as long as no historic structures are demolished. Portland has gone from being a green city to one that is quickly filling landfills with demolition waste including hazardous materials. Also, please consider the health/mental health of Portlanders. Too much congestion, poor air quality, smaller lots, too many people, etc is a recipe for poor health. Will there be new hospitals and schools?</p>
<p>You seem to be ignoring "courtyard" style apartment complexes and the very efficient Row Housing (attached units) style popular in Europe and parts of the East Coast of the US and Canada. These are much more efficient uses of existing lands and can be very attractive structures. You will have to battle with existing homeowners who insist on off-street parking for new homes (i.e. garages) and less density. But, I think the trade offs are worth it. European cities make this kind of housing work very well. And look at the classic, and very popular, Brownstone buildings in places like New York city. Why can't Portland do this, especially in closer-in neighborhoods where automobile use is less "necessary".</p>
<p>We need a demolition moratorium. We need new neighborhoods past 82nd to accommodate growth if needed. stop cramming people into existing neighborhoods at luxury prices. Without market controls, you can't build your way to affordability. All your ideas simply enrich developers -- the only constituent you seem to care about.</p>

<p>I'm very glad that the committee is interested in creating more opportunities for human-scale, diverse ways of increasing housing supply across all of Portland's neighborhoods. Too often our city relies on upzoning particular corridors or particular parcels of land for large multifamily projects in order to meet housing supply. Allowing for more diverse, smaller scale projects at all price points to increase housing supply seems like a huge win to me.</p>
<p>Setback, height and size restrictions should be lowered or waived if the housing will have affordability and/or accessibility requirements. We should do more to incentivize developments that preserve existing structures and build around them, and/or internally divide them. More zoning to incentivize attached housing.</p>
<p>I am most concerned about the lack of affordable housing in PDX. I think the City should have stronger requirements that a percentage of new housing units be accessible for those with modest incomes. We are quickly out-pricing too many people and reducing diversity within PDX by pushing them further out or onto the streets.</p>
<p>I strongly disagree with the proposed limitations on square footage of houses. Many neighborhoods built over the last 120 years already have diverse house sizes - big and small, grand and simple. We should not be forcing everyone to own a small house or tell others that the only "acceptable" size of a house is under 2,500 sq.ft. Some people have large families, or can only afford to live near work if they have roommates. Large homes can still be part of a diverse housing mix, and when people use them with roommates or extended family living they can be affordable. It's also good for our tax base, our schools, and our transportation system to have the option of having large houses built in the City, so that if families need or want a larger house they don't have to go to the suburbs to find one.</p>
<p>By trying to make Inner Portland more affordable to all and attempting to turn it into the suburbs with new construction and duplexes, you will only achieve to drive the wealth away and make Portland weaker economically. I don't understand why the focus is on making the wealthiest parts of Portland affordable instead of expanding/transforming cheaper lots away from the city center. Why not focus on making outer SE, NE and SW more affordable and efficient? It seems like it would be much more cost effective.</p>
<p>The National Urban Housing & Economic Community Development Corporation seems to be buying up lots in my neighborhood and not maintaining them whatsoever which, in my neighborhood is encouraging a lot of squatting and dumping.</p>
<p>I think it's inappropriate to talk about increasing density and lot coverage without including plans for more public greenspace. I strongly support increased density, but in the past years, large yards and vacant lots served as de facto parks and playspace for neighborhood kids. Those spaces are rare to non-existent now. At the same time, we continue to add more people and taller buildings. It's irresponsible to plan development like this without planning concurrently for green space in the neighborhoods. This cannot be an afterthought, and regional parks do not fulfill the same role.</p>
<p>To fit the context of neighborhoods where existing homes have driveways and garages and provide equity for existing residences, off-street parking with garages optional must be required for all residential units regardless of lot size or type of structure - be it a skinny house, an ADU, multifamily or single family structure, and especially for large scale apartment complexes. The car hater mentality needs to be trumped!</p>
<p>Please put more emphasis on the use of city owned property to provide housing for the reasons and purposes you propose. In my neighborhood I can show you several city properties which are either poorly used or underused which would be ideal for housing to promote density, affordability, accessibility, etc. without debasing and devaluing existing established neighborhoods. Think outside the box and be more visionary in your approach to these problems. Most of your suggested changes will have little or insufficient impact on the big picture.</p>
<p>TRUTH IN ZONING! The missing middle housing proposal will create great uncertainty and will effectively change zoning without due process. Rental units will become the standard because fee simple ownership will not be available. Quality of design and construction will be sacrificed to profit. This proposal is unacceptable. Implementation should be on an experimental basis in one or two selected areas so that we learn the actual impact before we create a citywide disaster. The financial impacts on current homeowners near corridors and centers have not been addressed. Developers at the RIPSAC meeting insisted that these proposals will NOT result in more affordable housing. Let's decide on real goals and how to meet them - not just "increased density." Sustainability is not addressed in these proposals on any level. If residents are largely opposed to these proposals why would P&S pursue them? Who do they work for if not Portlanders?</p>

To be honest, I live on a working class income and while I think the proposed changes will create some housing options, I don't see a lot of affordable housing options here. I do think that more duplexes and triplexes would be helpful, especially in the central and transit corridor areas.

Infill in our part of town is predatory and the houses that replace torn down small homes are the largest in the area. The city should do more to make the new houses reflect the area where the new house is being built. The city also should not always favour the side of the developer. For example, on the front setbacks when a neighboring house is less than the required setback, it is stated that the City will allow the setback to match the neighbor. The city needs to look at all the houses in the immediate area. That house with a shadow front setback may be non comforting, and by code you will be making it the standard. That's rewarding houses that were built outside of code. Finally if you want multifamily housing, rezone. It's not fair to current residents to drastically change the code without due process.

Consider height limits by story rather than feet. Districts can permit 2.5 stories, for instance, which would require pitched roofs and dormers to achieve the half story. Plenty of examples of such rules exist. Consider the role that small multi unit buildings play along primary and secondary corridors. Portland has many great examples of multi family infill in the central neighborhoods but no clear means of encouraging them in the right places elsewhere. This goes beyond duplex and triplex. The missing middle covers many types not yet apparent in the consideration of the residential infill project. Achieving attached housing is an important goal but it's not simply done without considering the lack of alleys in Portland. Once a lot is below 45ft it becomes difficult to front load. Lot combinations to provide alley access in certain corridors may be considered.

Thank you for addressing this urgent concern that new housing developments are too large and do not factor in housing affordability (and tend to be outside price ranges for typical residents). I hope this helps curb the out-of-control demolitions! The proposed draft falls short in two ways: 1) It doesn't adequately regulate the character of new housing developments. Many if not most houses being built around the city do not match the architectural style and character of existing neighborhoods. Instead new homes tend to be "modern", clunky and lacking in durable aesthetics. Please incorporate design requirements into the final plan. 2) I believe the city should concentrate larger, mixed housing only in small areas surrounding the urban core. There are large duplexes and triplexes being built several blocks away from "corridors" right alongside small single family houses, shading them out. It wasn't clear how this plan addresses this issue.

I believe we should be working to accommodate more people and a variety of housing types into the city. I am not opposed to change and feel that our neighborhoods must evolve and adapt to the needs of new people. New construction is good for Portland's neighborhoods. Skinny houses, ADUs, duplexes, triplexes and cottage housing should be encouraged and supported everywhere. I am sorry if some neighbors are opposed to change, but change is a necessary and natural part of every city. I am very opposed to the proposed size/square foot limits on houses. If you must reduce this from the current standard, it should be closer to 3,000 to 3,500. I don't think it is fair to dictate how large a house can be. Current proposal is too limiting.

Several of your choices were unclear statements

The city should not be regulating density using number of units, but should move towards regulating the form of the building, and allowing the market to decide how many units are provided inside it. Citywide.

I never thought I'd get to be 60 and be so worried about where I'll be living when I'm older. I feel totally stuck. It's sad that housing is looked on as a way to make tons of money for the property owners; especially when the practice is so oppressive to so many people. Everyone deserves a place to lay their head at night -- out of the cold, out of the rain. Safe. And they shouldn't have to work more and more hours so they can just give most of their earnings to the landlord. That's slavery. Something needs to be done. Not tomorrow. Today. We need a rent freeze and an end to no-cause evictions. Just doing those two things would help so many people; it would result in smiles from total strangers and an amazing lightness of being for the citizens of this region.

These surveys are always limited since anyone who thinks seriously about such a subject would have a more nuanced opinion. Portland's problem is that a large percentage of the existing population (pre-boom) can't afford to live in the city as it grows because they're being priced out, whether through inability to pay increased rents or increased property taxes (for affordable housing?). Portland was attractive because it was wonderfully green and inexpensive place to live. It attracted many young people to work in alternate, low-paying, but in some cases potentially lucrative occupations. Development is destroying that ethos. Most of these development plans are aimed at single people whereas that same development will drive single people elsewhere. Even if young people aren't driven away, they'll grow up and want to start families for which there is little accommodation (No parking, small units, awkward green space) in these plans. Not space 4further comments.

What about ugly? What about cutting down large trees, unnecessarily? What about allowing new homes to pave over half the front yard and build driveway aprons that are more than 20 feet wide? What about providing genuine rapid transit, not intermittent transit, *before* you eliminate parking spaces? This city needs to start enforcing the regulations it has, and needs to do more to build walkable neighborhoods farther from the city core, not destroy or degrade the attractive neighborhoods it now has. Look at SE 40th and Martins for an example of everything wrong with current policy: affordable older house torn down, large native trees cut down, unappealing homes built, yard paved over, and then nuisance trees planted...under power lines!

I own a 100 year old home in a close-in walkable neighborhood with wonderful amenities – parks, public transit, abundant options for groceries and school. I want more people to be able to live in my neighborhood and enjoy all that Portland had to offer!

Infill development is always tough on existing residents, but by lowering the overall height and increasing certain setbacks, privacy impacts will be minimized. The Portland tree code sucks, btw. You need to refine that to ensure retention of significant trees as they help reduce perceived mass and definitely help maintain privacy.

Please consider adding a separate house size limitation category for duplexes or a "bonus" to the limitation for building duplexes or triplexes. A goal of this project is to encourage units which are affordable, but for who? The proposed size limitations will inherently discourage family friendly duplexes and triplexes from being built. Family friendly units ideally include 3 bedrooms, which the proposed regulations would make difficult for duplexes and triplexes. The house size limitations are appropriate for a single residential dwelling on a lot, however the same limitation for duplexes is too low. 2,500 lot - 2,000 duplex size 5,000 lot - 3,000 duplex size 7,500 lot - 3,500 duplex size (triplexes allowed as well) 10,000 lot - 3,500 duplex size (triplexes allowed as well) 12,500 lot - 3,750 duplex size (triplexes allowed as well)

Regarding the statement, "Allow houses on historically narrow lots near Centers and Corridors.", it is not clear in the maps provided where these "Centers and Corridors" are. The city should provide more detailed maps so home owners can better understand the proposed impact zones. We're most concerned about "skinny" homes and multiplexes on small lots. In the past they are typically aesthetically unattractive and detract from the surrounding, older homes. I appreciate the new design proposals the city has prepared. Neighborhood Associations should be able to provide their own design guidelines to ensure the character of Portland's neighborhoods are not lost. I'm very much in favor of more housing and more affordable housing in inner Portland, but would like the city to strongly consider strict design guidelines on builders and strictly enforce those guidelines. Thank you for allowing home owners to participate in this process.

Very excited the city is making these kinds of moves. Yes, in my backyard!!

I don't know if you are going to address setbacks, so I'm addressing them here. Setbacks should be minimal. The area between houses and the sidewalk tends to be wasted. It tends to be used for grass, which needs a lot of water and fertilizers, or a few plants with barkdust. It is extremely rare to see anyone picnicking or playing on their front lawn. Smaller setbacks result in a more urban feel and increase potentially useful outdoor space in the rear. People are more likely to let their kids play in the back, or to put a vegetable garden there. In inner SE, where I live, the lack of setbacks makes the area more human, more intimate, more interesting than areas with vast front lawns.

Prescriptions for form to make everything look like a traditional SFH are extremely disappointing. I'd love to see more varied architecture.

As a person of color, I believe you need to allow for more than a 50x100 lot to just have single house on it. We need different housing options especially for homeownership. As a black person, we as a community should be able to own property in Portland!

<p>You've asked me what I'd prefer to see happen, but I don't feel comfortable knowing the exact details of what's being proposed to tell you whether I think the draft proposal will be effective or not at meeting these goals.</p>
<p>There has to be assurances that a property owner's property taxes will not increase prohibitively if they build any ADU's on their property. If the income from renting the ADU or main dwelling unit does not cover the increase in property tax, then this proposal is a waste of time. Also we must insure proper available parking spaces for every dwelling unit. TriMet does not meet the needs of most residents all the time. You cannot carry 8 bags of groceries or a sheet of plywood on a Trimet bus. The city must face the fact that most residents will still want to own a car (gas or electric). We need open space in front of dwellings to allow parking and flexible off-street uses (workspace, basketball hoops, trailer parking, bike/scooter parking, etc.)</p>
<p>as it is, R5 lots in our neighborhood are already being split into two smaller lots, houses demolished, and new skinny houses being built, despite the zoning regulations -- and it certainly ISN'T making the housing more affordable, in fact, it's quite the opposite. if you want to create more affordable housing, you should open up the boundary and build your new developments in undeveloped areas where they will exist with other homes of a similar character.</p>
<p>Overall I think this is a solid plan to allow increased supply and more reasonable housing scales. The impact to housing affordability will probably be very minimal-- but that's what the IZ/CET policy and housing levy is for!</p>
<p>I think the City's proposal is too timid. I support and encourage the city to adopt the more diverse and equitable proposal outlined by Portland for Everyone. I think their ideas are more progressive in setting up a more equitable and diverse Portland for the future.</p>
<p>Do not require new development on narrow lots that replace a house to have attached housing. Too much bulk. The detached narrow homes provide diverse architectural fabric. But require a slightly greater setback (7'?) to adjacent non-narrow lot. If allow duplexes on all lots (which I don't agree with), do not allow a duplex to have an ADU. Do not add more ADUs in R-2.5 and R-5 zones-only allow if the lot is at greater than 7,500 sf. Ridiculous to allow a bonus unit for providing affordable housing. ADUs on small lots are already more affordable because they are smaller.</p>
<p>This is a complicated issue! Thank you for taking a stab at it. I would like to see larger multifamily units in other parts of the city, not just on corridors. I would also like to see more attached housing (e.g. townhomes), particularly on narrow lots. I am disappointed to see that the emphasis, by and large, continues to be on single family occupancy buildings, which are resource inefficient, and do not encourage density and walkability. I also think the emphasis on building for the "character" of the neighborhood is not a useful direction. We should build modern houses, not pastiches of the past. I am very pro not requiring garages, though! I would like to see a parking permit program expand throughout the city, so that people get used to paying the full social cost for all of that wasted space we use to store private vehicles.</p>
<p>There may be opportunity to maintain community feeling by limiting the amount of square footage a new building can use when the development involves demolishing and existing home. For example, if the existing demolished home was 2000 SF, perhaps the new house could be limited a 10% increase in area, in this case maxing out at 2200 SF. (Except when building a duplex/triplex). This would reduce the incentive to demolish homes and replace them with new houses twice their size.</p>
<p>I'd like to see less reliance on cars, but the fact is that the majority of people still use them. Thus, the infill being built with no parking is causing stress & congestion in impacted neighborhoods.</p>
<p>This proposal effectively changes the R5 single family zone into a multi-family zone. If these changes are made, please rename accordingly and go through the appropriate resonant process.</p>
<p>There's a tipping point with the density, I imagine many people don't want too much density (whatever that may mean to any person/family). Also, let's make sure all homes have some sort of area for garden beds, lawns, etc., let's not push the nature component out of the city, it's a unique feature of Portland for so many people to continue to grow food and raise chickens, if the lots shrink, that will be pushed out and it'll look like San Francisco :(.</p>
<p>One of the great things about Portland is it's overall great quality of life. The more crowded we get, the more the quality of life goes down, unless we find ways to address ALL of the competing needs, ie differing socioeconomic levels, differing preferences, differing ages, and yes, even those who still drive their own vehicles. Parking is important too.</p>

<p>Changes in housing need to be concerned with affordability. Most of these proposed changes will benefit landowners, especially when most ADUs are typically used for AirBnb.</p>
<p>The only proposal that will support affordable housing would be to expand the areas where duplexes and triplexes can be built such as the vast tracks of R5 that dominate the city. It's a shame there is no mention of rowhouses. Most of the proposals will result in increases or sustain current levels of resource usage in terms of energy for the built environment - so much for the city being 'green'. So, overall, apart from the proposals to allow more duplexes, triplexes, and ADUs, I think these impotent proposals are stuck in an antiquated worldview and will increase the pace at which Portland evolves towards Bay Area-esque unaffordability.</p>
<p>All this is great step in right direction. Yay, SAC! New development should not stick out like sore thumb. Also, most newcomers, esp. families, to the city come with CARS. No amount of planning will force car-lessness upon a majority of its residents within urban neighborhoods. Families, esp. with children, want the flexibility to leave the city to recreate (a big reason people move to NW). It's unwise to think - and plan for - otherwise.</p>
<p>Not providing any parking should NOT be an option. Visitors have no place to park in many of our housing projects.</p>
<p>Please do not require minimum parking for buildings.</p>
<p>Moved to R5 zoned area to maintain reasonable room from neighbors. Changing zoning ruins quality of life for those not interested in living in their neighbors pocket</p>
<p>My least favorite thing is street-facing garages ("snout houses")</p>
<p>I believe that incentives for ADUs, such as SDC waivers should be tied to what use they will have. For instance, a homeowner building an ADU for short term rental should not get the waiver but if they are doing long term rental or building for a family member, they should. There should be a mechanism to enforce this rule but perhaps it has a time limit so that if getting the waiver, they can use the ADU for other than the allowed uses, after 5 years or some thing like that.</p>
<p>The current suburban low-density single-handed family neighborhoods are unsustainable, even more density and mixed uses are needed. Current and proposed zoning doesn't allow for the mixed uses of a truly sustainable urban neighborhood, so more pocket retail and light industrial is needed IN neighborhoods not just at centers and corridors. The real character of Portland was developed without zoning and regulations, the organically built places of old and new. It is the people and the natural environment that matter, not cars and detached single-family exclusive zones.</p>
<p>Hard to answer many of the questions. What is a cottage cluster? Could you have provided a photograph of a "historically narrow lot?" I'm concerned about the link between lots of low-rent apartments near transit centers and crime. Rockwood is prime example. My main concern is that off street parking be provided, free, for</p>
<p>I'd love to see incentives to buy OLD homes and restore them, rather than tear down and rebuild. Maybe a tax break for restoration on homes older than 50 years. Or free lead/asbestos abatement when indicated, to encourage more people to look at older, existing homes, rather than newly built homes. The destruction of historical homes and buildings is horribly sad for those of us that have lived here our whole lives, especially when the destruction makes way for shoddy "sliver" homes or giant apartment complexes.</p>
<p>I'd like to see a way for a neighborhood to have input on proposed construction before it is approved. There have been some monstrous homes built in our quaint "blue collar" neighborhood completing changing the feel of it.</p>
<p>Do not interfere with established single unit zoning! We bought in our established single dwelling neighborhood 25 years ago after looking for a year. There is essentially no parking here due to 20+ unit apts going up with no space allowed for parking. Developers claim unit dwellers ride bikes. This may be true but they also drive cars that are left parked in neighborhoods. New residents should establish themselves in new neighborhoods or neighborhoods that are not zoned single family dwellings. Infill in historically single family zoned areas is not right and is a disregard for current residents and their investments - both monetary and ethically.</p>
<p>Where are the economic and social impact studies that support these changes? How will you guarantee that developers will build affordable residences without forcing them to?</p>
<p>Portland should be for everyone!! Don't let the NIMBY homeowners drive this city into unaffordability. Attached row housing should be encouraged more.</p>

<p>I live at SE 34th and Francis. Across the street there was A SINGLE HOME that is now replaced with 6 gigantic mansions. Six. There used to be 6 tall Douglas firs, and at least 5 other beautiful trees. Now they are all gone. In its place is gigantic, ugly housing for only the VERY RICH. The houses still left on the block are being dwarfed by these ugly, poorly made McMansions. The developer just happens to be good buddies with Mayor Hale. No one is surprised. He is also the mayor's hand picked advisor on demolitions and construction. Business as usual in city hall. The house to me is being sold to devs next. It's guaranteed to become a giant multiplex. My neighbor's are being evicted, my yard will have no sunlight. All so that the rich in this town can become more rich. Gentrification is violence.</p>
<p>Allow neighborhood or similar neighborhoods to have a design review input in development plan ning</p>
<p>I fully support bringing back the Boarding House for many of large homes. Housing that creates community across many possible demographics is healthy, though trying to nail all demographics in one shot is pointless. We have a derth of single level homes and I think they are ideal for skinny lots. We designed single level homes that maximize outdoor space through naturescaping and patios. We need more ownership units of all price points. Take the strain off our housing market please! Affordability can be achieved by paying folks reasonable rates and providing job training and education. That's how we achieve 'affordability'.</p>
<p>BIG CONCERNS - The proposal did not seem to take into consideration historical or culturally sensitive houses or neighborhoods and how to maintain these. Also, heard that recommendation would allow demolition anywhere? Completely against that. And it seem counter to trying to create more affordable housing (builders are demo-ing 'fixer-upers' that are \$300, \$400 or \$500K so they can build 2 skinny houses they plan to sell for \$800K.</p>
<p>I can't tell what effects your changes will have. I want to preserve what we have. It is so wonderful to walk here. The recent buildings are so ugly, like we are in Communist Block Russia. We have to make our living units smaller, preserve light, and have room for wildlife. You have to have some open space for that. Tall buildings have a terrible impact on light. You are way too developer oriented, leaving the rest of us to pay for it all. Unbridled growth is terrible for any community.</p>
<p>Duplexes and triplexes should be allowed throughout the city, and not just on major transit corridors.</p>
<p>Hard to resist the NIMBY but have to in order to accommodate growth. Need more residential buildings with retail underneath. Need more public affordable, accessible transportation to mitigate congestion with this increased density.</p>
<p>Yes, I want the residents of this city to have much bigger say in all housing density decisions. Because of our form of city govt, elected officials do not represent us as neibhborhoods nor are they responsible to us. If we had city district by district elected officials, you know you would not be running us over the way you are now. Multi unit blogs with no parking are not working and now you are proposing 3 unots per residential lot! If you put these measures to a city wide vote, you know they would not pass. We want quality of life in our neighborhoods over urban growth.</p>
<p>. Long-established, inner-city, desirable neighborhoods, including their main streets and corridors, must be retained in a manner similar to the Irvington Historical District. . The City's efforts to place so much focus on bicycling and public transit is inappropriate for the majority of city residents. There are too many weather problems; high majority of shopping trips require cars for hauling; transporting kids require cars (and there's a LOT of kid transporting in my neighborhood); lower-income residents usually do not work downtown, which is where transit goes. Yes, I ride my bike, sporting 2 baskets, as much as possible for shopping; however, I am in the minority for my immediate neighborhood.</p>
<p>The city is already over crowded with numerous apartment building springing up all over that are likely never to be filled. Many have little if any parking - assuming that people will not own cars. This is simply absurd and the result is obvious in the number of neighborhoods now asking for zoning changes to allow residents to park near their own homes. You know the opposite of "build it and they will come?" Don't build it and they won't stay - leave the liveability of Portland alone. Respect the people who are already here. Respect the integrity of established neighborhoods; don't jam more residences into them.</p>
<p>This proposal basically renders the entire teardown business unprofitable. There should be some way to encourage redevelopment of blighted homes in a less ugly way than is currently happening. I love the tall house rules.</p>
<p>So far many affordable houses have been demolished and the newer houses are not affordable or do they fit with the neighborhood. I also see a lot of the newer houses already falling apart so they are not built well and will probably have to be demolished in the next few years.</p>

More units - single family or multi-housing - without adequate parking means more problems with on-street parking. It's difficult to go to a restaurant on SE Division unless you park in a neighborhood and take a neighbor's space on the street. We didn't learn from the apartment houses in NW Portland (1920-1930s?) and parking is impossible around them to visit anyone or help move. We're repeating that with utopian thinking that 80% of people will walk or ride a bike. Most people - over 50% - have a car, and couple have two cars. Groceries, kids, whatever. You can NOT build apartments with 15 parking spaces for 63 units just because you put in a bike rack. Cars parked on both sides of a street means a one-way street and you can't back out of a driveway. Adding units to a lot is crazy; it's more cars.

1) I support SOME parts of these proposals: a) reduced max. square footage, b) incentivizing internal conversions to create additional units, and c) increased emphasis on ADUs. 2) Some of these proposals must be made STRONGER: a) minimum front setback should *not* be waived to match adjacent houses; b) height limits should be *lowered* to 25 feet for peaked roofs, 20 feet for flat-roofed; c) dormers limited to 30% of house length, not 50%. 3) I STRONGLY OPPOSE parts of this proposal: a) the minimum #of units in R2.5 zones; and b) Most importantly, the plan to allow duplexes/triplexes in huge areas of R5 zones in the city is drastic and unacceptable (with the exception of internal conversions of existing homes, which I support). This will cause a dramatic increase in demolitions, will displace low-income residents, and will NOT create affordable housing. I oppose it in the strongest possible terms.

The comprehensive plan seems a way to line the pockets of developers at the expense of Portland as we know it.

Neighborhood associations like mine feel impotent when developers come in with developments that are out of scale or character with existing structures. Neighborhoods shouldn't hold veto power, but there should be mechanisms (rebates? certifications?) that give weight to neighborhood endorsement and provide incentives for developers to be more open about their plans and impacts. There are 12 new housing units, 8 granny flats, and one ADU going up directly adjacent or across the street from my house. Of those, only the ADU builder (an actual resident) has reached out to the neighbors. Some new developments do not include adequate setbacks to allow workers to complete construction without trespassing on adjacent properties (see recent development on NE Mallory). Debris containment and fences around work zones do not seem to be required. There need to be more clear ways for residents to get information about and report developers who violate the rules.

The scale of this proposal is way too broad and quite frankly gives builders even more leeway to demolish and build with little accountability. The current homeowners in Portland are potentially the biggest losers. Stuffing duplexes and triplexes into historically single home neighborhoods/streets will not insure affordable housing! Developers will go for the highest return as they are now - not the areas of Portland that could benefit from redevelopment and more diverse housing. ADU's and basement conversions are a great way to increase density without drastically changing the character and feel of a neighborhood. Push and reward those before implementing the broad reach and permanent ramifications of this proposal. Allowing the continued demolition of houses is so wasteful and NOT resource efficient in any way. I did not see anything in this report that addressed this epidemic. PLEASE move slowly towards more density and add some restraints and accountability.

Two proposed changes, "Centers and Corridors" and "Cottage cluster," affect almost the entire map of the city, with most of the unaffected areas being non-residential categories such as Industrial/Employment, or Open Space (parks, etc.). These two changes could unleash a frenzy of demolition and development that would irreparably destroy the city's "livability" while preparing conditions for an epidemic of foreclosures in the next economic downturn. Furthermore, the neighborhoods would be changed beyond recognition without any assurance that the supply of affordable housing would increase. There has to be a better set of rules to promote affordabilityâ€”the current proposals leave too many loopholes that provide opportunities for a quick-buck at the expense of livable neighborhoods.

Start small and reasonable and allow duplexes and triplexes. This maintains the traditional neighborhood feel while increasing density. You don't have to worry about complicated building requirements to try to get at this some other way. You can even address the desire to limit parking/car usage in a more reasonable manner by only providing one or two off street spots for duplexes and triplexes. Front facing garages should be allowed on all houses, including narrow lots. Yes, it's ugly and reduces street parking, but it's highly valuable from a resale perspective and alleys are dangerous. Also, most people would rather have the privacy provided in a backyard yard than having extra space in their front yard!!!

<p>The value to the public of increased tax base should be emphasized. please consider allocating a portion of increased tax revenue in first ~3 years to mitigating impact on neighbors. Also consider Good neighbor agreement for lots that seek disproportionate amount of intrusive development - require agreement to enable additional "development points" is denser, higher, closer, smaller setback etc.</p>
<p>Density density density! We need more density!</p>
<p>Expand the urban growth boundary to allow for affordable units instead of destroying the single family neighborhoods that make Portland a livable city.</p>
<p>I am concerned that decreasing the curbside inventory of parkingspaces for residents and visitors will encroach at corners and reduce driver and pedestrian visibility of cross traffic making intersections in the very dense neighborhoods very unsafe. Please consider increasing the "no parking" areas at and near intersections so that drivers and bicyclists and pedestrians are safer and so that delivery or garbage vehicles have access. Thank you.</p>
<p>I consider myself to be a relatively intelligent person (MD degree), but this is one of the most opaque surveys I've ever encountered. Perhaps it's deliberately intended to obscure the fact that the proposal under consideration will encourage development of high-rent multi-family housing in neighborhoods currently occupied by single family residences. It will also allow the demolition of historically important homes and it will irrevocably alter the character of these areas. The proposal is based on a false premise: placement of multi-family structures in costly neighborhoods will produce a few more high-rent apartments but will not provide shelter for low-income people absent major tax subsidies. Yet, these desirable areas are explicitly targeted by developers due to the cost: return ratio being in their favor. Yes, more low-income and "infill" housing should be constructed, but it should be confined to designated areas, not dispersed without regard to the character of historic districts.</p>
<p>More housing types FOR SALE duplex, triplex, condos, because various household needs in all Portland neighborhoods. Not all of us want to buy a single family home. Some just want to get out of the rental cycle and have stability in the form of an affordable duplex, or condo, townhome. But they are difficult to find especially in NE and SE Portland. Example: some of us are divorced with smaller household size, for example, and want to be in residential areas with other families with children. Also, more accessible units, either rental or for sale, for our older citizens close-in would be good too.</p>
<p>To propose changes in zoning with the comp plan and then after change what is allowed in each zone seems like a bait and switch situation...</p>
<p>I am thankful this study was done. The resistance is resistance to change and the fear of the unknown - it takes courage to accept change. I am thankful to live in a city that thoughtfully explores change even if it can't make everyone happy.</p>
<p>I am opposed to blanket rule that allows multiple units in all 2.5 zoned lots in the city. All neighborhoods are different and it should be the neighbors that decide how development in their area works. For instance, our residential neighborhood is quite close to commercial areas, so parking is limited for residents. If developers come in and put 3-4 units on a lot, there will be more cars than space to park them.</p>
<p>Having rules and implementing rules are TWO different beasts. This sounds good in theory, but the city can't uphold AirBNB regulations passed two years ago; most Airbnbs in the city are still unpermitted and illegal which is also contributing to unaffordable housing. I know multiple homeowners who have left the state but converted their homes as short term rentals. As a homeowner currently building/permitting an ADU, I am discouraged by the inequitable and inefficient ways with which regulations are applied, like county property tax reassessment of detached ADUs. Developers/homeowners/neighborhoods with enough money can seemingly bypass regulations. I hope that this proposal can be implemented in an equitable and efficient way. I know that the city's rapid growth combined with an influx of money and development is bringing a lot of issues to a head, but I truly hope the city can make a change because I'm starting to lose faith.</p>
<p>Why are developers allowed to tear down historic houses that are in good shape simply because they want to build a mammoth apartment building with no parking. Sellwood is being over run with these monstrosities that are bumping up to the sidewalk and have no parking. I hear the City wants to install parking meters here! Outrageous. http://www.oregonlaws.org/ors/197.772 #3 should be excised.</p>
<p>Stop using affordability without any context, budgets or how long they will remain affordable. Are there any examples of affordable existing housing, built without subsidies? Would these be constructed equally throughout Portland? How would that be enforced?</p>

These proposals don't go far enough. I fully support the SAC majority position. I also support: triplexes throughout the city; prohibiting off-street parking throughout the single family areas; increased height/massing (up to current allowances) as a density bonus; and unlimited internal conversions of existing buildings.

This is a misguided plan. City centers/corridors have been redrawn from the original proposal so that healthy environments will be destroyed. The level of destruction of current houses and community in places like Multnomah Village and Hillsdale will be irrevocable. Taking 10,000 sq ft lots and allowing four houses to go up in place of one small house will not lead to more affordable houses. Many will make money but affordable housing will not increase. Major concerns: 1) The lack of set backs on the sides and backs of lots will mean that neighbors will be on top of neighbors. Taking away the natural habitats - trees and plants is not environmental. 2) Increase all set backs so that houses are not on top of each other. We bought our houses under larger lot zoning because that is where we wanted to live. Please do not destroy PDX.

I couldn't answer Q16, because I've considered a lot of options for the draft proposal, but I'm not sure exactly what it is proposing, so I can't gauge the effectiveness.

Does "neighborhood context" mean that affluent neighborhoods with big lots would have different requirements than smaller-lot neighborhoods? Don't force cars into streets. Stack the deck in favor of affordable owner-occupied dwellings. Strongly discourage demolition. Strictly control investment/developer/for-profit building/rehab activity. Condemn 450+ "zombie houses" NOW and rehab/replace them to increase affordable housing stock. Vacate under-used streets, make them available for affordable dwellings. Support retention of older homes (not necessarily "historical preservation" with a lot of requirements). Attend to infrastructure as increase density.

Allowing multi-units in R-5 zones outside of very limited transportation corridors etc (effectively abolishing single family residential zoning city-wide) would be a huge negative change for Portland neighborhoods and does not make sense. Density/ infill along corridors makes sense because of access to transit and services. This whole process is being rushed and is under the radar of most residents. It feels like the city comp team is so swayed by affordable housing activists and developers they are not interested in what existing residents of Portland actually want. I live in an R-5 area because that is an important part of quality of life and has the 'breathing room' and neighborly environment that I love about Portland.

Historically narrow lots should have more stringent built sq footage restrictions. To comply with the objectives in the Comprehensive Plan, more effort should be made to maintain existing houses promoting modified design of those. It is not a sustainable practice to demolish livable homes. Most being currently demolished are eligible for a retrofit or redesign that would meet residential infill goals for affordability and low resource use.

The BPS staff proposal perpetuates exclusionary and discriminatory zoning that has caused displacement and contributed to our ongoing housing crisis. Moreover, the bureau should be ashamed of itself for its abrogation of the city's commitment to equity by not mandating significant increases in affordable density (via IZ bonuses). Given the continuing housing crisis and accelerating immigration, anything less than allowing missing middle options in all residential zones is akin to pissing into bonfire.

1. As far as I can tell there is no guarantee that the proposed infill project will result in more affordable housing. Unless developers are ordered to build affordable housing, they will built whatever will bring them the highest profit and our community will be burdened with higher population density. 2. Parking is already impossible in Multnomah Village. To propose increasing the population without providing for at least one parking space for every unit added, is unconscionable.

Duplexes and ADUs will not solve our affordability/density/capacity issues. We need to focus more on triplexes and up. Internally-dividing existing structures will solve the concerns about demolishing existing structures and how to fit more density into neighborhoods non-intrusively. We also need to discourage construction on new single-family homes. Banning one-to-one demolitions and rebuilds would be an extreme, but effective, means of preserving existing housing while encouraging multi-family structures. Most new construction currently going up in R5 zones could easily fit 3-5 households based simply on the square footage. "Narrow lot houses" are that way too: look at traditional "skinny houses" in Chicago: you'll find 2- to 4-story structures, each floor a separate 2-3 bedroom home, on narrow lots similar to those here in Portland, AND they're aesthetically pleasing. The only reason ours are so ugly is because they look like anorexic McMansions. Stop trying to make skinny houses single-family homes.

<p>Please don't cave in to the loud voices of older, whiter, richer citizens who are selfishly only interested in preserving their neighborhood for themselves. Thank you for considering the future citizens of our city, and the dynamic, evolving needs we have.</p>
<p>- Remove parking requirements for all new developments - No max ADUs on all lots Note: Respondent wrote on page 5 that triplexes and cottage clusters should be allowed on all lots.</p>
<p>Please EXPAND the areas in which you are allowing for more housing choices. The current proposal is too restrictive.</p>
<p>I support the staff's and Portland for Everyone's proposal! More housing options and more housing affordability!</p>
<p>Portland should lead the nation in requiring all new building projects to be energy self-sufficient by way of solar and wind power and conservation by maximum insulation and wall thickness and earthquake proofing. Note: Respondent also wrote "All new buildings should have roofs that are gardens for food and oxygen production" on page 5.</p>
<p>Yes, 3 units on an r5 lot is not acceptable to me other than in a semi commercial area, which is most likely not zoned r5. We've already seen the negative impact of not requiring off-street parking to our neighborhoods. This has to stop.</p>
<p>The source of the growth projections has not been made clear. There is surely a range in the growth projection which I have never seen published. The Comp plan literature indicated that full utilization of currently under-developed lots would meet the projected demand, yet now comes a push to dramatically increase density by sleight of hand. It is very disturbing that this process is coming so soon after the Comp Plan update and has the ability to profoundly change what is permissible in the residential zones. The plan to allow development without parking based upon a lot's proximity to frequent transit is an ill-conceived notion. Reducing auto use is an admirable goal-eliminating auto ownership is a millennial generation pipe-dream. The project's maps seem to include numerous errors and omissions that reduce confidence that the process will be implemented fairly. The proposals do little to encourage affordability of developer built houses.</p>
<p>Requiring off street parking for these new units works against the goals of affordability and efficient use. Off street parking for new units should be optional (particularly near centers and corridors), just as it is today for ADU's.</p>
<p>I am very pro-infill. I think we need to do everything we can as a city to not only provide more housing, but provide more affordable housing types in currently exclusive single-dwelling neighborhoods. Opposition to infill development is not-so-subtle racism, classism and nimbyism that prevents us from proactively tackling the real problems facing our city and region. I am generally onboard with the proposal, although I would like to see more small-scale apartment buildings (e.g. Courtyard apartments) included in infill considerations. I am slightly confused (but not necessarily opposed) to the proposals to increase required front yard setbacks and reduce building height. These seem like reasonable concessions to appease the NIMBYers and potentially reduce environmental impact from excessive building materials, but I would be curious what a developer's take would be on these requirements and whether it would have the unintended effect of dissuading development.</p>
<p>To go from 'somewhat' to 'very' effective, the city needs to adjust its proposal to extend alternative housing options city-wide.</p>
<p>From what I have observed and experienced, living in a denser, main corridor, is that the increase in density is creating less livability, not more affordability. I have serious environmental, aesthetic, and safety concerns. Prices seem to be going up, not down, and I personally don't think building cheaply constructed structures is beneficial for new or old residents. I'm appalled at the rate of demolitions and reduction of open spaces. When my family survives the construction madness, we won't likely even want to live in our 'new' city, and ironically, will be priced out of moving anywhere relatively close to where we live now. I'm not 100% clear on what the long term vision is, but getting there so far has sucked.</p>
<p>Will BDS make it more reasonable to build "skinny" houses by allowing a common shared wall? The mandate of separate structures makes the outdoor spaces ridiculously unusable, really. Building dept needs to make some serious changes to encourage housing with shared walls, and consider it Residential, not Commercial.</p>
<p>I support increased density, but am troubled by how most new apartments are studios. This is a family-friendly city, but studios are useful only to single people, and their building does nothing to help couples or families. Furthermore, it would be more resource efficient for singles to live together as roommates in a 3-bedroom, for example, than 3 separate studios. Builds more community too. I'd like to see more 2-, 3-, and even 4-bedroom apartments built instead of studios.</p>

<p>The Stakeholder Advisory Committee addressed and suggested much more clearly the idea of increased density in all Single Family zones. I feel that this aspect is not adequately propositioned in this questionnaire or in the RIP draft proposal. Seeing that the majority opinion favored this I think it should be given greater public prominence as it is actually difficult to find and not clear how it has been put into consideration at all by the Bureau of Planning and Development in much of their online information and the Draft Proposal. I personally think increasing density in all of Portland's neighborhoods (with new smaller size restrictions) will be most effective at increasing affordability, preserving neighborhood character, and equitable to residents land values and renters future prospects. The general process of the RIP is also confusing how it relates to the city Comprehensive Plan to 2035.</p>
<p>I think a lot of these proposals we discourage people for developing which in turn will continue to raise housing cost. I think the more freedom people have the more development we will have. The same people that are complaining about there not being enough affordable housing are doing everything in their power to make development challenging.</p>
<p>The proposals assume infill and greater density is a desired direction.. I do not agree and believe it will have little impact on desired goals expressed while still sacrificing neighborhood livability in many aspects. Changes should be made that create incentives to retain old houses, preserve light, trees and greenspaces. I feel like your assuming we must do damage to the city I love and only are asking how much and where. Affordability will not be gained by these changes - rents and house prices will continue to climb as long as Portland is popular. The only benefit I can see is developers will continue to make money.</p>
<p>Should stick with 15' setbacks for new construction or remodel permits and NOT allow exception to match neighboring property. In 50 years, maybe most of city will be set back 15'.....Hooray! Wider eaves should be made a design requirement !!! instead of allowing exception for eaves to extend 2' into setback on sides of property. Overhanging eaves with leaf-filled gutters ('cause you can't squeeze your ladder into the (now) 3' setback) lead to home deterioration, mosquito breeding and access problems. Existing R2.5 lots should be consolidated during demolition and re-configured to accommodate multi-unit dwellings. No more "skinny lot" narrow houses. They are an eyesore, whether garage faces out or not. Multi-unit development needs reasonable off-street parking. Duplexes, triplexes and 4-plexes need 1 space per unit, minimum. Any construction permits where alleys exist should require garage or parking space from alley.</p>
<p>I support more diverse housing of all types incl. market rate housing throughout the city, not just near clusters & corridors.</p>
<p>For: more people, more smaller units in neighborhoods, cottage clusters, ADUs, clustering/attached " middle" housing to maximize continuous green/yard/courtyard spaces and existing trees. Requiring green features. Requiring a high percentage of permanently affordable units! Willing to accept: more congestion, more difficultly parking, less privacy. Against: huge houses that cost >500k. Developers are making plenty of money-- they can afford to provide more livability for our neighborhoods. They should be providing a meaningful service. I don't make 6 figures, I'm a nurse and do good work for others. I knows it's just capitalism and all that, but we should set a lot of limits to reign it in! I hate that someone my income level couldn't afford a house on my block now.</p>
<p>Neighborhoods are losing their feeling and personality for the profit of developers. I don't agree with several questions at all, much less feel like the answers represent my interests. Are these all done deals? What is happening to Portland is terrible. You obviously care more about money than quality of life for residents.</p>
<p>A critical matter completely missing is the preservation older single and multiple family units. Demolition should be a last resort.</p>
<p>Linking square footage to lot size is brilliant, and far easier than linking setback to height. It also solves problems of solar and light access in most cases. Measuring height from the lowest point is reasonable on relatively flat ground, but on a sloped lot would require building into the ground rather than up. Is this reasonable? Eliminating parking requirements for historically narrow lots may seem extreme, but in the context of preserving street parking, and limiting it to walkable neighborhoods (which most of the narrow lot neighborhoods are) makes it a reasonable choice. I am pleased there is no mention of design standards that would stifle creativity. Well done modern works in older neighborhoods. In total this is a well done draft moving in the right direction.</p>

<p>Must stop the huge houses that are driving up costs everywhere. Portland doesn't have that much wealth so the buyers are coming from out of the area. We need lots of duplex, triplex, cottage home, garden apartment type housing that can keep costs down and be available to all people. This also fits more of us in a smaller space (infill) and is more sustainable (as we're not in huge houses). Historic homes should only be preserved if they've been kept up - if they're in disrepair then it may not be worth keeping then and instead employing sustainable building technologies.</p>
<p>As I see my once quiet, low traffic neighborhood get more crowded and congested with each passing month, I love it less and less. Stress levels rise, with more road rage, and quality of life decreases. I am looking to buy a home and it probably won't be in portland.</p>
<p>Where is the concern about DEMOLITIONS?? That's my number one concern in any discussion of infill. Demolitions poison neighbors with lead dust, and they are wasteful of resources. If a large number of demolitions are allowed, much of the benefits of these new rules will be lost because so much of our older housing stock...and especially in my neighborhood (Sellwood) SMALLER houses and STARTER houses that are CUTE will be lost. The members of the city council do not understand that small rooms and small houses are great! They make comments that demonstrate that they are too wealthy to make good decisions about demolitions. The last time I went to a public meeting at CC, I was very frustrated by the comments made by city council members about how "too small" older homes needed to be demolished...sigh. Not everyone is rich.</p>
<p>i don't think it made sense to limit the scope of the proposals to exclude concerns about demolition and / or deconstruction. At the very least, more should be presented about the implications or possible unintended consequences of these proposals on demolition of existing housing stock. I saw only one such reference, and it was not developed, just mentioned. Also, it seems to be a given that we are weighing in on the inevitability of new development, without discussing it in economic terms. Perhaps that is not your department; but the City overall should be concerned with actual economic sustainability. In this changing world, it is not enough to simply draw conclusions about inevitable growth based on linear extrapolations from past growth trends. The city seems to do all it can to encourage this growth; it is far from inevitable.</p>
<p>This entire process is a farce designed to simulate community involvement while handing over the most unique and precious commodity of our city--its livability--to greedy out-of-state developers. Implicit in every word is the wholesale destruction of historic neighborhoods, particularly on the East Side of the Willamette. Neighborhood associations have been repeatedly excluded from this process by endless rescheduling or last-minute cancellation of meetings, letters have been ignored, and top-down decisions have already been made by those long ago corrupted by private interests bent on demolition and redevelopment for short-term profit. As a lifelong Portlander, I deplore the short-sightedness which shall soon wipe away any trace of what makes our town unique. City Hall has surrendered our legacy for profits and kickbacks and is making the city I grew up in a mythical, far-off place. In its place is a generically ugly, crowded sty that I will delight in vacating. Bye!</p>
<p>a chief concern is parking: large complexes should be required to make some provision for parking (basement or other areas)</p>
<p>Where will households be able to plug in their electric cars if they don't have driveways and garages? Will they need a three block long extension cord when the street is full of parked cars? Not requiring at least on parking space off the street for each residence is STUPID!</p>
<p>I strongly support limiting the size of new homes. People who want to live in McMansions can move to the suburbs. I differ with you on the definition of "near" centers/corridors. 1/4 mile is NOT near; 2 blocks is near. The way your map looks now; almost all of Portland is near a center/corridor. Also, I want to make sure that if duplexes, etc are allowed, they are subject to the same rules about the size of the building as a single-family home. We aren't helping the problem if developers can come in and build a ginormous building and call it a duplex. I generally support ADUs but have seen some examples where external ADUs occupied so much land that there was little room for trees or other vegetation, and they could intrude on neighbors' privacy. Further refinement of ADU policy is needed.</p>
<p>More affordable housing and or duplex's for people with low income.</p>

The Portland of today is fast becoming unlivable. So far, the Administration is more interested in bike paths than in independent travel. There is too much rash development without thought to character of neighborhoods and children. No thoughts to infrastructure of streets and parks and schools. The rush hour traffic is almost 24/7 and getting worse. We need to keep Portland livable for families too!!! This administration is more interested in railroading us into their pigeon holes and forcing mass transit or bicycles upon us!! Portland is pushing out old people and families...just deplorable!!!

This initiative further punishes our neighborhood, which is cut off by I-5 in one direction, & bounded by an arterial (Taylor's Ferry) to the north. Our neighborhood has no Max access other than going nearly a mile to the Transit Center, & taking a bus downtown. It seems as if our neighborhood is due for a break.

It is not the size of the house that matters so much. What matters is the design. So many of the new homes have no relationship to the street. Often they have a garage and no living space or very little living space on the first floor. They have small windows or now windows on the first floor. If they have balconies or porches, they are quite high off the ground, so they do not provide an opportunity to interact with neighbors and passers-by. If this continues, there eventually will be a wall of garages and nearly blank walls all along the street. This means there will be no eyes on the street to promote safety and no community built through serendipitous interactions. So, forget about house size and focus on what is important.

It seems too little to late for the planning of the city now. Too much growth has happened in the last 10 years to feel like you could make an impact now. Affordable housing seems like a joke when there is no accountability for developers who say they will create affordable housing and then don't, or when decent single dwelling houses that are less than 2000 square feet are torn down to build these cookie cutter houses that sell for twice as much. Or the fact that people from out of state are buying houses for their children cash sales pricing the working class out of the city foundry. I don't have faith that this will change how this city is growing. This discussion seems too late.

Thanks for conducting and publicizing the Residential Infill Project and accepting public input! My husband and I have lived in a newly built house on a narrow lot on N Denver Avenue in Kenton (North Portland) since 2013. We are close to MAX, the PO, the library, stores, restaurants, and parks. Our energy-efficient 3-story house sits next to a historic Kenton concrete-block house and a 3-story duplex (taller than our house). Our garage and driveway provide off-street parking for our single car and insulate us from Denver Avenue traffic noise. Although I would not like to live in a block-long series of detached narrow houses with front garages, I would like to see narrow houses and other small-footprint homes of all types built throughout the City of Portland to provide housing variety and affordability for young families, retirees on fixed incomes, and other low-to-middle-income folks.

The proposed changes are going to sky rocket land values and cause an already exploding market and ever increasing cost of living in Portland to even more unaffordable levels.

Stop the demolition of houses in good condition. By allowing moderately priced houses to be bought and then demolished by builders, who then replace the one house with two more expensive houses, the city is contributing to the increasing unaffordability of housing in this city. Infill on vacant land is acceptable and fulfills the goals of increasing density and affordability. Demolitions only add to landfills, increase the price of houses and destroy the character of Portland neighborhoods. Also, your quiz is completely ridiculous and poorly conceived. Hopefully our new mayor will see through the charade of this commission, disband it and start anew with individuals who don't have a vested interest in real estate and development.

Why are the voices of greed being allowed to destroy our neighborhoods? Campaign money no doubt. That's are not new problems. The preservation of single family zoning was to protect against greedy builders and individuals who simply place no value in the historical integrity of our homes. Confine the high rises and concentrated density to areas that aren't already and established. There are plenty of them if you only cared to look.

Two very important aspects of living in Portland for me are 1) The number of really grand, large trees (Doug Fir, Cedars, and other very large deciduous trees) that are everywhere. As urban forestry comes of age, I'm concerned that many of the large, old trees that are outgrowing their wells will be replaced by smaller trees that in hindsight are more appropriate to those spaces. I hope that planning will allow for many larger tree wells that will accommodate the very large trees of the future, and not seek to maximize space by designing small wells for small trees. The canopy and grandeur of very large trees is worth the investment in space. 2) The garden spaces of Portland are a prime reason I love living here--a lot of new homes seem to leave little to no garden space, which I have been concerned about.

<p>Figure out to fix the urban blight that is Barbour Blvd and the businesses and homes right next to it. Infringing on neighborhoods that are within a 1/4 mile not an eyesore is hardly the right thing to do.</p>
<p>Duplex, Triplex, Fourplex dwellings and cottage clusters are preferable to tall apartment buildings with no parking(!) being thrown up all over the city. I'm not really sure what the point of limiting single family dwellings is when they might be right next door to a towering apartment building. The 46-unit building being built at SE Stark & 29th will surely dwarf everything in the neighborhood, greatly reduce street parking in the area, and block sunlight for neighboring structures. I am also doubtful that creating more units will bring rent prices down. I know Economics 101 says it should, but more inventory will not necessarily cause landlords to charge reasonable rent.</p>
<p>On the corner of 45th and Carson there are two monsters where a small cottage had been for years. This is not appropriate for that space. On the corner of 44th and Carson there is a lot that has been owned by a developer for 3 years, with barely a lawnmowing. On the corner of 42nd and Carson there is a house that has been empty for 14 years, and rarely is attended to. We have seen house turnover because neighbors have no idea what is going to happen on Carson, let alone the gravel roads that become rivers in the rainy season.</p>
<p>They should be taxed more for the enormous amounts of money they are making.</p>
<p>Strong encouragement for clusters and for tiny houses. These need some guidance and regulation but put that in place, make it easy, and encourage them.</p>
<p>1. Limit multi-family builds, skinny lots, and ADU's to 1 or 2 blocks from main corridors. 2. New builds must be required to provide adequate off-street parking. 3. Limit height and size so new construction is compatible with existing buildings. 4. Encourage developers to work on zombie houses. 5. Protect the character of each neighborhood; preserve green spaces and sunlight. 6. Focus on current residents, not developers or people who might move here.</p>
<p>No mention of sidewalks here. How about requiring sidewalks in every neighborhood even if the city pays for them? The lack of sidewalks here is NO WAY to encourage people to use their cars less and walk more.</p>
<p>Infill often predicated tree removal, flora and fauna displacement and house tear-down all are wasteful and environmentally traumatic</p>
<p>Quit tearing down beautiful old homes & trees</p>
<p>This planning effort is obviously an effort to provide more developers access to historically subsidized developed urban land through regulation. The way to effect change is not through regulation it will require hiring more development planners, the ones you have now are marginally useful at best. The city needs use fiscal policy to implement the desired change major infrastructure charges for existing housing benefitting from infrastructure useful for higher density and very significant SDC reductions for redevelopment that meets desired density (based on availability of infrastructure). Environmental amenities should be considered as infrastructure and given market value accordingly.</p>
<p>Allowing duplex/triplex housing does not mean housing is suddenly more affordable. Yes, the cost of a duplex vs. single family home would potentially be less expensive, BUT...odds are good these duplexes will rent for substantially more than is reasonable, purely based on landlords city-wide capitalizing on the market.</p>
<p>Density planning should be focusing on apartment buildings, not subdividing housing lots. This is an extremely ineffective and divisive strategy which seems aimed at enriching developers instead of doing anything about the actual housing situation.</p>
<p>Proposal 4 encourages demolitions of existing houses and negatively changes character of neighborhoods. According to map, most of Portland is single residential near centers and corridors. More homes will be demolished to create 3 units to be used for rental or AirBNB. Housing will not become more affordable. When I bought my home 4 years ago, it sold the day it went on the market. We offered more than we could really afford; I can't imagine also competing with developers who could turn one home into 3. Focus on developing under-utilized property (ex. run-down commercial properties in Hollywood, or Wells Fargo parking lot) into mixed-use and apartments. It's foolish to think that people don't have cars; on-site parking should be required for multi-dwelling residential! Proposal 8: don't require parking, but also don't ban front-facing garages for narrow homes. People should be able to choose between more living space or garage.</p>

<p>There should be a micro local approval process for lot development. 60 days to comment and vote yeah or nay within say a 9 block surrounding area before an older home is raised. There are some ugly old houses, ugly new houses, attractive old houses and attractive new houses. Maybe something along those lines would temper the outliers of gargantuan or ugly new houses that "don't fit in with the flavor of the neighborhood ". I also think more duplexes, triplexes and quads should be built close in and near transit. The older ones are quaint.</p>
<p>The city has provided no research based support for it population growth projections or increased housing affordability assumptions related to the implementation of it's vaguely defined single family infill zone change proposal</p>
<p>Too much density benefits developers and may line some pockets today but will provide a much lower quality of life long term for PDX. If, like Republicans, you care more about the companies and the profits then you will do what you want. If you care more about people and the environment you will find a way to provide some additional density without bowing to the whims of big developers and you will find a way to lock it in for the next generation. The UGB has gotten us this far. Incentivize land trusts and low income developments citywide but do not allow 3 units on a 5000sf lot. That is a disaster waiting to happen</p>
<p>In general I value making affordable space for all residents over preservation of neighborhood flavor. Neighborhoods change, and I think a lot of people have an aggressive nimby mindset about these things. I think Portland and metro have done a great job of preventing sprawl and building a walkable city and I want them to keep it up. I don't like the way that giant houses with tiny lawns look in my neighborhood, but I also don't think we should be overly controlling of what developers and individuals can do with their lots. Thank you.</p>
<p>Please stop trying to squeeze in as many people as possible. Seattle has done this and it has become a complete disaster. The road and transit structure isn't sufficient for this amount of density. Thank you</p>
<p>Where are the studies that show any of this would work? Especially in regard to providing affordable housing. We are seeing affordable housing being torn down now and replaced with new housing, often at higher density, that only rich people can afford. What is wrong with this picture? As far as I can tell, the RIPSAC proposals would only intensify this trend. If your goal is to provide rich people with more housing...and see to it that a few developers get very rich from tearing down and rebuilding neighborhood communities, that is one thing. But please dont try and bamboozle the public by telling us that its about providing affordable housing...because it ain't.</p>
<p>the city is more than happy to increase inits there by getting more BES charges. when the city syops waiving adu fees they will stop being build. the cost of these small homes is \$250 a foot. when developmental fees hit 11% of sales price this is a wind fall for the city. buyers or investors cannot afford to buy \$500-900,000 duplexes. the only way it wourks is have the house have a unit inside but the devopmental fees have to go down. we need the density increased to the westside for all lots@since many lots are larger on rthe wrdtside since they originally had seotic systems but where rhe sewer lines are at today is a probly since most ate in the middle of the back yards. when spliting a lot on a corner what stops builders from building is the \$75-100,000 development cost to pave the side street.</p>
<p>Stringent requirements for preserving existing tree canopy. Increasing outdoor space requirement on R5 lots. Historically narrow lot development should be attached structures if built long and narrow (townhouses, row houses.) If they aren't attached, the side yard space is narrow, dark, and useless. Require sidewalks to be built in SW Portland (and other neighborhoods where they are lacking.) Establish stricter regulations regarding short term rental spaces so these units actually get rented or sold to people who live in the neighborhood, not a bunch of Air BnBs.</p>
<p>My concern has been that I live in a historically beautiful neighborhood, Dolph Park, and I have seen houses built that do not fit the architecture style of the neighbor hood and are too big for existing lots. This needs to be stopped because it is ruining the look of our neighborhood. Even if neighbors try to stop a certain development, it seems that no one listens and all the changes just happen. Developers seem to be able to do whatever they want by buying a smaller house and by leaving a chimney standing on the existing foundation and by calling it a remodel they can then put up a large house on the existing foot print which over shadows all neighboring homes and looks out of place on the block and takes away from the integrity of the whole street and neighborhood. These new dwellings do not fit in.</p>
<p>I love the idea of cottage clusters as long as each cottage has some private outdoor space.</p>
<p>The city should provide estimates of the impact of these measures on affordability, scale/timing of impact, etc. The city will continue to attract lots of people until its relative affordability goes away. I think any measure done to improve affordability is only a temporary measure. The city should consider the compromises that it is proposing versus the long term impact of affordability. Not excited about required ADUs/duplexes.</p>

<p>the infill on our block is horrible....huge tall houses on tiny lots with little parking available on the housing lots.....roads are now more congested.....houses are ugly and we frequently have to dodge their 'landscapers, guests and cars what is the city thinking (except how to get more tax money).....</p>
<p>Developers need to build affordable housing. They are demolishing perfectly livable family homes, and replacing them with huge overpriced homes (\$800k plus). The homes they are demolishing were affordable. Not everyone wants or can afford a huge house. It's destroying the history of our beautiful neighborhood & pushing people out.</p>
<p>No one is fooled by greedy development's claims. The US population is shrinking, and Portland's tanking economy can't even support current residents; it's not realistic to think 200,000+ new people are going to move here. Portland's development scheme serves only short-term speculative developers/investors, not current residents. End policies that destroy viable/historic business corridors to create developments that will sit empty when the bust comes, just like in 2008. Conserve existing housing. Discourage banks from holding foreclosed inventory off market. Make it easier for current owners to split and add on to their homes, particularly people who own large historic properties that with modification could house multiple families. And stop emphasizing luxury development over industry (e.g., we don't need the new PNCA campus for "creatives"; we need the shipping and containment jobs we were supposed to get on the land where we're now getting an unnecessary new post office instead).</p>
<p>I like cottage complexes w common parking & grounds. I see nothing about saving tree canopy. I saw nothing about adaptable housing, but you wanted a comment. You ask about maintaining sunlight, open spaces, but most of what I see is permission to put single story ADUs on a lot (building on open space) Is it better to put a 1 story 3-plex on a corner lot that 3 detached units? My folks lived in a 3 story duplex: ground floor to rent 2 floors up to live in. Then my folks moved down stairs & rented up stairs. The house was one of 8 w a common alley parking garage and common grounds & private yards. Worked out well.</p>
<p>1) My neighbor can build a taller house which would block my sun, making my home a cave & rendering my solar panels useless. Where is my protection? 2) Prevent street-facing garages for new houses on narrow lots; encouraging shared driveways or alley accessed garages instead. What if there is only one new house and no alley? Might a developer be prevented street access and not provide alley access so no off street at all? 3) Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking. How does that preserve? Allow homeowner to block their own driveway. 4) convert garage to ADUs 5) tree canopy/ open space preservation 6) flood protection of downstream existing homes 7) basements to be dug NOT lots raised for basement, maintaining house height from lowest point. 8) encourage attached 3 or 4-plex instead of detached ADU 9) cottage complexes YES!</p>
<p>This is not an 'equitable' plan as stated on the opening page. The buildings that have gone up and continue to take over this town are not 'affordable housing' nor will this infill project address it; it will only perpetuate the increased rental and housing sale price. Equity - where is the City Council and Planners plan equitable? I do agree with more stringent zoning laws and oversight to ensure developers /home builders follow them. The city has become a Gap-like cookie cutter town. Added to this infill project should be keeping with the look and feel of Portland.</p>
<p>Every effort should be made to protect the history, character, and nature of Portland. Older homes on larger lots add to the character, flavor, and history of our city. I am adamantly opposed to old home destruction. Incentives need to be offered to remodel, and restore older homes. Adequate parking must be included with all multi-unit dwellings.</p>
<p>Removing all residential parking requirements in the city would go far to cut costs of new housing.</p>
<p>Permits are impossible to obtain and are akin to rape in both monetary and allotted time. Working with the city is horrible.</p>
<p>I do not understand how allowing additional ADUs will support any of the listed objectives. Portland homes will become even more expensive as their investment potential will increase, and with CoP's permissive regs and lack of enforcement of the "shared economy" services, any add'l units will simply show up on AirBnb, not become homes for Portlanders.</p>
<p>There has been no discussion on the impact on existing or new property taxes or evaluation of existing neighborhood utilities/services ability to accommodate the increased density of people. How will that be addressed?</p>

<p>More dense housing types should be allowed all over the city. The more dense housing is, the more likely that new transit corridors and main street amenities can pop up there, creating livable neighborhoods for all. Right now, the holes that would exist on your map (areas exempt from increased density) either correspond with wealthy neighborhoods like Irvington, Alameda and Eastmoreland or with East Portland neighborhoods that desperately need the density to create more walkable neighborhoods and provide mobility outside of car use. Let's become a real city!</p>
<p>Preserve the historic visual character of our neighborhood is very important, along with maintaining affordable housing.</p>
<p>The city should create incentives to build ADU's for affordable housing options. As a homeowner with enough space to build an ADU on my land, I would consider doing so and providing low rent option if the city encouraged that by offering waivers on fees etc if demonstrated that I'm renting it below market rent.</p>
<p>Builders are making too much money and not redirecting back to the communities while they are also ruining the roads with large truck filled with supplies. Add costs to any new building to repave roads which are destroyed by the builders.</p>
<p>I would like to see a focus on maintaining the quality of life that makes Portland special. I think this can be achieved through high density, sustainable "deep green" buildings with a commitment to biking and world class public transportation. I'd like future planning to limit the use of vehicles and focus on public transportation which equally increases quality of life not just for younger residents but for seniors, people w disabilities etc. There needs to be affordable options and a value placed on diversity so crime does not increase in the future.</p>
<p>This supports a vision that I don't know of anyone other Pdx planning wants. Make some effort to make east Portland less nasty, that will take housing and price pressure off the closer in parts of Portland.</p>
<p>I like most folks who've lived here for longer than 2 mins and own our own homes and struggled to buy them even when they were affordable do not want middle housing.. We bought here and and worked our tails off because of the charm of the collective neighborhoods that we live in now developers want to destroy them!! Get real.. We know housing is an issue but there is plenty of land that can be built on out of the cool close in neighborhoods... Housing for those who really need it doesn't have to be in the trendy areas.. And if it does stick to adaptive reuse and underused lots along corridors! Why allow bulldozers to take out good existing homes? And really do you think this won't have a negative impact on the already explosive rise in home values? Developers get rich, city tax payers lose!</p>
<p>These seem like good proposals. In addition to them, I'd just encourage the city to be more aggressive in encouraging density. Ultimately, I'd ask that alleviating the housing affordability crisis be given a higher priority than neighborhood character preservation. Arguably, both are important - but when they are in conflict I feel affordability is more important.</p>
<p>Develop zoning and acceptance for mobile ADUs aka Tiny Houses.</p>
<p>By creating too many rules you are limiting productivity. Allow builders and homeowners to use their property that best suits their needs for a sustainable business and a sustainable family dynamic. The loudest few can be louder than the majority and the height restrictions and building type restrictions feel like a few loud people complaining and not the many. The real world won't change because you are creating more rules- you're just making more work for people to get what they want or need.</p>
<p>i see this as increasing the pace of demolitions by allowing smaller houses. is this a win? for me, not so clear</p>
<p>We need a flip tax. We need more incentives to preserve viable existing housing stock. Stop the insane one for one demo-developers like Remmers who build ugly overpriced crap houses without ever contributing to density, affordability, or neighborhood character.</p>
<p>I recently moved here from Seattle. Money is driving development. You might want to require developers to 1) make smaller units for more people. Keep density near mass transit and keep adding mass transit. Seattle got it backwards building density in areas (like Ballard) with no mass transit. It is gridlock. Note: Respondent suggested requiring cottage clusters on large lots and requiring ADUs for double-sized lots in the R2.5 zone in Q12.</p>
<p>The project is a step in the right direction. Heights/bulk in R2.5 should be higher (35' max height, e.g.) as a transition to the adjacent commercial zones.</p>

<p>I don't understand the exclusion zones for 2nd ADU development. I live 1.5 blocks from Rosa Parks (frequent bus) but my lot appears to be outside the 2nd ADU area. (6125 N Detroit Ave.) Our through-lot is perfect for 1 interior (under construction) and 1 exterior ADU. However, I am concerned about parking on-street. Also, I think it's important that the city monitor and regulate Airbnb/short-term rentals. I hear about non-owner occupied house being rented short-term rather than long term rentals. This decreases the available affordable housing.</p>
<p>I am strongly AGAINST the proposal to permit additional duplexes and triplexes in current R5 and other single-family zones. The map of proposed areas to be rezoned (overlay) is shocking - it would represent a massive increase in demolitions, with no guarantee of affordability. Destroying existing, functioning homes that are affordable, to build new market-rate units, will just make neighborhoods less affordable. On the other hand, I do support the reduced home sizes and increased setbacks (but not the waiver for adjacent lots).</p>
<p>Remove more roadblocks so housing can be created.</p>
<p>I would like to see more flexibility for building on narrow lots like making it easy to convert them to flag lots which would preserve the street facing facade of a more normally proportioned home.</p>
<p>The fees to develop and improve streets should be reconsidered. More dense like mixed use should pay more to subsidize less dense zoning Note: Respondent suggested in Q8: "height per floor so that density can happen," calling "Limit the square footage of new houses in relation to the size of the lot they are built on" a "misguided limit."</p>
<p>Please stop requiring SFH to build a garage/parking spot as a standard practice.</p>
<p>You can't please everybody But making a tear down pricy or complicated and a converted house duplex or triplex easy is a good first step. Parking should never lead the discussion.</p>
<p>We're too timid. I'm not having kids and won't, but others are and we're a popular city. If we don't want all those new residents we'll either get them without having places for them, or we'll get only a few rich and not be able to pay our property taxes. We can easily absorb more bodies in residential neighborhoods. If we can do it, we may do it almost invisibly, with internal conversions and ADUs. I couldn't afford to live where I do now had I not bought when I did.</p>
<p>I would recommend strongly following Eli Spevak's input.</p>
<p>I think the most important thing re: housing affordability is taking housing off the commodity market. We need a new model of land tenure like the Community Land Trust. That said, I do support the idea that we need more of the Missing Middle types of housing.</p>
<p>It would be amazing if Portland would zone all or most of Portland R1 or R2, or a version of R1/R2 that would allow missing middle housing. In particular, the city should prioritize row houses, internal conversions, and multiple ADUs. I love the idea of a unit bonus for preserving existing homes or for affordable housing.</p>
<p>Proposal #4 expects duplexes/triplexes to remain the current modest size of a single-family home in the image graphic presented. However, what inevitably ends up happening is the existing modest single family home (which could have offered studio/1-2 bedroom options as a duplex or triplex+greenspace) is torn down, and a larger McMansion attached wall duplex is built in its place, offering 4 bedrooms PER unit, tuck under garage and basement. Now, the neighborhood has two TALL homes, where one once stood, postage stamp backyards for each unit, lot height and width impact where there was none before and each unit's rental fee is more than the neighborhood homes monthly mortgage payments. How is this affordable housing and good for the neighborhood? The duplex mentioned above is at 52nd & Thompson. Making smaller units within the existing house would have kept the neighborhood & greenspace integrity and provided actual affordable housing options.</p>
<p>I am concerned about the quarter-mile transit corridor and changing the zoning on existing neighborhoods. I have no problem with apartments on the corridors but adding duplexes and triplexes to historically single family homes especially when the area is hilly is not good for landslides. Very upset if part of our development can be converted to different housing.</p>
<p>Please stop cramming infill. This is a slanted survey that is designed to come to the result of increased infill. Keep neighborhood character and traditional lot sizes and development patterns to promote stability and preserve investments and livability. Preserve trees.</p>

<p>1/4 mile from centers, corridors, etc., is a BIG distance for basically converting R5 zoning to R2.5 zoning. We already have big changes happening, with lots of multi-unit housing going in along corridors in our Sellwood/Westmoreland neighborhood. It's already dense, and getting denser, and without parking, transportation infrastructure, and other infrastructure updates to accommodate the influx. Schools are full already too in our neighborhood. The City needs to adopt more of a "go slow" approach. The revisions to height, square footage, etc., are generally fine, but this project is taking too big of a bite without first evaluating effects of changes already happening. Also -- how about focusing more density in areas that want and need it, e.g., Lents?</p>
<p>I think this is a great alternative to the idea of creating an historic district which is now being discussed and considered in my neighborhood, Eastmoreland.</p>
<p>The map here (http://residentialinfill.participate.online/maps) is worthless because you cannot zoom into specific areas. Impossible to view my neighborhood (or any neighborhood) with any clarity.</p>
<p>Allow the neighbors and the neighborhood to comment and suggest ideas for development before planning and designing begins with less emphasis on profit and more emphasis on compatibility and livability.</p>
<p>"Missing Middle" is just the latest trendy planning thing, following in the footsteps of "neotraditional", "new urbanism", etc. The interjection of the concept into this project and the comp plan at the last minute at the instigation of trend following know-it-all Novick is unfair. These are big policy changes and some of them, if done right, might work, but to cram them into this project at the last minute with limited opportunity for discussion is wrong. Planners, please read your AICP code of ethics and ask yourselves how this ramroding approach comports with them.</p>
<p>Build moar housing</p>
<p>Nee to consider height of adjacent existing dwelling to establish height of new development. Your height would still be too high if next to small 1 story bungalow, or craftsman.</p>
<p>I hope to see the requirement that to develop adjoining skinny lots, the structures built would have to be a duplex or triplex, or at least share a party wall.</p>
<p>This is excellent work! Thank you for your efforts to provide a sustainable & livable land use plan. In that vein, please consider repealing minimum parking requirements for all units, but especially narrow houses and new duplex/triplexes. Putting a price on street parking is far more likely to produce affordable housing & more successfully manage our parking stock, while offering the potential for development of car-free homes centered around the corridors/centers.</p>
<p>Thanks for the open process and seeking input</p>
<p>I think it will be decades before people will not want a vehicle of some kind so off street parking should remain a definite part of all housing choices.</p>
<p>I feel that the style/architecture of new builds (house/apartment/etc..) should respect the existing neighborhood style. If you're building in a neighborhood of bungalows then build a bungalow. Not a giant, new age box.</p>
<p>The proposed zoning changes will destroy the character of established inner city neighborhoods. Having lived in my old home, on a large lot, for more than 30 years and now getting ready to retire, I can see that I won't be able to afford living in the neighborhood, in the house that I so cherish. The development on Division has no charm, no visual beauty but rather ugly square box shapes that block light and are more reminiscent of post WW2 Munich, than late 1800's-early 1900's neighborhood full of character. it's a shame and a generation in the future will ask the question...WHY?</p>
<p>I am concerned that other non-human life and natural resources isn't emphasized as essential to thriving in Portland. The natural world is our community and after almost 40 years being here, I have lost my respect for how Portland respects the air, land, water, trees--especially, parks, in this city. Our reputation for being environmentally sensitive is soiled. We seem to lack any ethic that acknowledges that without the natural life of this bio-region, we become a dead city. There is no evidence that this city's "leaders" see life outside development. There is no love evident for the particular life: that grove, that park, that tree, that river, those birds and creatures. No language is given to acknowledge that structures are all; Portland's aspirations seem only to be to react to more humans. Aldo Leopold warns that an ecological education is that we will live alone in a world of wounds.</p>

<p>I would have liked more information on the parking impact, not just for historically narrow. Where will people park for duplex, triplex, adu, etc? Wish the proposal address the need for tiny house parking options. This would improve the affordability piece that isn't addressed.</p>
<p>Very little is proposed to do anything about the cost of building. This entire proposal is based in assuming the small home or ADU prices will be small because they are actual smaller. That has never been the case in Portland. This does nothing for the current over priced small home prices. Make more space for in the city for super small home that cost 250K only helps the same privilege people who in 5 years would be able to afford 500 home. These are just new rules that help young dual while young income people into home sooner. 250K-300k is still out of the price range for lots of people of color. Also POC have larger families so again this does nothing for my community.</p>
<p>The nuanced nature of these issues made it difficult to select on of only a few options. I'd support duplexes on corners, but not necessarily triplexes in single-residence neighborhoods. I strongly support smaller new homes, especially on smaller lots; preserving privacy, sunlight, open space and natural features. Leave space between homes for trees w/ cooling and air quality and habitat benefits, native plants, gardens, wildlife and stormwater absorption! The natural aesthetic of Portland's old neighborhoods is what drew me to live here. Please don't take that away. I support the addition of affordable housing, but worry that most ADUs will just support visiting family members, Air B&B and tourists in our neighborhoods instead. If truly used for affordable housing, ADUs can be part of the solution. Most new residents will still have cars and increase traffic congestion on our residential streets. We are approaching a tipping point w/traffic.</p>
<p>Height restrictions on sloped land make some development difficult, especially if the front is on the uphill side. Height restrictions should not be reduced.</p>
<p>Multi-family units should NOT be built without on-site parking unless residents are not allowed to have cars; and I believe this should be verified. If necessary, a large complex could make arrangements for car sharing to make it work.</p>
<p>Let's make better use of existing alleys to reduce the number of curb cuts on main streets.</p>
<p>We are watching in NW blocks of decent housing on tree-lined streets torn down for brutal high-rises of outrageously expensive housing. We are watching lovely neighborhoods destroyed. We are watching integrated neighborhoods where industrial working class spaces are next to good neighborhoods turned into the Pearl. We do not want another Pearl in NW Alphabet district nor the Industrial Sanctuary. I am horrified at the NON-GREEN attitude and the poor planning in this area. There are excellent examples of integrated architecture in places like Santa Monica, Boston, and San Francisco, but Portland seems incapable of learning from other cities. We close our eyes in sadness at what we see, and frankly, these Brutal buildings slammed ot the sidewalk's edge will be here for 50 years.</p>
<p>I am in favor of adding small multiplexes to residential neighborhoods like mine (Beaumont-Wilshire) in preference to tall apartment and condo buildings. I think this approach is a reasonable compromise between the need for more affordable housing, and a concern for preserving neighborhood character.</p>
<p>Lower the property tax rate</p>
<p>We live next to a zoned R5 lot with a tear down. We do not believe allowing up to 3 housing units on any R5 lot will be beneficial to our neighborhood. Yes, it may promote infill development but it would also drastically change the aesthetics and character of our neighborhood. Buildings and building needs should confirm to particular areas and developers should not be allowed to build huge cookie-cutter apartment complexes, triplexes, etc. in any R2.5 or larger lot just because it aims to promote infill and open space. We can't operate in a vacuum and need to recognize the distinct differences between locations and neighborhoods to best suit specific communal needs.</p>
<p>Every dwelling needs off street parking. Overall people are not abandoning cars and no parking infill have fundamentally changed parts of the city in a negative way.</p>
<p>Many of us home owners like gardening. Our landscaping provides habitat and a green footprint that helps keep the heat down. Yards can provide alot of value to an urban area beyond having a place to BBQ. Losing all of that for the sake of density would be a mistake.</p>
<p>you cannot increase density and 'preserve privacy,' et al. people do need to be reminded that apartments are even less private than clustered houses, however. oh, and crack down on those assholes (both company and property owners) at air bnb - otherwise, all you are doing is creating more market opportunities for the rent-seeking class.</p>

<p>Mayor & city council have not cared about the livability in our neighborhoods for the last 28 years. Why pretend to start caring now? We have the highest property taxes, water bills in the state and the lowest math & reading scores in the nation. Also show no interest in providing for our infrastructure as first priority in the budget. Instead have prioritized personal projects ahead of what should go toward infrastructure first. Paying for a monster sized hotel near convention center? That should be funded by hotel chains. Purchasing the large USPS property? Should be purchased and developed by public organizations. Far too much waste of our tax dollars. City should not be in the business of competing with the public domain. Take care of the people you already have, not the ones that are not here yet. Look around, most have moved to surrounding cities already!</p>
<p>If we want a diverse city then diverse options need to be prioritized over preservation. City character is great but if it will only be preserved for the millionaires that can afford to buy into it, ultimately it will no longer be of interest to me (and many others). My intent was to make a life in a creatively diverse Portland, not a mutant offshoot of San Francisco that only caters to the vapid & soulless heart of tech money. High Density with diverse & affordable options that discourage car ownership is the way to move into the future of this city.</p>
<p>Good luck, this is not easy and will have many impacts.</p>
<p>I think that adding more "middle housing" density in SFR zones, such as duplexes or small apartments would be best in or near our established corridors and centers, rather than spread over all SFR zones. If it works, perhaps these areas could be extended in the future. I would like to see interim steps rather than applying it everywhere at once.</p>
<p>Please make it easier and more affordable to build ADUs.</p>
<p>Prevent developers from putting up multiunit buildings that do not include parking!</p>
<p>It's important to be careful when dealing with definitions of affordable housing. The limits set by the C.O.P. leave large holes for people above the limits but below a reasonable expectation of income required to buy a house. If my wife and I were buying today (even with increases in salary over the last several years) we would not be able to afford it anywhere near where we could before.</p>
<p>This proposal does not do enough to encourage increased density and affordability. There should be no limit on duplexes that fit within single-dwelling size allowances, anywhere in the city. There should be no reduction in existing height restrictions on a blanket basis. Any change could be implemented by limiting the height difference to immediate neighboring structures. Size restrictions should be targeted to promote lot-splitting in R5 zones (footprint limit should be equal for R2.5 and R5 zone). R5 lots should allow 5,000 sq foot duplex or triplex if they meet height requirements. Rules should consider 9-10ft ceiling height when determining how many stories height restrictions allow.</p>
<p>As a resident of Buckman, I think it would be a huge mistake to keep lots as single housing lots. This is an in-demand neighborhood that has become only accessible to those with money. By removing less affluent community members, you are fundamentally changing what made this community what it became in the first place.</p>
<p>Really impressed with all the work that has gone into this. Thank you for your efforts.</p>
<p>I think more 2,3, and 4 unit houses should be permitted to be built on residential lots. I do not have issues with large, tall, out of place buildings in residential neighborhoods. However, when they're large, tall, out of place and designed as a SFR it is unattractive. I think the next logical step in density would be the development of duplex-fourplex housing in residential neighborhoods near transit and or commercial cores.</p>
<p>Cottage clusters should be allowed on lots close to 10,000 feet as many lots have various square footage. For instance my lot has 9,375 and ample room for cottage clusters. I would suggest considering more than 1 A.D.U. on duplex properties with large square footage such as mine.</p>
<p>If the City feels its critical to have "affordable" housing (i.e, below market rate), then the City needs to build, own, and operate subsidized housing on City land. The free market will not accommodate.</p>
<p>The draft proposal is fine (can quibble over bits of it), but it is, frankly, foolish to plan based on growth projections that are, by definition, predicated on people moving here based on what Portland is now. Changed in housing regs could very well lead to housing options perceived as less desirable by potential incoming people. Also, under no scheme, no tax break or incentive, no subsidy do I see these rw housing types being anything but extremely expensive (basic market forces and microeconomics). Forget the Inner Eastside and Downtown (aka, Creative Class Heaven). Focus on housing and transportation corridors in East Mult Co. THAT is what will truly help, and how you'll truly leave a positive legacy of innovative, responsive planning.</p>

<p>A significant problem I've found is that due to the increase in property values, people are sitting on aging and poorly maintained properties in hope of a future payout. It is heart breaking for potential homeowners, struggling to find property to buy when they see so many lots sitting vacant and falling apart, merely so the existing owners can sell later at a bigger payout. These people should face consequences for their actions. It is unacceptable how much of our city is sitting vacant, while people are tripping over each other to buy property at hugely inflated prices. Furthermore, I believe there should be an additional tax penalty for people selling their home for massive profit despite no improvements being made to the property. If a house sells for double or triple what it sold for in the past, despite looking no different than it once used to, tax it.</p>
<p>If it adds additional units I would be more accepting of large and tall buildings in certain density locations.</p>
<p>I hope families won't be chased to the suburbs.</p>
<p>This should be expanded citywide. In all likelihood, you will see most of the development in centers and corridors by default, because that's where the demand is highest. But to allow a homeowner on one street to make an internal conversion, while not allowing the owner on the next street over, is not equitable. Make the opportunity available to all. The City should think about allowing even more density in centers and corridors, such as garden or courtyard apartments within the neighborhoods. This proposal only solves a small piece of the "Missing middle". I would be interested in seeing some market research on how much we might see people taking advantage of the duplex and triplex opportunities - perhaps there should be a safeguard of some limit on new duplex permits issued per block each year. Please consider more than 2500 square feet for triplexes on corners.</p>
<p>Suburban zoning - R5+ covering so much of the city - leaves us limited to 1950's development, rather than the 1920's style we like so much. Small scale multi family is what each of my parents grew up in in Philadelphia and Brooklyn. It used to be familiar and comfortable to the middle class. It could and should be again.</p>
<p>Build up, not out.</p>
<p>Be skeptical of centralized planning and optimistic about market responses to housing demand. Some of the built environment will be ugly no matter what; allow creative response. Also: design review is ok.</p>
<p>Longtime residents have no more a right to decide who can afford to live here than do people who are moving here now. The notion that neighborhood character should be a bigger concern than affordable and available housing is preposterous.</p>
<p>I own a duplex in an R2a zoned area. I have both the room and desire to build a small ADU on my property and support this change to the zoning code as I am currently restricted from constructing an ADU.</p>
<p>These new draft proposals need to go into effect yesterday! And they should go further. Greedy developers have ruined areas of my neighborhood with huge hideous homes. Please work to concertante development in areas like Powell and Gateway. They have a lot of space, inexpensive lots, and shopping and transportation close by. It's extremely punitive to keep approving huge new apartment buildings and sprawling McCraftsmans around division and Hawthorne. I think the projected amount of newcomers is greatly overblown. You need to stop approving tear towns of older homes and approving these awful houses and multi unit buildings in the same small area. It's destroying our neighborhood and creating very expensive housing and very rich developers. So good job! I welcome newcomers, but a 4000 sq ft home for 800k isn't helping anyone. These houses destroy the character of the neighborhood, block sunlight, and usually take out big beautiful trees.</p>
<p>Parking, parking, parking! More people, more cars. Where are people going to park if parking is not required for ALL housing options in Portland. This is already a crisis and it will become more so if infill occurs. Multi-story housing is not the answer for aging populations. Tall, skinny houses will not help in that arena. How can you maintain privacy if housing is built so close together or in multi-units? How will a single family home be private with a 3-story unit next door? This plan may mean well, but does not guarantee affordability or actually provide a way to improve diversity. It is all pie in the sky that will simply render existing neighborhoods a mish mash of buildings that don't match their neighbors. I see disaster on the horizon!</p>
<p>"Preserve on-street parking" is a confusing way to describe the possible benefits of "not requiring new houses on narrow lots to provide off-street parking," even if it's true. The tradeoff - more cars parked on the street - should be acknowledged, as should the improved appeal of the streetscape (sidewalkscape?) itself.</p>

This form is skewed highly away from being pro-infill. It needs to be revised to be more fair.
Don't let anti-development NIMBYS make Portland more expensive
Develop highways and bridges for all this bad traffic from all these folks moving here!
I have not heard a response to a concern of mine. Developers are building multi-family dwellings in traditional areas, but not providing any off street parking. This creates parking nightmares for people already living on the streets. How is this new influx of people going to affect traffic flow on our already crowded streets. This is a huge concern to me.
Demolition of historic homes is not included here and is about as resource, cost & context inefficient as can be and needs to be addressed. Demolition is a huge waste of natural resources, a huge contributor to landfills, drives up home prices and of course destroys nonrenewable historic resources. Also, I don't like the 'requirement' proposed for development in R2.5 zoned areas for one unit per 2500 square foot lot. It is good as an option, but forcing one to build two structures on a 5000 square foot lot is not good. My street is R2.5 and ONLY has single homes on 5000 square foot lots. The 'requirement' would significantly alter the feel of the neighborhood. Also, why 35 foot maximum height in R2.5 instead of 30 feet elsewhere? So one would be required to build two structures on one lot AND have the ability to make them super tall?
The restrictions on height of flat roofs too lenient. The buildings should be more than five feet from side lot lines. Five feet is ridiculous. These new proposals are too lenient and benefit builders and developers over the future health of the city. I've lived here for 43 years...soon the city will look like Bethany townhomes. Parking is a huge issue as is homelessness. Increasing density close to the city is not the answer. The focus should be on Lents. Montavilla. Rockwood outer SE. But the developers and builders won't make as much money doing that although it would be profitable. I am so tired of their whining and I personally know some of the largest builders. If all the people that are expected to move here don't...the city and its rapidly diminishing forest cover is lost for naught. ONE big recession would lower this population growth...I have lived long enough to witness this!
It is NOT sustainable to tear down and throw entire, perfectly sound houses made of solid materials into the landfill. There need to be serious penalties to developers for tearing down houses.
Retainiing the character of neighborhoods is an additional consideration, e.g. in Beaumont, Grant, and Wilshire some neighborhoods are entirely tudors and have priceless charm although they for the most part are moderately-sized homes. Consideration should be given to retaining neighborhood character. For this reason incentives for retaining older homes should be a priority.
I would like to see language about how the new development will benefit resources - schools, parks, sidewalks and streets. I would also like there to be a provision that if a certain number of houses are on a street then traffic patterns would be studied. With more people, we're going to need more one-way-streets.
Reducing the maximum height for R2.5 does not make sense. R2.5 is supposed to be a denser zoning than R5. Most R2.5 lots are right next to commercial corridors with 4 to 5 story buildings and making these houses short puts little houses in the shadow of giant buildings. You are essentially making R5 into R2.5 via a backdoor method and in turn hurting the owners of R2.5 lots. Your proposals also lack specificity regarding roof types. For example, in the code, shed roof height should be measured like pitched roofs, but instead are treated like flat roofs.
Disappointed to see the RIP group straying so far from the mission - not a way to build public trust and faith in city government and planning. Impression is that developers' vision matters more than the neighbors' (i.e. the early investors who made neighborhoods great in the first place). How about building only on vacant land and where neighborhoods are craving investment/development instead of trashing well-functioning neighborhoods. I have six new projects in my backyard - and had to move because neighborhoods deteriorated. Trees gone. Parked cars blocking driveways. People seeking parking on low-connectivity streets. A 4-year-old boy was hit on Fremont recently - with more traffic/large projects without parking, there will be more. Sad.
- Restricting the size and scale of new construction does not necessarily make them more affordable. - Accessibility has not been addressed. - ADUs and allowing more homeowners to become property managers creates a new "industry" without regulation. - Sho
While there are naysayers who are loud, most Portlanders recognize we have to become more dense as a city and I applaud any/all efforts to make that happen.

<p>Front lawns are some of the most useless space in a city where space is at a premium. Requiring even bigger front lawns is a very stupid idea. Portland should be moving to rowhouse style construction in the inner areas.</p>
<p>1. Would love to see wider lot offsets for non-front facing edges. 2. Bonus units for preserving structures (e.g. internal dividing of historic houses) is right direction. How far can this be taken? Really need to make sure rules do not encourage tear-downs and tree removal.</p>
<p>Comparison of house sizes shows no off street parking for the smaller houses. This is a mistake and limits the category of flexibility that you have identified as one of the goals of the new zoning regulations. The footprints of these houses relative to the lot size does not leave enough green area on each lot. House placement should maximize the available yard space for gardens, play areas, entertaining, etc. One of the major reasons I moved to Portland was the livability of the neighborhood we chose. Changing the zoning to cram more houses into the area without requiring off street parking will lead to a reduction in the quality of life. Public transportation has not been improved and indeed the transportation roads themselves are now slower than ever leading motorists to seek alternative routes through the neighborhoods.</p>
<p>Parking <i>*must*</i> be required for all housing types - and it needs to be big enough to fit modern cars - not just smart cars! In spite of good intentions, we're decades away from transit and bike goals, and Portland's reality is cars, bus, and bike lanes. The height limits are great. Look to Petaluma, CA and think of the option to refuse to allow tech to make your city grow past where it is now. It is possible to say no - especially since salaries and wages aren't keeping up with rents and housing costs. Speaking of rents - a rent cap, effective immediately, capping 1 bedrooms at 900 and 2 bedrooms at 1200 - would go so much farther at making the city affordable than allowing more ADUs to be abused as Airbnbs.</p>
<p>At the infill presentation tonight, I witnessed a table full of older people hiss and make comments to a young father who brought his young son. He was clearly being diligent about walking him around and taking his mind off the event but the child made a few loud noises which irritated the older people at the table. They made a comment to the father and he left, flustered. What a shame. Some of the very people who's lives will be affected most, sent out by retirees who won't be alive in 20 years to see the maturation and outcome of this plan. If you really want everyone to attend, please accommodate those with children. Perhaps designate a quiet room for them to retreat to or staff a certified nanny in a play room to take the child for a bit. Consider how to encourage younger people to attend!</p>
<p>I am quite ambivalent about allowing duplexes on corner lots in R-5 zones. An egregious example of how the idea can go terribly wrong are the two new, ultra-modern homes built at the corner of NE Failing and 16th Ave. (Similarly out of place are the duplexes at the corner of NE Failing and 8th Ave. The flat roofs are out of place in the neighborhood!) A much more successful version is the duplex at the corner of NE Going and 16th Ave, built in a more traditional architectural style. Ditto the duplexes at the corner of 12th and Wygant. The ultra modern style disrupts the traditional character of the neighborhood, sticking out like a sore thumb. The minimum setback allowances of 5' squeezes that duplex up against well maintained cottages. Limiting the size of a house proportionate to the lot size is a GREAT idea.</p>
<p>The proposal has a lot of good changes (lower heights, increased setbacks, etc) those are offset by other proposals. For example, REQUIRING two units on R2.5 lots. Two steps forward, two steps back.</p>
<p>1. Require at least one off-street parking place for all/any residential unit. Allow front-loading garages on skinny houses, consider requiring internal access to the garage & an insulated weather tight garage door with windows so it could either be used as a garage or as a multi-use room that opens up to the street. Cars are not going away & if the city insists on not requiring off-street parking for infill & new mega-unit apartment buildings, every neighborhood will have the same parking mess as NW Portland. 2. Allowing more units on a single lot will increase the value of the land & be assessed @ a higher rate for property taxes. Replacement structures will always cost more than what is being demolished. Metro's housing preference survey overwhelmingly favored SF homes. Demolishing SF homes & replacing them w/ middle housing only decreases the supply of what is favored. The law of supply & demand will only escalate the price of desired housing! 3. Smaller lots also mean less mature and larger trees. An example plating out: Seattle (for everyone)</p>
<p>This project is a step in the right direction. Now we need to zone more R1 further from the arterials, so we can also have those 4-8 unit courtyard apartments that are so prevalent in the Buckman neighborhood, and even along Clinton St. in places.</p>

Any new zoning changes would need to be explicitly spelled out. The developers will try to find loopholes everywhere to maximize their profits. To the public, it appears that your whole process has been hijacked by the developers. I've known many wonderful people who have left Portland over the issues we've discussed tonight. I would much prefer that we lose some developers than our middle class residents. Note: respondent also wrote that allowing additional sf for detached structures "needs further clarification - this could end up not leaving any room for trees or looming over a neighbor's property." Also wrote that likes proposed setback increase but does not like ability to match setback to neighbor's because "if 2 large infill houses had previously been built then all new houses on street could end up with smaller setbacks."

Stop demolitions, developer greed. Developers will never agree to this and Morgan is for the free market unfettered. SAD. So many new houses are boxes with windows, don't fit into neighborhood. People want to live in homes not the stuff the free market pushes. Where are the parks, green spaces? Trimet needs to be engaged in providing transit on a 24 hour basis. This is not sustainable. We do not need more demolitions. This proposal will make Portland only open to rich people who are white. This is wrong. It is not necessarily realistic to assume growth or diversity in inner Portland

The city is not listening to its citizens - we don't want narrow houses, demolition of older well built housing, multi unit dwellings in single family neighborhoods. Put multi family dwellings on main streets so you don't ruin the feel of small house neighborhoods. People want to live in these neighborhoods because of their character - why are you not incentivizing builders to keep older houses? Note: on Q10 re: near Centers and Corridors, respondent wrote: "None of these - They do not belong in single family neighborhoods - Sandy, Broadway, 82nd - you are RUINING this CITY - especially NE PORTLAND"

I would hate to see these ADU, triplex etc. rules ruin the value of living in Portland.

Consider reducing the 1/4 mile radius of center/corridor to 1/8 mile. You might be biting off too large a change in one timeframe.

1. Allow an additional bonus dwelling unit within allowed building footprint or additional square footage within the allowed building footprint in exchange for extra tree preservation - preserving one or more large healthy trees (30" or greater including root protection zones required by Title 11). 2. Instead of simply "retaining current side and rear setback minimums allow adjustment of setbacks in exchange of preservation of one or more large healthy trees (see above) that would otherwise have to be removed. 3. Instead of simply "retaining current parking requirements for all houses on standard lots" allow for parking requirements to be waived in exchange for preservation of one or more large healthy trees (see above) that would otherwise have to be removed.

The minimum density requirement for R2.5 zone is a bad idea. Requiring additional dwelling units on lots where they are not wanted (by property owners wanting to restore or expand an existing home) will not equate to more available housing. EXAMPLE: If my house (located in R2.5 zone) burned down and I was required to build three units based upon the size of my lot, I would still be the only occupant of my new 'triplex' . Front loaded garages for detached houses on narrow lots should be allowed - esp if there is no rear access option. Not all 'garages' are used to store vehicles, and the general configuration of a traditional 'garage' space is beneficial for many alternate functions (wood shop, green house, art/music studio, etc.).

preserving existing trees and allowing room for new trees on lots is important

I appreciate the fact that aging and accessibility are a part of this project. However, I truly believe that because of the rapid aging of the population, more needs to be done to ensure that all housing built in Portland (emphasis on _all_), needs to be built to be as universally accessible as possible. These proposals only scratch the surface. Also, when allowing for additional density, affordability and accessibility should be required, not just one or the other.

The proposals are not descriptive enough. If you make these blanket statements contractors will be able to twist them to end up being what they are doing now and that is not acceptable.

Do not require on-site parking in single-dwelling zones. Do not allow street-facing driveways on lots that border any alley right-of-way; require developer to grade/gravel alley to lot if alley is currently unimproved. Do not allow tuck-under garages for attached houses on narrow lots. Allow an additional unit if house is located on a major city bikeway or any street with bus service. Allow additional building height if on-site trees over 36" are preserved. Require covered on-site bike parking for any unit less than 801 square feet. Allow one internal ADU for each house in a cottage cluster development. Maintain current building height allowances in the R2.5 zone.

<p>Make the max size of skinny lot houses closer to 1000 sq ft not 1750. Don't allow houses to extend so far back on lots by providing rear setback limits so there are some yards left. Keep developers from bulldozing houses in Roseway, Concordia, and other R5 (but really they are R2.5) places by maintaining the 5 year moratorium on building 2 houses or a duplex where one house currently exists. Make zoning transparent. When it says R5 make it mean R5. The "historically narrow lots" and R5 designations are not transparent to what the development rules are. Roseway, Concordia, and other neighborhoods are functionally R2.5 but labeled as R5.</p>
<p>disagree with front setback exception - more congestion and magnifies one bad choice to carry through entire block. Possible exception when more than 75% of homes on block are set back less than 15' Agree with larger eaves but they shouldn't protrude 2' into the setback - will make spaces between houses unnaturally close and disallow growing trees for privacy between houses in a 6' space. Also limits light and air circulation. In regard to ADU's - if every lot created the maximum allowable units, overcrowding would occur - minimal open land and opportunities for growing things and urban wildlife. What is a bonus unit? I reject a minimum unit requirement for R2.5 zones. Especially as the proposal leans toward changing some R5 with single family homes into R2.5 resulting in demolition of many solid and suitable homes. What about parking on historically narrow lots with potentially 3 houses?</p>
<p>Disgusted with your use of my tax dollars to promote more density in my neighborhood, Multnomah Village. Leave us alone. You are not adding value. Do not tax me to add more density and lower quality of living.</p>
<p>I support the 8 key elements of this draft proposal for infill housing. Most of the elements reflect a common-sense approach about appropriate scale in a neighborhood context while also encouraging a thoughtfully planned amount of density. I particularly like the effort to scale back the size of what is currently allowed to be built on a residential lot (no more McMansions that dwarf all other nearby houses), while at the same time proposing the flexibility of multiple units within an appropriately sized structure.</p>
<p>1. Street-facing garages detract from the appearance of new houses, create a hazard for pedestrians, and increase housing cost. They should be prohibited for all new single-family houses, not just on narrow lots. 2. I favor limiting house size, but 2500 square feet on a 5000 square foot lot is still too large. A new 2500 sq ft single-family house will not be remotely affordable, nor will it be resource-efficient. Either reduce the FAR limit further, or structure the regulations to ensure that most new structures will be duplexes/triplexes. 3. There needs to be a clear definition of "attached", in the case of requiring attached houses when replacing an existing house on historically narrow lots. For instance, there could be a specified minimum shared wall area.</p>
<p>It seems like more could be done within the parameters of these proposals to incentivize people to keep existing homes and to be resource efficient. I'd also like to see more language related to maintaining a historical look and feel to new construction homes; at least in some areas of the city.</p>
<p>Density, is there any sanity to it. You can try to establish all the height, size and setback changes you want, but the bottom line is that packing more housing and people into a city like sardines in a can is the real problem here. Conflict, which runs with density is already evident throughout the city. Neighborhood character is being trumped by profiteers with bad design and cheap materials all with the city's blessing, sometimes being held hostage as in the case of old growth tree removal on lots. Housing being affordable if we build more of it. Spare me. Have we eliminated greed in the world yet, no. Slow down this insane growth before it's too late. Make it harder and more costly to build for the bigger developers. If they don't like it, too bad. They can build somewhere else. How dense does this city have to be.</p>
<p>are ADU setbacks adjusted to deal with 800sf max? seems like you'd need less setback to take advantage of the additional permitted space. I like the additional housing types allowed best.</p>
<p>More density everywhere, please. To create a city everyone can afford, that is also resource efficient, we need to get over our objections to multi unit houses, high rises, etc. and embrace density and transit.</p>
<p>I agree 100% with the "challenges" presented on page 16 of the draft proposal summary (building on historical narrow lots). In addition, as a Roseway resident I am frustrated that the City is considering lifting the 5 year moratorium for building two structures on one lot following a demolition. This moratorium was strongly supported in Roseway and removing it would be an insult to the neighborhood.</p>

<p>Not requiring off-street parking reduces livability. Just because a house/apt doesn't have parking does NOT mean the residents will not have cars. You need another approach if you want to reduce car usage. Also, why not let neighbors of proposed new dwellings have a say -- if a builder will go to the effort of making the building fit into the neighborhood, they could get some leeway in other areas (size, setbacks, no. of units). Parking and livability are the sticking points for most people, it seems.</p>
<p>Though I support high density housing, I'm very concerned about losing light and sun exposure due to multi-level building infill. The main reason I purchased this particular house was because of the indoor winter sunlight and gardening potential in my backyard. A two-story house south of me would ruin that.</p>
<p>We need to preserve the architecture of our old neighborhoods. These proposals such as narrow houses and triplexes in existing older neighborhoods will disrupt the original integrity of those neighborhoods. Once that is gone we will lose much of the charm and character of Portland.</p>
<p>An historic neighborhood that is currently zoned for single residences and is not near a city center or transit lines, should be able to restrict/limit significant alteration of the unique and historic quality of the neighborhood by application and receipt of historic designation status. Such a neighborhood should then be exempt from significant infill projects such as new duplexes, triplexes, cottages (see Irvington, Ladd's Addition). RIPSAC proposal for individual out-outs in neighborhoods with historic designation defeats the purpose and intent of listing an historic neighborhood in the National Register.</p>
<p>I don't trust the city to manage this well at all. If people want to live in PDX no amount of fiddling with zoning, building regs, etc will make any given neighborhood less expensive, more diverse, more...whatever current social engineering schemes are trying to do. Unless the City dictates by fiat who can live where and at what price, the market will rule, builders will make their money and those with resources will squeeze out those with out. All this feel good "public comment, we're all in this together" is just BS. Portland has been going down the wrong road for some time now. This coming from an old disillusioned progressive... good luck...</p>
<p>We need fewer people moving to the city.</p>
<p>Please consider larger families wanting to stay in the city without going broke. If a family cannot expand its house to accommodate a growing family, they are forced to move away from their community. I think infill should absolutely increase density. Duplexes, ADUs, narrow lot development are all great ways to insert housing types for a variety of needs but none of that is likely to accommodate a blended family that needs 4 or 5 bedrooms or even a single parent - 3 kid family with a home occupation. The need for large houses is not abundant but it does exist. If you truly want to plan for all types of residents, there needs to be the ability to grow in place by expanding existing houses.</p>
<p>New houses need to fit the character of existing neighborhoods and not affect the quality of life of the people who live here. Don't turn our beautiful neighborhoods into California suburbs!</p>
<p>Reducing the allowed heights and increasing the setbacks seems inefficient from a density perspective. Perhaps the old standards could be applied if a home were to include an ADU or was otherwise structured for multiple families? The draft does not mention anything about the fixed costs associated with smaller/narrower homes, such as permits and SDCs. It may be helpful to look into scaling down these costs as a density incentive.</p>
<p>This plan which limits the size of a home can negatively impact both affordability and family size goals. Allowed structure size should not be reduced when duplex and triplexes are being built. We should be encouraging more affordable and family-friendly construction (both of which are largely missing from new construction) and forcing duplex and triplex into the smaller 2,500 SF footprint limits the ability to achieve family size homes (3,4 bedrooms).</p>
<p>N/A</p>
<p>As an owner of a tall, skinny house, with a front garage, I wish these regulations had been in place when my house was built. That way, I'd have more livable space on the first floor, and I wouldn't be shading my neighbors. Thanks for the hard work on this, and I fully support this proposal!</p>
<p>I like the map with 1/4 miles to corridors/centers. Many areas of the city lacking access to these areas do not need an abundance of increased density. This seems like a solid plan that is a good compromise for both sides of the issues.</p>
<p>Thanks for doing this.</p>

<p>We don't have a lack of housing. We have a lack of affordable housing. Stop changing zones to accomodate more building. We need rent controls and MIZ in Portland! People only build to make money. Make them less money by costing them with regulations and make them do the right thing by providing all new housing as affordable! Stop allowing them to block traffic and distupt neighborhoods for development. Stop allowing them to cut trees increasing ourselves as an urban hotspot and gentrify our neighborhoods. We are better than this!</p>
<p>Infill in the urban area is what Portland needs. It should be acceptable to build small units wherever possible in order to preserve the rural areas. I do not believe however that, as more and more people move to Portland, that this will put an end to homelessness. Nor, do I see, that this plan does enough to assist low income residents with staying within the city limits.</p>
<p>The focus should be on providing/maintaining diversity in housing while keeping the character and identity of individual neighborhoods. It would be nice to see PBS move in a direction where the profits of builders do not trump the enjoyment and livability of established neighborhoods. Everyone knows Portland is growing and wants the best for our kids and communities. Allowing builders to focus and saturate irresponsible building in one area (ie: inner SE) with ill fitting development and multi-unit housing (up to 30 units) with no parking is killing established neighborhoods. The city makes its money, the developer ruins the neighborhood for profit and the residents - like us - who saved for years to be able to live in our dream neighborhood can no longer see the sun or park on the street in front of our houses. The problem is that no one expects anything to change...</p>
<p>Good to see developers are heavily involved in questionnaire writing...</p>
<p>I really like the new plans. If council review goes well this summer, is there any chance to fast track implementation?</p>
<p>Neighborhoods are communities of tax payers and should have the right to enforce how they want their community to look by type of house/trees etc. Building a bunch of new dwellings, no matter the type and scale ensures nothing unless they can be bought by people who can pay for them and become part of the community/neighborhood. Slapping up a bunch of narrow houses because you can, won't ensure affordability.</p>
<p>Beyond duplex, triplexes, garden-apartments, cottage clusters, and ADUs (which are all in the general category of the best ways to maintain *human-scale* development while encouraging density), the most important feature that would bring the greatest benefit to the community would be really active encouragement of cohousing (cooperative housing). We should have formal and easy ways to set up co-ops, help people found co-ops, help convert existing structures into cohousing units, etc. Right now, a huge latent demand for cohousing exists among people who are otherwise renters not looking for luxury apartments or owning single-family dwellings. Most people aren't even aware that cohousing could be a realisic option, and he few cohousing developments in Portland are typically booked up and are far too few to meet the demand. We should aim to model after a place like Denmark where cohousing is the norm.</p>
<p>Affordability is a joke. Make it easier to build more units taller and denser to take pressure off of record home value increases.</p>
<p>Please keep the integrity of our neighborhoods - do not create areas of high density in only a few locations...</p>
<p>I would like to see all tall narrow houses grouped together instead of squeezed into places between two existing houses.</p>
<p>I think you should build more mixed use affordable housing like apartments or condos along the river or the maxx corridor you should build up and not try to limit the height of a building. You can get more people into a beautiful tasteful tall building than you can in a duplex or triplex.</p>
<p>It seems a little late to be planning for this. You have already allowed for a lot of older homes to be torn down and huge three story buildings put in. I have to say I am disappointing. The city used to be a leader in urban development and has now fallen far behind. This combined with the lack of leadership on homelessness issues has led me to believe you are going down the wrong path. I used to be proud of our city now with the changes I am uncertain. Based on what you are suggesting this is not going to help the citizens only the developers and this type of growth. Will only impact the neighborhoods and its citizens in a negative way. Also, based on the black building on Burnside you are certainly not to be trust as stewards of positive growth.</p>
<p>How "near" is defined in regard to Centers and Corridors is important. Narrower delineation would better. Can always revise in future as available sites are "used up."</p>

<p>Maintain architectural integrity of new buildings to fit the style of the neighborhood! These flat roofed contemporary styles that appear to be used to maximize height restrictions are an eyesore and diminish the overall character of a historic neighborhood.</p>
<p>The historically neighborhood homes is what drew me to Portland. I hate the infill of 2 skinny houses on a single lot or 4 skinny homes on a double lot. Our streets are already narrow and each home, duplex, apartment building adds more cars. Depending how this decision turns out I may sell my home and move out of Portland to Washington just for this reason alone. Conserve what draws people to Portland.</p>
<p>I do not support the current proposal. I believe more consideration, time, and community input is needed.</p>
<p>I am very much in favor of removing barriers to walkability and contact between neighbors - barriers, such as driveways, snout houses, and heavy traffic. Locating parking in the rear of houses is a good idea. Cluster housing, front porches, traffic calming, and other zoning and design features that make being outside in social spaces safer and more enjoyable would go far to increasing the livability of our residential neighborhoods. A difficulty in some neighborhoods is the number of cars that are parked there, creating barriers to walk ability, safety, and a sense of community in neighborhoods. Therefore requiring offstreet parking for new dwellings will be important, perhaps using smaller spaces for urban vehicles, golf cart-sized vehicles, or human-powered wheeled vehicles. Making existing residential neighborhoods more like cluster cottages with common spaces would not only improve a sense of community, but also improve the health of residents of all ages.</p>
<p>Remove the "2nd sink agreement" requirement and make it easier to create "soft" duplexes or ADUs within existing structures without having to rewire (separate panels) or otherwise create extensive modifications. Instead, require some time of designation when landlords rent units that are not true 100% separate duplexes. This will allow many more conversions at a very low cost.</p>
<p>This concept will destroy the unique culture of Portland. Does anyone CARE about the architectural heritage of Portland? You are forcing this on the EAST side only. I see NOTHING about this in Eastmoreland or the WESTSIDE. This will continue to cause disparity between the "more affluent " areas effectively saying "Not in my backyard. Screw the poorer east and NE sections" You should be ashamed of your unethical behavior.</p>
<p>Most concerned that off street parking be provided for any new building that will house more than one unit. Streets are overwhelmed now with parked cars. The city wants to encourage neighborhood centers but there is no where to park as new apts and multi unit lots use up all the available parking. We cant grow new streets! People may bike to work but they still have and use cars.</p>
<p>Individual liberty should trump group think. Zoning is necessary, but changing it after the fact is wrong.</p>
<p>Neighborhoods should have a say on all zoning rules in their area. Variety is what makes a vibrant city so areas should have different standards on size, setbacks, etc.</p>
<p>I am very concerned about the so-called "inner ring" being promoted to high-density status alongside centers and corridors. This would essentially restore 70s-era zoning that, in its day, caused several hundred historic inner Eastside homes to be razed and replaced by crappy multifamily buildings. The City ought not to bend over backwards to react hastily to the public discontent du jour. There is no housing emergency in Portland other than the tempest in a drinking glass caused by new arrivals demanding Victorians in the inner Eastside. The proposed code changes will not stop Buckman from becoming a million dollar neighborhood. They will just make it an uglier one. Give the trends time to unfold and folks will discover Lents, the Westside and the suburbs soon enough, easing the pressure on inner Portland. Focusing high density development on corridors and centers served by rail makes sense. Thank you for reading!</p>
<p>Middle housing needs to be promoted in every neighborhood, including primarily affluent white neighborhoods like Eastmoreland. Portlanders pride themselves on their openness and creativity. Let's show the country what it truly means to embrace and promote diversity (including racial, economic, age). All children deserve to go to good public schools in their own neighborhoods. This builds community and understanding. If we live in proximity to people who are different from ourselves, our lives are enriched by the sharing of different attitudes and experiences. Our nation is ghettoized -- let's lead the way by taking inclusionary housing to the next level, and actively promoting and embracing all of our neighborhoods (perhaps at the ZIP code level) as places where people of all races, ages (stop the warehousing of the elderly in huge retirement homes), income levels and genders can know and interact with one another in a spirit of true community.</p>

<p>I congratulate the staff and SAC on a good job. These new proposals will help add needed housing options. One concern is off-street parking for multiple units. Many Portland neighborhoods are experiencing a large jolt of development in terms of new, large apartment complexes that provide little or no parking (as allowed by current code). With the addition of commuters parking in the neighborhood during the day, street parking is becoming hard to come by and making parking next to your house difficult. Suggest not only revisiting the no parking requirement for multiple units and apartment buildings. Not everyone can or will bike, walk or take the bus - especially with TriMet unable to substantially increase service.</p>
<p>More housing would help the shortage of rental units</p>
<p>The housing crises is here, let's build up, ensure a % of new units are affordable, reduce parking near transit and densify to accomodate growth. Don't forget to incentivize low impact development that cuts costs for tenants through buildings with passive heating/cooling, less toxic materials, etc.</p>
<p>Portland is in a precarious position. Visit San Francisco to get a sense of real-life impacts of some of the changes proposed, good/bad. One of the challenges PDX will face is the integrity of developers. Yes, there are good ideas proposed to provide more housing & diverse housing, however not enough guardrails to prevent developers from slapping poorly made multi-dwelling + ADU with \$/ft only in mind. Another lesson from SF: plan in conjunction with a better mass transit/bike plan. Don't be naive about the need for parking without a better transit plan. Look at N. Europe to improve our safe commuting opportunities. Finally, unlike SF, PDX doesn't have a large historical residential building presence. Amsterdam is dense AND beautiful, SF preserved them and now have great multi-dwelling units in the city that are functional and retain character. It does matter and it is part of why people live here.</p>
<p>Great job tackling several complex issues with a variety of very straightforward and understandable proposals!</p>
<p>I'd like ALL multi-dwelling units (3+ units) to be required to provide a higher percentage of affordable housing throughout the entire city. Encouraging & supporting diversity.</p>
<p>Preserving solar rights is possibly most critical for growing energy needs in the near future, i.e., rooftop solar panels. If a new, taller house shades the neighbors rooftop solar panels, that's a huge problem. Also, for all the "talk" about infill getting us affordable housing, all I've seen are very expensive homes being built, that only wealthy Californians can afford.</p>
<p>The infill plan as currently outlined will not effectively address the issue of affordable housing. It will continue the escalation of housing prices and will in fact reduce housing affordability and livability in Portland. It allows for unfettered development and especially the development of higher priced new homes. It will have the opposite effect of supporting affordable housing.</p>
<p>I live in Eliot and some Eliot properties are being rezoned from R2 to R2.5 while some were allowed to stay R2. Will the R2.5 PROPERTIES BE REQUIRED TO BUILD TO R2.5 density while the Eliot R2 properties will not? My block will have a mix of both R2.5 and R2 on it.</p>
<p>Allowing real estate and home building persons to write their own guidelines is like letting the fox guard the henhouse. We need more homeowner input.</p>
<p>With the proposed types of changes to our city, Portland will lose its character and livability. Already new infill housing has taxed the community streets, noise level has increased, crime has increased. Just because people want to live somewhere doesn't mean we should compromise what we have spent maybe a lifetime working to achieve and bend over backwards to meet their desires. Do you want to live in a Portland that is packed full? Let newcomers move elsewhere. Where does it stop? Housing prices will not improve with these changes. The City will just make new regulations when they are pressured by money or politicians.</p>
<p>Yes. These questions are all asked in a pro development manner. They assume we want higher density in our neighborhoods. And a lot of us don't. Where are these opinions asked about? Who are you representing? Not the present residents and taxpayers who elected you I see</p>
<p>On-street parking is a pain already. These plans will only make it worse. Require parking stickers!</p>
<p>The top priority in any policy should be the construction of as many housing units as possible. Any proposals to "maintain the character of the neighborhood" is just going to continue increasing housing prices and making Portland even less affordable. My only opposition is to large, expensive single-family homes replacing smaller, cheaper homes on a 1:1 basis.</p>

Graphics were great in the review draft: easy to understand and clear. Thank you!
don't over-crowd neighborhoods. Portland is becoming too dense
The quality of life in Portland is being threatened by policies such as these supporting congestion.
The proposed 1/4 mile range for development changes is far too large, and needs to be reduced.
I am opposed to a blanket rezoning of R5 lots to 2.5. I think it should be done on a neighborhood by neighborhood basis and should take into account the current availability of street parking, proximity to business/commercial districts and proximity to Max stops. To make them ALL 2.5 might very well impact the livability of some neighborhoods.
I am concerned that there is little consideration for splitting lots to maximize the density allowed before building detached housing. Why not split some oversized R2.5 zoned lots into 2,500 SF lots and build 1,200-1,500 SF detached housing. As a resident of MT Scott-Arleta, I know that many streets are R2.5 and we have experienced many demolitions on approximately 9,000'SF lots that get 2 houses. I think a better use and more consistent use of land would be 3 smaller homes. Someday, my fianc� and I would love to upgrade to a larger house, but we would love to be able to buy a 1,500 SF detached house in SE. Promote more detached midsize housing! The plan ignores this area too much, as it may be palatable than adding duplexes for people and yield similar results.
I do not support the draft proposal. I disagree that "middle housing" and more density is desirable everywhere. I support helping developers preserve trees by being willing to adjust set backs and relocate sewer lines (for a fee) and/or end sidewalk requirements on tiny side roads where the sidewalks will not connect. My main interest is in preserving neighborhood character and trees as well as OLDER smaller affordable houses in older neighborhoods like Multnomah Village. I am interested in investing more in high rises on or off of major arteries. It would be especially brilliant to build a large affordable housing building on the old Stroheckers/Thrifway with parking underneath off of Vista OR building a large apartment building in the now vacant Safeway on BHH (I realize this is Raleigh Hills, but the idea is applicable on major arteries to replace parking lots and big box stores
These questions all assume the respondent is acceptant of the goal of increasing density and making developers rich as the primary goal. On the contrary, this respondent finds the entire rubric not only highly offensive and demeaning to the public but also completely in conflict with environmental, social and economic sustainability. The city, Metro and the state should all be working together to change the economic system from one based on sustaining limited local resources by bringing our human population and consumption within those resources biophysical and social carrying capacity. We should not be assuming that growth should continue and that growth in and of itself is not at the heart of the very worst things that are happening to this planet and it's peoples.
I vote for leaving the footprint of original housing to preserve neighborhood. Or maybe a percentage increase such as 20% larger maximum.
I want an option to keep houses they way they are in neighborhoods if some people prefer larger lots with only one dwelling on them as exists today. I would support higher density buildings (apts/duplexes) as long as those who want more space have that option too.
Parking remains an issue. SW Virginia acts as a park & ride and also a thorough fare for people who don't want to pay parking downtown. They park in front of our houses and take the bus. Now we can park in front of our own homes.
The issue of street improvement needs to be address along with parking. It is a pipe dream to think that there will not be two car households. It is also necessary to address unimproved roadways where development is being encouraged.
Some of the proposed ideas are fine, if you're NOT demolishing a historic home or building! Nothing in your proposal addresses how to retain neighborhood character. Too often "affordable" equates to cheap, ugly design. Better to keep the older home and add an ADU. Better to sub-divide the large older home into 2+ units.
Being able to build a huge mansion on the existing footprint of an older home that has been refurbished due to a "remodel" loophole needs to be closed as soon as possible to preserve whatever is left of good neighbor relations. Also, eliminating parking and garages can do nothing positive for any neighborhood. The neighborhood climate will become hostile due to the feelings of overcrowding and stress that having no parking or garages produces.

<p>I find it very troubling that this survey provides limited choices and feedback. I do not want the central planners deciding whose neighborhood they want to ruin. We've worked hard to purchase and maintain our home instead of moving on because we like the safety and tranquility of our neighborhood. These proposed changes in density will affect the very things that make this a wonderful neighborhood.</p>
<p>There is no mention on open spaces requirements (trees and landscaping)for homes with ADUs. I understand that is hard to do, but some new ADUs take up almost the entire lot with no green space and that changes the feeling of a neighborhood just as much as introducing new building code requirements. Removing front-loaded garages and no on-site parking increases the number of cars in the street, especially in already congested areas. There is no solution proposed for it and I believe that is not the way to go. Also, development and transportation should go together, and there should be rules on how one is allowed without the other (e.g. too many cars on the road and no increased transportation options along Barbur Boulevard). Thank you.</p>
<p>Why are we being rushed into a decision to provide more density in our neighborhood? Why does the city think higher density is a value to Portland neighborhoods and to make it like the westside and San Francisco..progress???</p>
<p>Many inner-ring lots are conforming but small. 0.7 is a better FAR target. Consider a FAR bonus near centers, corridors, and all R2.5, will encourage middle housing in these areas. Proposed scale limitations are too severe. Especially considering a 2- or 3- plex on a small inner ring lot (3 units? 2000 sq feet? how do we get family-sized units then?) What about newly non-conforming fences in deeper setbacks? Proposed height rule limits (existing) basement utility, ability for separate entrance, since a staircase will extend > 5 feet from house. Basements are great for ADUs. Land is the scarcest resource in the city. Shouldn't be making it less useful by limiting the square footage of housing we can build. Let's consider what will be affordable in 20+ years, not just what we might get tomorrow. We'll need more old housing in the future, not just now.</p>
<p>Is the City intending to ever actually enforce their regulations? Will developers ever be obliged to pay for the additional load on or demand for infrastructure brought about by development? Does the City intend to ever pay attention to the actual availability of public transit when considering high-density development? If the answer is "no", we won't be needing all that much new housing, because people will either go elsewhere, or live in their cars.</p>
<p>Given the history of tech and other bubbles, can population growth really be forecast for 20 years? Developers *love* that 250K estimate, but are contrasting opinions being ignored? Do developers (and tech firms seeking employees) still need tax subsidies through the PDC? Is upzoning a quarter mile into most central neighborhoods really necessary? Why are historic preservation and demolition restrictions completely off the table? Reliance on automobiles can be reduced but not eliminated, so drastically cutting parking requirements will result in drivers circling the block and harming the environment. Increased density alone won't ensure affordable housing ("missing middle" is good, but not helpful to the service sector or the homeless). Affordability must be mandated, because it isn't profitable. Inclusionary zoning can help, but the burden mostly falls on government and nonprofits. Opportunities exist, from the 2,500 cheap apartments being liquidated by American Property Management to 400+ zombie houses awaiting foreclosure.</p>
<p>We are a city/region that is growing and projected to grow rapidly for many years into the future. We all - that is all the city needs to share in this growth - all neighborhoods. If you were to include a specific amount of required green space for each neighborhood so that it is more porportionent across the full length and depth of the city and share in the density across the full length and depth of the city I will be a strong advocate for more of these changes. Please add in plant density requirements to help with the green cover that will be lost with higher density units. Please add in green space - small parks in every neighborhood with high density plant growth or requirements for area of green space to area of building space. Perhaps there could be incentives for "green" buildings and allowable units.</p>
<p>Do not allow triplexes in the middle of a city block (a narrow street). 3-6 more cars on one city block is dangerous, frustrating, and creates issues for garbage haulers, kids and bike riders, and other neighborhood uses.</p>

Alternative housing types should be allowed and encouraged in ALL parts of the city. This means providing existing home owners incentives /assistance to do so. Reducing system development charges for ADUs is not enough. If the city wants people to make investments and provide an affordable housing options, they need incentives. High rents are too enticing. Many long time residents are being squeezed out. Young first time buyers can't find a way into the market. No entry level homes. No creative options to let them in. It would great to see long term residents with opportunities to increase the equity of their homes while providing affordable housing options to others (ie: financing programs for modest adus). There is no 'resource' incentive in the plan. Nothing that encourages and rewards environmentally responsible planning / building practices. We need to make developers and homeowners rise to higher standards, not just code.

Thank you for these very thoughtful proposals! I love this direction. A double win- more density is the environmentally responsible approach, while creating more housing options at a variety of price points. I am most interested in allowing more housing in the "missing middle" and see it as the ideal compromise- increased density prevents Portland from being an exclusionary bastion of wealth like San Francisco, but maintains a residential feeling. More ADU options please! I am least interested in the narrow lot rules. There is a lot of criticism of this type of building, but I typically find it elitist and seeking to preserve privilege. I favor limiting house size because I would like us to live with as little environmental impact as possible. Perhaps it is silly and too little too late, but giant houses seem unnecessary and a waste of resources.

All of your questions force the respondent to approve of some aspect of this higher density housing. I do NOT approve of that. I believe you should leave our zoning and code regulations exactly the way they are. Where is there a law which says people in Portland must drastically increase, or increase at ALL, the density of their neighborhoods? I would have never bought this house if it were on a lot with 3 others or there were 3 or 4 dwellings crammed into the lots on either side of my house! If people want to move here, it is their responsibility to locate a house to rent or buy. It is not my responsibility to ruin my neighborhood in order to provide a bunch of new houses for others coming into the state. In the future, when you are surveying, at least be honest!

I am not hopeful that my neighborhood will be preserved. The remodels that have been allowed have ruined existing property. Until it happens to your surrounding property, you don't pay too much attention.

Protect existing neighborhood values Do not allow multi family units to rely on street parking for tenants.

Please don't increase housing density in already dense zones until the city has explored density increases in low density areas.

1)This is a very radical proposal with no evidence that it will produce the results desired. Any "middle housing" ideas should be tried out in very limited areas within 2 blocks of corridors and centers, analyzed, then possibly extended to other areas. 2)This is a give away to developers. 3) The city must do careful analysis of all the external impacts on neighborhoods, traffic, sewers, mass transit, etc before initiating any of this. 4) There is no evidence that this proposed density is necessary and does not warrant destroying many neighborhoods in Portland. 5) Any proposal for density changes must be accompanied by zone changes with proper public input. 6) This proposal of radically increased density will destroy part of Portland's appeal and health: gardens, trees, green space. 7)The only thing I can really support is the limits on house size.

Cumulatively, this is a complex proposal and your questions call for rather simplistic answers. basically I agree with comments I have heard that these proposals are a wholesale change in zoning, especially for inner SE Portland - west of I-205. This wholesale change in zoning is especially true for so-called "historically narrow lots," which in my neighborhood result from 25x100 plats which were never considered buildable lots until an unfortunate City Council ruling 10-15 years ago. These plats/lots are still under R5 zoning and many are not all that close to centers or frequent transit.

Division street is now a horrible place to live, and increasing the parking pressure by encouraging builders to not provide parking is irresponsible and will make the problem much worse. Develop new neighborhoods in less dense areas. Not everyone can live in close-in SE, and the developers are all putting in high-end fixtures to maximize prices and rents in this area. In new neighborhoods there would be less pressure to build luxury units. Develop 82nd into a nice area to live. Work on Foster, Cully, Montavilla, etc. Build those neighborhoods up, and provide transportation there. Thinking that building more on Division and Hawthorne will do more than stress already taxed parking and streets is ridiculous. This will help no one with more affordable housing, and will make the neighborhood even more unbearable. Enough is enough!

<p>Inner SE Portland is already overbuilt and the apartments without parking has put unfair stress on the families who live here. Much more affordable housing would be created by pushing development into neighborhoods that have not been hit as hard. We want to raise our kids in our house, and city development policies are making this impossible, and not helping housing affordability AT ALL for anyone. Builders keep building high-end houses because they can sell them here. The extra concentrated development has hurt affordability, not helped it. And no one is building multi-member family dwellings. Studio apartments create a transient population, and none of the inhabitants have long-term interest in the livability. I do. Parking should be mandatory in all new units built in close-in neighborhoods at this point.</p>
<p>Houses should not impact existing solar access of neighboring lots.</p>
<p>I am very concerned that: - space for greenery and trees will be reduced - increased population: where are the parks and green spaces and community gardens to serve them? - developers will not create affordable housing, I think this is an important missing piece - houses will be cheaply constructed and not energy efficient - need to expand range of zoning changes so all of Portland faces same changes, seems to protect "rich" neighborhoods - create new vibrant corridor streets (like Division) in outer East Portland to spread the wealth - parking not as big an issue as traffic congestion and crazy driving</p>
<p>I believe the plan may allow in some instances up to 4 units per lot. This is wrong. We have room within the Urban Growth Boundary to build housing a little further out. Neighborhoods with jobs could be planned/developed further east. New housing along Division which was supposed to be affordable is not. It was also assumed that these new residents would not have cars as there housing was 'close in'. The city needs better research as anyone paying in excess of \$2200 per month for housing does have a car; often a nice car. New buildings, without parking, create parking lots where neighborhoods once stood. Your arguments are flawed. This plan will not create affordable housing but it will create wealthy developers. In fact, it appears builders/developers developed the plan. You don't need to create low quality neighborhoods to lower housing costs. Just say no to this plan.</p>
<p>Too many moving parts proposed. Needs to be reviewed with sewer and stormwater capacity in mind. Safety is a huge issue as the added units will predominately be rentals. It would be HUGE if this added flexibility included a city-promoted program for ownership options city-wide.</p>
<p>Two comments to make: 1. I see little or no attention to trees and the natural landscape in your plans. Even the graphics seem to be suburban images, eliminating the trees that are vital to sustainable, healthy living environments. To the outside observer, it would appear that the committee was told to keep trees invisible. Is the goal here to make Portland once again "stump town"? 2. Question 16 is nearly impossible to answer, not because of proposals, but rather on how those proposals will be implemented and enforced. I urge the committee and the council to give much more thought to enforcing proposals long before they are finalized.</p>
<p>Limiting narrow houses to within one quarter mile of centers and corridors or frequent transit service is arbitrary. My existing narrow house on a narrow lot is just outside this arbitrary boundary and now it will be non conforming? It is very close to a bike boulevard. Why doesn't that count as a factor?</p>
<p>We own a ~17000 sq. ft. lot in an R2.5 zone in the Hillsdale Town Center, and have been investigating remodeling the existing old home. In order to do so, we would like to build a secondary, small house on the lot to occupy while doing the remodel. As a family of five, an ADU is not an adequately-sized option, but building a second structure involves an expensive and complex lot division process with uncertain property tax repercussions. Consequently, we are finding the process of developing property so cumbersome that we're now leaning toward simply buying a new home elsewhere in the city and lightly remodeling the existing home to use as a rental. This path is clearly not what the city is trying to encourage, but the existing process seems to push us in that direction.</p>
<p>The "near centers and corridors" idea ignores the fact that most people prefer to drive everywhere. It also encompasses too much of our neighborhoods. I moved here to enjoy open neighborhoods with nice lawns and trees. Increasing the density of housing is not going to make housing more affordable. It will change the character of the city and make it less desirable to live in.</p>
<p>Increased density in single family zoning will result mainly in increase of transient renters with nothing to lose living in close proximity with home owners who will lose their privacy, green space, increased noise, increased traffic and parking. Generally a lower quality of living and a terrible idea.</p>

<p>We are raising a family in our house. You would never propose these changes to Laurelhurst, even though it is close in. Parking and traffic are horrendous because of the negligent building practices on Division and all the apartments without parking. Spread the development around! Stop targeting my neighborhood, which used to be a nice place to live.</p>
<p>NaN</p>
<p>I believe that most of these options must be paired with a robust, mandatory inclusionary zoning program which requires minimum affordability set-asides for ALL multi-unit housing options, including duplexes, triplexes, and internal conversions. The reality is, absent a regulatory mandate to create or maintain affordable units, developers will scale even these diverse housing options to luxury consumers.</p>
<p>ADUs: Need more regulations regarding ADUs. Should not allow ADUs on street facing property line, require setbacks greater than the adjacent houses on either side of the subject development lot, and reduce height and footprint of ADU. Centers and Corridors: Limit allowable development (such duplexes) to predetermined areas around specific Centers and Corridors. Require public zoning process, including public comment, to be followed to designate such areas. Sunlight: Require new or redevelopment to avoid shading existing solar arrays. Floodplains: Prohibit new development in FEMA delineated floodplains (SFHA).</p>
<p>My concern is parking in our neighborhood. We have many houses without garages--parking can be tight already. With apartments being put two blocks away with only 20 parking spaces those people will be parking two and three blocks away in front of our houses. It's great to think that they will all ride bicycles, however the reality is they may ride bikes and take public transportation to work, but they will still be car owners and those cars have to be parked someplace. It is important for our quality of life to be able to park at our own home..not blocks away and have parking for guests visiting. I am in favor development, if ADEQUATE parking is provided in the development. It is ridiculous to think that none of these people will own cars-cars that will have to be parked on our street's in neighborhoods</p>
<p>The 1/4 mile of corridors covers most of the city. I think the proposal should be more forthright about this fact. Also, the buffer distances (1/4 mile from a max station, for example) do not properly account for whether that station is accessible by walking 1/4 mile; those buffers should be more carefully considered. (A good example is the properties on the S side of Powell that are caught up in the 1/4 mile radius around the Rhine St. Station... they require a significantly longer walk to access the station, so shouldn't be included in the buffer.</p>
<p>All proposed changes are excellent, I just think they should be allowed uniformly in all parts of the city. Give the market and homeowners maximum flexibility to seek workable, affordable housing choices in all neighborhoods.</p>
<p>Side setbacks should be reduced to allow more efficient use of lots. We need to consider future residents and not just current residents who don't want change. We cater to much to who can't see a new future. We should allow large houses in Portland, not force people who want a large house to the suburbs. The only way to have affordable housing is to build more housing. We don't want to end up like San Francisco by restricting building. We should reduce restrictions on zoning and building regulations. NO PARKING SHOULD BE REQUIRED. When we require vehicle storage to be built we drive up the costs for new housing. Current residents do not have the right to a street parking space. We need to allow smaller units (micro apartments) to be built in more areas. SDC fees make it hard for them to make sense economically.</p>
<p>Yes. I attended one public meeting and it was a horrible experience. Not because of the City staff - they did a fine job presenting the proposal. But because of the other citizens. The average age in the room was WELL above the average age of our city. These are people who will not be here to experience our city 30 years from now. They were angry, mean, rude, and not interested in figuring out real solutions to the problems we're facing as a city. At these meetings, you're not hearing from young people, new families, new residents, future residents, or previous residents who have already gotten pushed out. Please do not listen to these people who wrongfully believe they have a right to prevent change in our City.</p>
<p>There are limits to which citywide regulations can adequately help to promote needed housing. Context is everything. Though some citywide principles are worth articulating, there needs to be more on the ground planning to better link regulations to actual conditions. That said, it would be great to not create new limitations, like limiting cottage housing to 10,000 square foot lots. This is unnecessary and will likely mean that very little cottage housing ever gets built. Finally, the city needs to take an active role in working with land owners now to help encourage and support the creation of needed housing. The city is not a theoretical place. You can identify likely and in fact desired locations for</p>

the conversion of what is there now to new and needed housing. This plan offers nothing in the way of those kinds of supports....and it should.

It seems that all of the stakeholder committee is made up of developers and architects. Every one of them profits from this project, and I doubt a single one lives in the neighborhood. I now avoid Division street at all costs. It is impossible to drive down, and the new buildings are hideous. This was once a historic neighborhood that was a relaxed and cheery place to live. City planners, who I'm sure are transplants, are ruining close-in SE. Why is all of the development concentrated here, and none in the other areas of the city where it would quite a bit cheaper to build and create the affordable housing the city wants and needs. Definitely stop demoing the historic homes.

The proposal for allowing more housing types will encourage demolition of existing homes. The character of the city needs to be preserved. I think the 2500 sf limit should be applied to the new construction of new townhouses if a developer wants to tear down a new house and put up 2 units on a 5000 sf lot. That means that EACH townhouse can only be 1250 sf each, for a total of 2500 sf for the total mass of the 2 attached houses. You need to incentivize the preservation of existing houses. You can do this by allowing more area if you keep the existing house. For example: If you keep the house you can add 2 new ADU's (up to 1400 sf of new area). If you demolish the house you can only build 2500 sf total of new construction a 5000 sf lot. Please stop demolishing Portland!

In the first section of this survey I could accurately answer since it wasn't clear if the proposed changes apply to just single-family houses or all structures. Basically, I love the idea of limiting overall size (footprint, sq ft, setback, height, etc.) of single family houses on a lot. I think, however, those restrictions should be relaxed, allowing larger structures (with smaller setbacks, etc.) for multi-family configurations. In essence, reward density and limit excessive house sizes for single family development.

You need to have more design standards, such as window placement, location of outdoor private space, orientation of new houses on flag lots, allow a transition of building heights based on adjacent homes, gabled roofs, hips and other solar access options

I answered "uncertain" when the answer DEPENDS on the appropriate site and location. Each type can be good -- in a sensible place. You need to articulate limits based on the mix and character so that you don't get too much added density and ruin a neighborhood. The mix is extremely important; what % of each type belongs in a particular area? What overall density caps? Avoid bonus units as incentives; that's just a way to sneak around the rules, especially if there is no cap to the number of such incentives.

Increased density should be no more than 600ft or 3 blocks from Main Street.

More density is preferable to enormous monster homes that dwarf the neighborhood.

This is an unnecessary & reactive response to the comprehensive plan that has just been approved. What are your density goals mile/acre? What will prevent out-of-area investors from demolishing old home stock and building cheap duplexes, adu's and triplexes? How many absentee landlords will take over the (current) privately owned properties? What are you doing to provide infrastructure for these thousands of newcomers? Can we protect our privacy, solar access and open spaces? What are the unintended consequences of such high density in a close-in neighborhood? What if an unintended consequence is that this policy will encourage flight from the urban core to the suburbs and surrounding area, thus defeating the protection of the UGB? Where is proof that this will create "affordable" housing? A polycentric model of MANY walkable neighborhoods throughout the city would be a strategy that would lead to more equity in access to services.

I'm pleased to see a limit on allowed height for new homes. Perhaps this rule could be expanded to consider the existing homes in the build area and prohibit the new home from being more than one story higher than the existing home.

1888 historic Sunnyside end of the first trolley line, and the Crinch blindsiding Peacock Lane is but the tip of the iceberg. SB5133 inclusionary housing another loophole where Developers by right can add additional floors, in cardboard box buildings. No mention about the quality of construction materials used in dwellings.

<p>The benefits AND burdens of our policies should be shared equitably by ALL members of the community. Allow diverse housing types in all SF neighborhoods. This will allow more affordable housing and more walkable neighborhoods in East Portland and everywhere else. Allow smaller housing everywhere for the "of households that are one or two people and for older adults who want to age in community. Smaller houses will allow young people to become homeowners and build wealth the way boomers did in the past. Maintain Portland's tradition of economically diverse neighborhoods. When the current generation of incumbents ages out, our single-dwelling neighborhoods will be available only to the wealthy. Don't let it happen!</p>
<p>Internal conversions should have greater incentives, as well as greater restrictions and/or penalties placed on demolitions of perfectly good housing! The most sustainable, and the most affordable option is almost always using what's there rather than new construction. If the values of equity and sustainability are carried out by the Residential Infill Project, and not just the Comp Plan, then incentivising innovative use of existing structures is the best way to achieve those values! Duplexes and triplexes should be allowed all over the city, rather than putting a disproportionate burden of increased density on those who live within 1/4 mile of centers and corridors. Insulating Eastmoreland residents from dense development further concentrates privilege, and is not equitable.</p>
<p>This is BS, You have rigged the questions to only reflect what you are thinking, not what the neighborhoods are thinking. Stop this inbuilding when there are no parking spaces.</p>
<p>I am concerned about a lack of ground level housing to accommodate an aging population. None of these options are without stairs.</p>
<p>The most important thing in my mind is getting people off the streets and ending homelessness. The idea of clusters of small homes sounds very promising to fix this issue. Also, the city should do everything it can to teach minimalism and small living values to the public, therefore decreasing demand for large single-family homes.</p>
<p>Infill for the missing middle and housing diversity are very important! Currently, I rent and only pay about 10% of my income toward rent. I want to buy a home, but there are no "starter" homes left in the central area that are a manageable size/price. We don't want another mortgage bubble with people over-extending their finances. We need to encourage development of smaller scale homes. But the missing middle is very important - I can't make the leap from renting to buying a \$500K home! Plus, if I could buy a smaller \$200-\$300K home, my unit would become available to someone with a lower income. I know that I am occupying an affordable unit with my middle-income, but I can't move up into my own home in the current market. The housing-filtering process is broken. Diverse housing is essential urban infrastructure - it's where jobs sleep at night!</p>
<p>This is a democracy. ALL NEIGHBORHOODS should accept, narrow, multiple family and low income housing. If you do not allow that type of housing in the the more upscale neighborhoods you, as our elected and public employees are not doing what is FAIR. Lower income and property values should not determine where more infill is located. It is logical for a good amount to be within two blocks of "main" (not all) transit corridors, but is most crucial for you to not infill every greenspace that is not a designated city or metro park. We need semi-wild open spaces to stay sane. I know this is tough, but if you keep cramming people / families into the identified spaces, the "quality of life inequity" between say....the west hills and and Richmond or University Park will continue to worsen. Be fair...share to population load.</p>
<p>Too much infill without adequate parking. Formerly nice neighborhoods are becoming jam-packed, parked to the hilt, noisier, more crime-ridden, and hard to navigate. As a result, we are moving from our beloved Hollywood after 33 years. Good luck. ==</p>
<p>R-5 and R-7 should be the minimum lot size for single-family dwelling. Multi-family only on lots larger than R-10. Thank you</p>
<p>Street parking in many of theses infill neighborhoods is already hard to come by. If you are adding density, you MUST consider where cars will go. This might require resident permits and more metering as seen in larger cities. If Portland is heading this direction, fine, but we need to find ways to convince people to live car-free or provide places for residents to park. I'm especially concerned about NoPo and the plans for Lombard where there is no max line vs. other parts of the city.</p>
<p>Please don't overlook the middle class in the scope of housing. There is an increasingly shrinking market for middle income earners - either a home/unit is income restricted to low-income or fair market pushes middle income out completely. There's less and less middle ground for the middle class.</p>

<p>Are people who are moving to Portland mindful that a 9.0 earthquake is statistically predicted anytime within the next 50 years? Metro could post Kathryn Schultz's New Yorker article on The Big One on their website.</p>
<p>Home sweet home has lost its luster...Not every tiny lot or space needs to be filled remember there are critters that also live on earth and need a place to live - if and when you build in outer parts of cities garages and parking should be mandated (called SUBURBS)</p>
<p>There are a few main problems: (1) developers don't want to build small houses because they are not profitable, (2) most people who can afford to have an ADU built on their property do so to make a profit through air bnb, not to increase affordable housing, (3) you are too concerned with street side aesthetics while not giving enough thought to what it actually FEELS like to live on top of other people - i.e. the noise, the lack of privacy, the lack of nature because there is no longer any space or sunlight to plant trees. Refusing to increase the Urban Growth Boundary only benefits the rich people who can afford to live in the nicer, less populated areas. It penalizes everyone else by making us live on top of each other.</p>
<p>There is not enough room AT ALL in this box for substantial comments! I am sending mine by email from [email].</p>
<p>Portland BPS is over regulating construction. This questionnaire is not objective and does not provide options for people an option for less regulation or at least no new regulation.</p>
<p>I do not feel my opinions can be expressed based on how the questions are crafted. I want less regulation.</p>
<p>In Maplewood, require all new houses to have off street parking. Cars are a necessity here because shopping is more than a mile away from most people and hills are daunting. I see new houses going up on now bare lots with no room for trees. I resent the fact that postage stamp lots are now allowed for new construction while the rest of us have to provide the urban canopy for all. Incorporate provisions to require new lots to make their contribution to the urban canopy or get rid of the tree ordinance.</p>
<p>Leave us alone.</p>
<p>can there be ANY aesthetic concerns about the developments? The cheap thin look of even the more expensive houses degrades the appearance of neighborhoods. Why are architects seemingly never involved?</p>
<p>This survey is simplistic and unnuanced. Very disappointing. For example, I want NO SKINNY HOUSES--but support duplex development on 2 narrow lots. I want NO MCMANSIONS. I want increased density and affordability throughout the city IN EVERY ZIP CODE. Yes even in Eastmoreland, Mayor Hales and Chair Kafoury. If we are truly concerned about equity, WE NEED DIVERSE HOUSING THROUGHOUT THE CITY OF PORTLAND. We need the kids of retail clerks and lawyers and letter carriers and college professors attending the same schools, getting the same high quality education regardless of income, race, religion or nation of origin. As it stands today, Portland, according to The Atlantic the whitest city in America, will only become whiter, more elitist and over 51% of our kids (who get free school lunches) will be left behind because we don't really care about equality, we just pay lip service to it.</p>
<p>Some of these proposals can be accomplished by less intrusive means, instead of a sq foot restriction, use setback or height restrictions. Also the size of a lot should be considered, larger lots can have larger homes. Do not place so many restrictions on homeowners wanting to do remodels, some people just want to add on to their existing home. There should be different requirements for developers and actual homeowners. Could provide less restrictions if person owning property uses as primary residence and has owned for more than 5 years. A developer will not hold onto a property for that long.</p>
<p>The idea of increased density within 1/4 mile of corridors, centers and !ax stations seems too short. 1/2 mile, or about 5 blocks seems better to me. I would like to have had a map that showed these corridors and centers, with an overlay of the 1/4 mile. I am also curious how these changes will affect historic districts, which currently would not allow many of these proposals. I am glad Portland is working on this, and had hoped the increase in density, such as duplexes on single family lots, would apply city wide on ALL lots. The proposed changes are a step in the right direction at least.</p>

<p>Middle housing is a fantasy. No developer will build a one story apartment complex, no profit in it. Building duplexes or more next to a single family house may or may not reduce housing costs depending upon the economy. I would like to see incentives for developing the existing privately owned empty lots or flat underused commercial land for housing instead of destroying nice middle, income neighborhoods. I see these underused spaces everywhere along the main traffic corridors in inner Portland. Southeast and northeast Portland will take the brunt of this middle housing plan. The west hills will be unaffected, as usual. Until truly all of Portland accepts their fair share of the density burden, I find this proposal very troubling. I have lived long enough to see the unfortunate unintended consequences of zoning and rezoning. Every possible thing that could go wrong should be considered before rushing into this idea.</p>
<p>Make sure there are options for housing without stairs for disabled or elderly. Building up doesn't work for everyone.</p>
<p>Where is everyone going to park on these narrow streets? Where is the plan for mass transportation to get in and out of portland efficiently without polluting the entire city center?</p>
<p>The cost for a homeowner, not a builder, to build in the city of Portland is Silly and unobtainable. The only ones that can build or afford to build are builders. If homeowners could build, and there were incentives to living in the home that's connected to yours, it would be a win-win. The homeowner would want to preserve the neighborhood, as well as make sure the tenant of adu? Or? Is worthy.</p>
<p>Can Portland really accommodate anymore growth and density? Livability is quickly deteriorating here already! In the past few years, residents have experienced the negative impacts of demolitions and development: Tensions/stress levels are rising amongst longtime residents because of demolitions in our neighborhoods that are at a rate of one per day now; traffic congestion is worsening, i.e. a three mile trip that used to take 15 minutes now takes at least 45 minutes; schools are already overcrowded; bridges and freeways are often clogged with standstill traffic; Portland's trees are being cut down at an alarming rate and tree canopy is diminishing; 911 service is already over extended with an average wait time of 2 minutes and so on. We experience daily now the numerous NEGATIVE impacts of "growth and density"why is the city planning for and encouraging even more devastation of Portland's livability? Not very "Green".</p>
<p>I am concerned that although the proposed changes seem to be attempting to find balance between providing more affordable housing (which is desperately needed) and maintaining open spaces with smaller scale buildings - that in fact, they may not do enough to ensure that any new houses being built will match the scale of the neighborhood. I would like to see the development fees be proportional to the square footage of new construction homes to give developers less incentive to build obscenely large homes. I also would like to see more emphasis on the green spaces and landscaping around a home. It seems that homes are still being built too close to the lot lines which inevitably means the loss of many old and beautiful trees and diminishes the beauty, character, and health of our neighborhoods.</p>
<p>We need more density with bigger apartment/condo structures. This is a growing city and preservationists are preventing our city from growing properly from a mid-sized city into a bigger more urban one.</p>
<p>So much is in the implementation. I don't see how any of this will reduce incentives to tear down existing homes. There needs to be much strong incentives for keeping old houses and penalties for tearing down. Tear downs are a huge waste of resources and big impact on carbon footprint. I don't know if it is possible to actually zone for new development to be in character with the existing neighborhood. Will duplexes and tri plexes be required to stay within overall size limits? Parking should remain a requirement until the day comes when city residents actually reduce their dependence on automobiles; not just pretend that it will happen if we don't have places for cars. It just makes density more stressful and Portland more and more unliveable. My heart is breaking for my city.</p>
<p>When 6 small townhouses were built on Lombard between Olin and Huron, it caused terror for parking on Huron. Parking on Lombard is unsafe, and each townhouse only has room for one car. These are mostly college kids with 4-6 card per house. Neighbors are very rude about parking situation. Please consider parking, and college neighborhoods.</p>

<p>Some of the proposals appear to be contradicting each other. Making changes to reduce the size of a structure seems against the idea of adding more units on small lots. The urban fabric of Portland's neighborhoods is a unique feature of our city. Inviting increased development and density via money focused developers will NOT have a favorable outcome for the character of our beautiful city. More demolitions will occur; more poorly designed, poorly developed housing units, etc will be built by developers who care about profits, not city planning or urban design. I believe the growth should occur closer to downtown in inner industrial areas where real density can happen and where many urban amenities are already located. Areas of underdeveloped land near the Willamette make far better sense to rezone and more efficient to build on than on the existing R 2.5/R-5 zones. Please consider rezoning changes very carefully.</p>
<p>Much tighter guidelines for developers to maintain existing neighborhood characteristics while permitting appropriate growth.</p>
<p>High density housing should only be allowed next to or within commercial areas or areas directly served by light rail or street car lines.</p>
<p>Encourage design plans, rather than just height and width requirements. New development should consider the adjacent homes as far as design is concerned. Our homes are already squished together in small lots in SE Portland. Consider where lots are larger, in SW for example to infill-- and get better services over there for more diversity! Should be mandated affordable housing everywhere!</p>
<p>These are very difficult questions to answer. They are not clear to understand what your answer means!!! Not sure what overall value this questionnaire will be In the end.</p>
<p>We are most concerned with smaller single family homes being demolished and replaced with giant homes that don't fit the scale of the neighborhood and cost significantly more, which does nothing to promote "affordable" housing. I also think it is unfair to turn most of SE into an area where you can put a duplex on any lot, ruining the character of our neighborhoods. It appears that the west side would be barely impacted by this change. The idea that everyone should live in the central neighborhoods is a fantasy, and our quality of life will be negatively impacted in service of this fantasy. Realistically none of these houses will be "affordable" in another 15-20 years. Take a look at the Bay Area - tiny shacks cost \$500+. More efforts should be made to turn outer rings into good transport hubs with good neighborhoods and jobs. Don't ruin ours.</p>
<p>The city should work on creating zoning that's more conducive to Cohousing and condominiums than rentals. Not sure how to best accomplish that though.</p>
<p>Require all new developments (including commercial) to include solar panels. If the site is too shady, then they pay for panels which are placed in poor neighborhoods</p>
<p>I don't understand how street parking would be preserved by not requiring off-street parking for houses on narrow lots (question 13). I also think allowing developers to build apartments without parking creates a windfall for developers by shifting the costs to neighbors. Allowing so many no-parking buildings takes value away from houses in which we've invested and lived. I've commuted by bike for 20+ years and know that many bikers have cars. We may not use them often (12 year-old Prius with 48,000 miles), but do use them to cart large, heavy items home and we can't carry those large, heavy items 3 blocks. People who've bought houses near new developments should be able to find parking near their homes. Workman need access to the homes on which they are working. Parking should not be a major headache in anyone's daily life.</p>
<p>Mixed use development is what is needed near all transit stops. Trimet has to do their part to clean the areas and help with security. All areas of the city need to promote affordable houses of any style on any size lot. Developers need to build tasteful designs and lose the garages on skinny houses.</p>
<p>no duplexes</p>
<p>Developers have created a Portland perfect for rich white people with trust funds. The new housing is huge and hideous. And expensive. And thank you for the homeless problem. I'm ashamed to live in this horrible city and tired of dealing with the jerks moving here who express utter ignorance about the city in which they're now living.</p>

<p>Smaller houses and adding ADUs to existing houses will allow more density while preserving historic neighborhood character and environmental resources, which are both stated priorities in the Comprehensive Plan. Duplexes, triplexes, and cottage clusters will economically tempt developers to demolish existing houses and replace them with new structures. This will disrupt neighborhoods and waste resources. New construction will be luxury priced, not affordable housing.</p>
<p>There needs to be development outside the close in core neighborhoods where there is way more space available. That will best provide more affordable options but also encourage more single family home development at lower costs. The current development is so focused on studio and 1 bedroom apartments it does not allow for families or people requiring more space to have places to live. In addition, the character and vibrancy of many of these neighborhoods is being decimated with hideous large scale projects. In 5-10 years, people will look back in horror at the policies that managed to ruin many of the great neighborhoods that Portland had to offer. Not everyone should live in the central core when there are so many other neighborhoods ripe and wanting of development which much better deliver affordable housing!</p>
<p>Preserve single dwelling neighborhoods that exist already. Don't try to fit more people by squeezing housing with multi units, ADU's etc. We don't NEED to provide housing for everyone. Plain truth is, everyone can't live where they want to live. If I could live in a house on Kauai I would, but I can't afford it. I move where I can afford to live. We don't have to reconfigure our city to accommodate everyone that wants to live here. If your city gets too expensive, I will move. I don't expect my city to provide affordable housing for me and others should do the same.</p>
<p>Need to create and maintain existing off-street parking for any new developments or in-fills. On street parking is becoming very scarce as more apartments are being built with no off-street parking options</p>
<p>Instead of building duplexes, triplexes and micro-plexus on existing lots, I would like to see neighborhoods retain their spatial integrity consistent with their current design.</p>
<p>What concerns me MOST about any of this: Why not REQUIRE all new structures to have solar units installed when built? Looked in vain for this common sense requirement. Thanks.</p>
<p>The city is crushing small neighborhoods instead of focusing development on high access areas such as the McLoughlin corridor and the Barbur corridor. People with the means to live here will own cars. Planning needs to wrap their heads around that.</p>
<p>This is not about affordable housing. IT'S ABOUT PURE GREED - condoned by City Hall. Developers need to be reined in. They're destroying my R7 neighborhood - chopping down huge, old trees + tearing down bungalows to squeeze in soulless McMansions or McDuplexes edge-to-edge - just as they destroyed First Addition in Lake Oswego. Developers break zoning rules with impunity and seem to know all the tricks to bend them too. Fines for cutting down trees are peanuts in relation to the payday for these \$700K+ monsters. Increased stormwater runoff is causing major new problems for residents. Older homes + tree-lined streets is why I bought here. My little house was built in 1940 on a double lot. You can imagine how incensed I was when a developer approached me with a cash offer to tear down my house and split the lot. I told him to beat it.</p>
<p>Basements should be required for all new development. Parking must be adequate for all new development. must be</p>
<p>The City should consider saving historical houses a priority - keeping Portland's history and uniqueness is why we moved here...this is starting to sound like California 30 years ago, cramming people into small homes and removing all the character and history.</p>
<p>Stop trying to infill established inner-city neighborhoods. Your "near Centers and Corridors" is way too large and broad. If you reduce it to main streets, such as NE Sandy Blvd., or NE Broadway, between Sandy and downtown, and not even one block off streets such as these, I'd be all for most of your ideas.</p>
<p>There's no going back once a lot is turned into a triplex. The city will continue to grow faster if the faster growth is easily accommodated. And somehow, it never seems to make the city more affordable. This is exactly what happened in Oakland / the Bay Area. Rents have skyrocketed, traffic is horrendous, the job market is insane, and it has less personality because there are just so many damn people in each others' way.</p>
<p>A city with some wealthy people living in more expensive houses is not inherently bad. In fact, if all the wealthy folks move to the burbs, then the city will take a dive. (Be careful what you ask for). A mix of housing types is needed. I don't believe zoning is the sole answer to "affordable housing."</p>

<p>Continuing to have a Portland that can house people of every income is far more important to me than the physical characteristics of Portland's current buildings.</p>
<p>There are many parts of the city in dire need of improvement. These areas will see the most development. As you set rules to moderate their development, be sure you don't open the door for bad developments in well established neighborhoods. The current zoning for corridors (and streets just off corridors) already allows for increased density and diversity throughout the entire city. Currently, there is plenty of opportunity for developers AS IS. However, there are specific up and coming neighborhoods (like in St Johns and N. Portland) that could be specifically rezoned with such broad strokes in order to promote development and renewal, while at the same time increasing "middle" housing density.</p>
<p>there needs to be some incentives for business, banks, developers to develop in areas less mature and in need of more amenities such as grocery and other essential services, not just coffee shops, bars and restaurants. there need to be more regulation of demolition of existing housing stock particularly those with historic features</p>
<p>Our city must provide more opportunities for diverse and lower income households in the most convenient and livable neighborhoods. These changes will provide some opportunity and should be implemented despite the reflexive opposition of current residents who unreasonably fear most change.</p>
<p>I am concerned about maintaining the character of Portland's historic single family neighborhoods. That is one of the most appealing things about the city - the reason many of us live in the city at all. If the only way we can find these neighborhoods is to leave the city, then that is what you force us to do. My other concern is the very one-sided effect of the proposed rule changes - the entire eastside is affected, but almost nothing on the westside is. Come on!</p>
<p>I believe that the proposed changes will be very beneficial for a modern, bustling, dense, diverse, cosmopolitan, and dynamic city. Density is CRUCIAL for all of the above! The city is changing (for the better, I believe) and the proposed changes reflect that change, which is simply inevitable. As residents we need to embrace the change, albeit intelligently and creatively. However, it is important that two criteria be considered: 1: affordable housing and 2. Interesting architecture and urban design.</p>
<p>Remove Vic Remmers and other developers with interests that conflict with the interests of Portland residents and neighborhoods. They should not have the right to inject mis- and dis-information into this process, to benefit their business interests. Remmers is destroying Portland, with Hales' consent/encouragement.</p>
<p>My view of the survey is that it is biased, not well put together and looks to be self serving for those who wish to establish a poor policy. It is my understanding that several years ago the city performed a study on available buildable land and concluded that there is sufficient land for anticipated growth in population. The Comprehensive plan set the stage for zoning changes across the city. I would drop this entire policy effort and get busy running the city as it should be using existing codes and rules. The City has enough now and spends too much time doing things that do not serve the tax paying citizens.</p>
<p>my neighbor built an air B&B with two bedrooms and two stories tall with picture windows and a deck. the front door all windows facing our backyard. the city paid with our and your tax dollars. the city approved the plans sitting at their desk, not even looking at the site in person. we were able to fight the design for three months only, however the rule in portland was they do not have to tell the neighbors about the design for 3 months!! now i don't know about you but that is favoring one citizen and tax payer over another. so who exactly paid for the infer structure so that 5,000 sq. ft. lot could now have about 6 bathrooms on it??!!! this is NON SUSTAINABLE GREED</p>
<p>Modeling and a cost/benefit analysis must be done including losses of quality of life (loss of privacy and space-where do households with children live, garden space for food, impacts on schools, parking and increased noise) and the impact on tree canopy as well as the increase in impervious surfaces that this relatively low density approach will cause.</p>
<p>Need to increase setbacks on the sides and backs of property. Need government subsidized affordable housing. Need to protect big trees and historic homes with significant character. Represent the whole city unit just some of it.</p>

<p>YES, ADUs should be dramatically encouraged with reduced fees in attics, basements or detached & allowed with duplexes. They add units while leaving single family areas intact and they give the most add'l housing for the dollars spent. NO to destroying sfr areas with triplexes & duplexes on corners or inside. YES to inclusionary housing required in multi-family buildings - Eng Oregon's prohibitions on this. Absolutely NO to giant sfr's replacing older homes. I plan to campaign against any Portland politician who votes to put duplexes and triplexes inside sfr neighborhoods. However, there is room for courtyard clusters of cottages via condo conversions and development on lots already zoned for multi-housing. Thank you.</p>
<p>There's no reason that a diversity of housing types shouldn't be allowed in currently single-family neighborhoods across the city. Many of these neighborhoods supply amenities that make them "high opportunity" neighborhoods that would especially benefit families in need of affordable housing, as they have parks, good schools, and access to jobs and transportation lines, even if they are technically outside of "centers and corridors". I agree with the Portland for Everyone recommendations. I am a 31-year-old homeowner who plans to live in the city for the next 30+ years and I believe is critical that we prioritize planning for neighborhoods that accommodate economic and racial diversity over the demands of homeowners who will not be living in these neighborhoods 10 or 20 years from now.</p>
<p>How does this affect subcode buildings currently in place?</p>
<p>Affordable housing for low-income Portlanders will never be achieved if left to the free market. We need rent stabilization, stricter inclusive zoning and more public housing. I would also like RIPSAC to consider co-housing as an option for cottage clusters--perhaps support them with low-interest loans. If we're going to increase density, this would at least preserve community. Finally, I strongly oppose demolitions--both residential and commercial--except in cases of derelict properties.</p>
<p>Buildings must be designed/renovated to use very little energy. The technology is there to support this, but the city needs to implement and adjust code, especially for any multi family housing.</p>
<p>Require transit infrastructure and sidewalks to be in place BEFORE allowing occupation of infill projects. Currently we see more and more people/cars/traffic squeezed into existing inadequate roadways, with very few sidewalks, especially in Southwest Portland. Despite the city and county deriving more property tax revenue, this has been contributing increasingly to a less and less livable city. So far, TriMet has reduced routes and days of operation rather than expanding them and on the west side provided very minimal north-south connectors, such as running a bus line from Wash Square to Bvtn-Hlsdl Hwy via Oleson Rd. Losing tree canopy leads to an increasingly hot city, thus increasing need for electricity for fans & air conditioners. Business leaders and developers would disagree, but increasing population is NOT necessarily desirable. Lets focus on improving the lives of current residents of all income levels before anything else.</p>
<p>I am fed up with lack of attention to livability in neighborhoods. I do not want my residential neighborhood to become a corridor. There is no parking now. It is not safe to walk bike or drive due to increasing density. It is Unfair to not spread out changes throughout the city. Portland is getting ruined</p>
<p>One quarter mile from transportation corridors is absurd, causing most of the city to fall in this area. A proper distance would be one or two blocks, maximum. This policy will encourage more tearing down of perfectly good affordable housing to construct min-mansions that will still be very expensive. A good example is Seattle's Ballard neighborhood where parking is non-existent and neighborhood character is destroyed. We enjoy visiting Seattle, but always say "we are glad we don't live there" upon our return. Don't do the same in Portland.</p>
<p>Please do not infill this neighborhood in lieu of maintaining greenways and established creeks.</p>
<p>We should have started looking at these ideas 20 years ago</p>
<p>Most new development in Portland is massive, expensive, totally out of scale with neighboring houses, creating division within neighborhoods and pushing out long-term residents. I can't see how these proposals will dramatically change this awful situation. But it's better than doing nothing and allowing things to continue as they've been. Cities are for people to live in, not for developers to get rich off of. When we all have an affordable place to call home then we can talk about development.</p>

I live in inner SE (CEID, historic East Portland). Lots of new apartment buildings are going up. They're all extremely ugly, have no landscaping around them, and don't always provide sufficient parking for residents and customers of business. This part of town has very little green space and cannot afford to lose trees, but trees are being removed to make way for building that go right up to the sidewalk, square and ugly, zero character or architectural/visual interest, not at all in keeping with the historic neighborhoods and funky ethos of SE. I'm a supporter of density, but it doesn't have to be ugly and cheap looking buildings, with apartments that are expensive to boot. We need more plexes, rowhomes/townhouses, and cottage clusters, not giant boxes with clip-on balconies and vinyl siding.

Any proposals that encourage destruction of existing housing stock is not in our best interest. Duplexes and ADUs are already allowed in my neighborhood so these changes are wolves in sheep clothing. Car centric neighborhoods are spared the destruction while corridors are torn down to meet needs of people who don't live here yet. I'd like a bungalow in Manhattan but of course if I were moving there I wouldn't expect NY to help me provide one. If people want to move here, the housing stock we have is what they choose from. Density does not equate with affordability. 100 years of zoning for single family homes should not be carelessly changed given these housing issues are common in all popular cities. There are plenty of spaces in the master plan to accommodate growth. Stick to the master plan. One lousy mayor isn't smarter than master plan

None of this will create affordable housing. Only a boon to developers pockets. There are NO JOBS inner city that pay what the costs are for these homes. Therefore there will ALWAYS be cars. SE 52nd, Division. Hawthorne, Powell; all arterials are a total NIGHTMARE. Massive apartments on two-lane streets leads to HUGE JAMS. Greedy Landlords; Greedy Developers. Portland City Planning has failed us ALL. Trees being cut for pittance of a fee! Demolitions of viable homes; toxic lead from this in the air! Ignoring the people (though you say you are not), Neighborhoods unevenly hit. Infrastructure does not support all of this. Developers not required to pay for and plan for anything relative to this. Transit is ridiculous and expensive and unreliable. Vic Remmers. No need to say more on that. My children cannot live here - they cannot AFFORD living here! SHAME on PDC. SHAME.

I'd really like to see larger houses over 2000 square feet to meet a much higher energy efficiency standard, "energy star" at a minimum. All houses over 2500' should meet "passive house standard".

Please continue to push for more density within our close-in and accessible neighborhoods, especially where it can complement neighborhood context

As a homeowner deeply committed to my neighborhood, I want to see the city pursue all available avenues to preserve the ability of low-and-middle-income renters to live in the urban core. I do not care about my views. I do not care about "neighborhood character" or aesthetics. I only care about affordability for Portlanders. I hope the city pursues plans that prioritize expanding the supply of affordable and workforce housing over other concerns.

question 13 option about preserving on street by "not requiring" offstreet doesn't make sense. should it say "requiring" off street?

It is very frustrating to watch the character of my neighborhood change. We moved to this area because it had affordable single family homes that were well maintained and cared for. These proposals will destroy that atmosphere and the character of the neighborhood. It is frustrating to watch Portland becoming a city only for the rich or the homeless as middleclass, working class families are being driven out.

I am disgusted by the false choices represented in this survey, "Oh do tell us, HOW would you like your neighborhood to be overfilled by tacky housing for insufferable rich trend-spotting Californian assholes?" Actually, since you asked? I don't like it any which way. Not in a box or with a fox. I'd rather they build onto empty lots out in Montavilla than knock down all the cute houses that used to surround me. Pray tell: Where's the box to check for that?

All this plan is going to encourage is more destruction of current houses with demolition and more crowding by building in areas that are not meant to be apartments, duplexes and triplexes. It will encourage rentals in areas that are historic neighborhoods and the people who rent these homes could care less about their neighbors. My experience is that they don't care where they park, they don't care about the people that live nearby, they don't care about the "livability" of the neighborhood and they don't care about the historical aspects of the neighborhood. This has already proven to be the case with the current situation and it will only make it worse. The city just keeps cramming these changes on neighborhoods and the developers are the ones who are going to profit from it. No guarantee of affordability, just trashing what we have.

<p>I am opposed to the new proposed zoning rules. It will not make housing affordable - it will have the opposite effect, it incentivizes developers to destroy existing homes and ruins neighborhoods, and it doesn't solve the problems it was set out to solve - making new development fit within neighborhood character, while still allowing development. This is a seriously flawed proposal that should be significantly narrowed and needs much more study. Please put neighborhoods and light rail development ahead of developers interests!</p>
<p>In terms of building size limits, an exception to size limitation shall be implemented for buildings with increased insulation designed meet high-performance standards, such as Passive House. For envelopes with super insulation there should be an exception to allow greater height and/or width so that the interior sq.ft. is the same as compared to a sub-par code-minimum building(with smaller wall/roof assemblies). Building owners should not be penalized with smaller occupiable sq.ft. for building more sustainable energy efficient buildings-rather encouraged. Reference other city's such as NYC for similar exceptions.</p>
<p>Houses should not be allowed to use more than 60% of the lot size</p>
<p>All of these changes should be laser-focused towards making housing - both rental and ownership - more affordable.</p>
<p>The process to add an ADU needs to be SIMPLIFIED AND CLEAR. Really any permit process with the city needs to be WAY WAY easier it is a nightmare how hard it is to get anything done or realistically budget for a project.</p>
<p>IT'S TIME FOR INCLUSIONARY ZONING!!!!!!!!!!!!!!!!!!!!</p>
<p>demolition moratorium is sorely needed...portland is being ruined...if duplexes/triplexes are allowed, then build them on infill...i own a side/side duplex, it's great...i keep the rent affordable for my tenant...this plan is going to destroy portland...you need to listen to the residents that are already here, have lived here for decades, and not be so concerned for those allegedly moving here....your tourist \$ will go away, as people visit for the historic structures....when you allow many loopholes, like removing a hri home to be easily taken off register is a terrible thing...let alone allowing demolition of commercial structures without a delay...thx</p>
<p>off street parking needs to be required on new builds... if not then unlimited street parking needs to be repealed. If someone isn't going to drive everyday, then they need to find alternative parking (off-site, storage, etc) Additionally-the open and wide spaces need to be maintained. Living in a wind tunnel such as South Waterfront is not very inviting nor appealing. A residential feel in the middle of the city is most desirable (ie, Alphabet District, Sellwood, West Moreland, etc)</p>
<p>Accessibility seems to be presented as an after thought in the context of this survey. Explore ways the City can provide better TA for builders and make accessible, affordable housing a good option. The market does not naturally support equity, it supports profit. This must be addressed.</p>
<p>The kind of change that is proposed is how cities are supposed to grow over time. I'd like to make the city a welcoming place for more people with the kinds of proposals contemplated in this project. Preventing change is a sure way to make the city unaffordable.</p>
<p>To blunt opposition to higher density, the City should more actively manage on-street parking. IMO, parking congestion is a significant barrier to more density. I believe that if/when on-street parking is managed effectively, a lot of the opposition to increased density will disappear.</p>
<p>I'm very encouraged to see lower height limits for single-family homes, particularly on narrow lots. Developers should be required to attached homes on narrow lots and only allowed shared driveways for two or more units. This will do a lot to improve the appearance of these narrow houses to fit in with existing neighborhoods.</p>
<p>Infill houses should be consistent with surrounding homes, even if that means smaller & shorter than allowable maximums. If there's a row of older shotgun houses, the infill house should match, even if it would be taller than allowable maximums.</p>
<p>There should be FAR and/or height bonuses for adding additional (market rate or affordable) units. There should be no limit to the number of dwellings created in an internal conversion.</p>
<p>Place a rent increase cap per year on landlords. Encourage owners to utilize ADU's and co-ops more than developers to create new housing per these rules. Decrease front setbacks by 5ft and encourage front lawn or community gardens/parks. Front lawns tend to be wasted valuable space.</p>

<p>There needs to be more attention to preserving access to nature within residential neighborhoods, esp. with regard to protecting mature trees and some garden space. There should be some kind of percentage rule relating to how much "open space" (within private properties) is preserved within any one neighborhood.</p>
<p>The proposal is way too timid, allow more housing through the city</p>
<p>What is Neighborhood context? Currently, many close in neighborhoods are predominately rich, white, older homeowners. Please allow more housing options close to our economic core of the region, the Central City. Allow the demolition of Irvington to create more density and housing options please</p>
<p>I am concerned about the infrastructure - schools, sewers, water, etc with the infill plan.</p>
<p>Please coordinate aggressively with PHB to encourage housing affordability/affordable housing, mixed income development, especially through incentives. Continue to explore value capture for affordable housing Continue to consult with communities of color on needed housing types. Further consider evolution of household types over time and how to accommodate them.</p>
<p>Portland's neighborhoods have been changing dramatically over the last 20 years and I feel like everyone is feeling the strain. Especially those living in established areas who enjoy having their home on the block with other like homes where kids can walk to schools or parks and play out front in relative safety. The push to fill in every gap and crowd once awesome business districts with mid rise buildings which over crowd our streets with cars make the neighborhoods surrounding areas like division , Hawthorne , Tabor , Richmond and others much less desirable. Most of us sought out these neighborhoods for obvious reasons and do not wish to see these areas filled in with multi family dwellings.</p>
<p>these changes to our neighborhoods should require a vote of all the people of portland at the ballot---not just the ideas of the special interests of the "stakeholder" committee members and developers, or the strong advocates from the "nonprofit affordable housing" complex, who have such a vested and financial interest in the outcome, and are are therefore, the most vocal. our neighborhoods are what keeps people in portland. changing the character of our neighborhoods to increase density isn't the way to increase density. build multistory buildings near the city center, in the downtown, in the "industrial eastside" before it turns into a new Pearl District. only by building residential towers will enough housing be found, and it won't destroy our neighborhoods with "shotgun" houses, or cheap clap board apartments and duplexes. the silent majority are clueless about these proposed changes, and should be given voice in a vote. thank you</p>
<p>Please don't create a policy that will increase demolitions of existing homes. If the economic incentives are high enough for developers, our lovely neighborhoods will be destroyed.</p>
<p>Your main goal should be affordability. We can not keep building for a select few. And affordable can not just mean low income.</p>
<p>Address true affordability Prioritize addressing affordability</p>
<p>Turning Portland into Queens, NY is not a good idea. It will destroy the livability and attractiveness of the city.</p>
<p>Two houses on a single lot should have the same total square footage as one single house.</p>
<p>We should really seek to provide only enough private vehicular storage in residential areas to match the vehicular portion of our target mode split. If you force - or even allow - parking to be built everywhere then that will result in more people finding vehicle ownership more convenient than if they didn't have space dedicated for vehicle storage. When vehicle ownership is more convenient, it is more prevalent - and vice versa. So maybe narrow lots shouldn't be allowed to provide any off-street parking; then those future homeowners and residents will be part of the solution rather than part of a growing vehicular traffic problem.</p>
<p>No matter the type of house affordability for low and fixed income residents is important. Also allow more single level garden type apartments and home for older residents. Cottage clusters help multigenerational living and reduce unhealthy isolation for seniors.</p>

Glad to see some of the proposed changes here. I'd like to see some allowances in the height limit considerations for the following: - ADUs. Currently, to get two floors, the ground floor has a hard time being anything but 8', which is not nice for the main living spaces, and the second floor is crammed up into the roof, which will be hard to do with the proposed dormer % limits. I understand the desire to really keep the size of ADUs down, but could sure use a couple more feet to work with. - Superinsulated houses: Construction necessitates much greater thicknesses in roof and wall assemblies. It would be good to allow a bit of height limit leeway to houses that are pushing the envelope, so to speak.

Many of the key issues touched on in question 16 are beyond the scope of conventional zoning, and rely on the good will of developers as well as the skill of designers to execute well. Frequently throughout the world we see the very best buildings coming from witty, optimistic, inspired and playful subversions of zoning. We need to find a way to encourage higher initial investments in infrastructure, a much higher quality of materials and quality of design, without driving rents beyond what is attainable. The biggest problem we face is that regardless of zoning, we are building a brand new city of poor quality, unconsidered housing stock. Tastes aside, how can the zoning approach we take be innovative, and help contribute to solving this fundamental problem without resorting to draconian, undemocratic, prescriptive (or worse, subjective and bureaucratic) solutions?

Build in outlying areas closer to high tech. industries. Too much building has already occurred AND not well thought out...multiple units without sufficient parking. Ugh!!! This ought to be put to a vote of the people.

We need to support more housing. Of all types. Enabling parting up houses and building multi-unit structures is a huge part of it. Most current homeowners (like myself) don't understand how big the problem is. We should be trying to keep the real estate market flat/slightly down as our population grows and that means building a ton of new housing. We are nowhere close to that. What makes Portland great is affordability and that isn't going to come from large developers, but from citizens making cost effective lifestyle decisions as we grow. Please encourage retaining and increasing affordability to keep Portland the great place that it has been. Keep Portland popular by keeping Portland cheap(er than average)!

This is a smart proposal.

Why can't development be directed to unused or unsightly lots on 82nd ave. I know there is a balance with developers, but perhaps a firmer look of how much developers contribute to city council elections should be reviewed. I want my vote to count, not out of state money.

There needs to be a focus on providing adequate infrastructure to support new houses, before we build them. For example, we need sidewalks everywhere before we support fewer off st. parking. Currently in the brentwood darlington area we have few sidewalks and adding homes to our area without providing basics like sidewalks and paved roads, for current residents should come first.

With all the high density apartment buildings along Williams Ave., there is very little affordable housing, and the esthetics leave much to be desired! They don't meet the needs of families in Portland, as they are almost all studios and one bedroom units. The new project on the corner of Fremont and Williams, Carbon 12 (sic) will be eight stories tall and only have 12 units. How this addresses the concerns about density is a mystery to me. What is certain is that all the residences, soon to be behind this monstrosity will find themselves in permanent shade! There should be no vertical building tax credits provided to developers for housing that does not include a reasonable portion of units for low income families. And finally, the city needs to provide green spaces in the midst of this gold rush!!!!!!

i did not see anything reflected in the survey about preserving TREES. i support density, but not at the expense of trees. i would not support these survey initiatives if it means developers may clear cut lots and build a bunch of cottages or cut down mature trees to build ADUs. we need to create incentives to KEEP mature trees and increase penalties if developers remove mature trees. thank you for the opportunity to provide feedback.

Taxation on ADUs will raise prices, eliminating affordability. Cottages, clusters and flags cut people off from their neighbors and neighborhood.

<p>1. Narrow houses are an eyesore and ruin the look and feel of a neighborhood. Adding them to certain corridors will diminish the value of existing neighborhoods. They are look cheap and it ghettos the neighborhood. Total mistake. 2. Please consider dense housing all up and down 82nd Ave. It is an unappealing area that could use uplift and people need a place to live. The city would not be tearing down beautiful old homes by developing 82nd with multi-unit apartments with retail/commercial establishments on the ground floor. That area of town is depressed and could really use the economic boost.</p>
<p>Eliminating garages in skinny houses is a horrible idea. Exemption for increased setbacks means that new buildings will rarely have to be set back further. Seems like simply focusing on some areas (transit areas or whatever you were calling them) will eliminate the character of those areas and put the brunt of the exploding population on them, when really it needs to be spread out.</p>
<p>I don't feel convinced that MORE housing in Portland will make it more affordable</p>
<p>I do not agree about limiting dormers to 50%. I think this is an aesthetic choice that the city should not impose. I have seen dormers larger than that on historic Portland homes. I have also seen historic homes that have added livable space via a dormer that look like they were built like that originally. I would prefer to keep the new builds in character with the historic ones. I think the dormer restriction would stick out like a sore thumb. Flag lots are an abomination and should not be allowed. They make for neighborhoods that look unplanned and haphazard. They also increase animosity among neighbors because they do not fit in with existing homes and lots. Why create them when there is NO guarantee that those homes will be affordable? This proposal is inequitable as it is not city-wide and changes city code instead of rezoning the city.</p>
<p>Character of the outside of the home is important. Neighborhood charm and qualities have been severely eroded by housing styles that do not fit into the aesthetic of the existing neighborhood.</p>
<p>Bad questions and choices. Difficult to complete Need truth in zoning. One size DOES NOT fit all. One size fits all will focus demos and displacement on smaller less expensive homes and neighborhoods. This is urban renewal, one house at a time. Where is the modeling and economic analysis???? Open houses showed that neighborhood character is most important to Porllanders.</p>
<p>More to encourage accessibility. I wanted to put a wheelchair accessible toilet on the ground floor in the ADU we just built so my wheelchair-bound mother had a good restroom to use on the property. We did a two story ADU with 16x25 footprint and an accessible toilet would have taken up so much of the ground floor that it just wasn't compatible with the living space needed for a 2-3 person family. Something in the code to encourage accessible building would be huge because it's so much easier to do during initial construction. Bonus square footage for "visitability" (easy entrance to unit plus ground floor restroom) and "accessibility" (kitchen, dining, full bath, bedroom, laundry, storage all limited-mobility friendly) might be an option? Worth noting that ADA is not sufficient for everyone with limited mobility and needs differ by individual. Don't want builders gaming system with repeated bare minimum design.</p>
<p>I would like to the City to encourage the characteristics of different areas to be maintained. I don't think that all areas should look the same. I think we should evaluate each area and reinforce the unique, positive qualities of each area. Portland is a great place because of the diversity of it's neighborhoods. If it all is the same, it will be a boring place. When it comes to planning our motto should be "Keep Portland Unique!"</p>
<p>Allow more flexibility city-wide for affordable housing. Allow flexible site plans to preserve existing trees and buildings.</p>
<p>I am concerned about the preservation of environmental and conservation overlays which protect streams, tree canopy and habitat. I am concerned about the loss of wildlife (bird habitat) in the city. I am concerned about noise in neighborhoods. I am concerned about how "centers" and "corridors" are designated and who is involved. I am concerned about population density and livability; that we will lose livability by increasing population density. I have seen what is happening in Ballard (Seattle) and that is not a path Portland should travel down. There are lot line to lot line multi-million dollar monstrosities overlooking homeless encampments and units forced onto every available lot. I don't believe we can solve income inequality with housing policies; we need to address the income inequality itself.</p>
<p>While I support the limited development of alternative housing styles and size, to, hopefully, allow more affordable housing availability...this should be limited to smaller areas properly rezoned for these type changes. Also proposal should be analyzed as to what % of new development will be rentals versus owner occupied...incentives for preservation of existing structures and new owner-occupied structures..</p>

<p>This will increase demolitions. There seems to be no way to stop developers from tearing whole streets down and putting up duplexes. ADUs are fine. Dividing up an existing home is okay. But building duplexes all over Portland would really change neighborhoods. Why can't you allow the ADUs and internal divisions and not the duplexes and triplexes? Do you really want to just set developers free to do what ever they want? What about homeowners who could see their neighborhood destroyed? And you don't even provide for affordable housing. This survey doesn't ask the right questions, because I really didn't find the right answer to check for a lot of these questions. You are leading the respondent on by not giving them a way to say no to many of these options. They might not like an option, but there is no choice for that. It is a terrible survey.</p>
<p>Please make sure we're able t live together in peace. I wonder who provide a peaceful place for us to live together.</p>
<p>It would be great if all the plans inspectors were equally aware and consistent. And design reviewers have WAY too much power over individual's projects.</p>
<p>Removing off street parking requirements is a mistake. I live in a neighborhood close to a town center (Hollywood) and see a large spike of cars now parked in our residential streets because the new apartment buildings (1) don't have parking (2) additional costs of parking. These are old neighborhoods and the driveways and garages do not accommodate the current size of cars and most families have two vehicles. Their are conflicts now that new apartment residents are taking parking in front of the existing homes. New apartment residents all have vehicles defying the expectation that they would only commute or ride bikes. New housing in old neighborhoods should have plans for off street parking.</p>
<p>No faith in city's ability to manage this, no belief that developers won't find every loophole and continue to build garbage for huge profits. Almost need case-by-case basis for zoning, but that has obvious problems.</p>
<p>I'm so glad to see this proposal, we are long overdue in revising the single-family myopia from the past. We need to build smaller, more affordable units. Fast.</p>
<p>I don't think that increasing density with larger/taller buildings in neighborhoods is the answer. I support that on busier corridors and smaller structures coming into the neighborhoods. My neighborhood is going fromm r5 to r1. That is far too drastic and will completely change the area. Developers will be more aggressively seeking out properties to buy at a discount and then building as large as they are allowed. I don't know how this is a good thing and will lead to displacement of current residents (home owners and renters). I support a more moderate change in zoning coupled with encouraging duplexes and adus.</p>
<p>First, for Q12, I emphasize yes! I'd so like to rent or buy into a cottage. However, clusters being optional and for a small supply of sites mean too little to satisfy demand and high prices. Second, without public money to build and operate housing and provide greater vouchers and to more people, revision tepidly ameliorates the affordability problem. Tailoring regulations of private market housing goes only so far. Third, narrow lots and parking need fleshing out. Exemption ok to prevent garage fronts and preserve on-street parking. Confused about how alleys (rare, unkempt, and unpaved) realistically factor in. Fourth, Metro should prod the 'burbs to plan as much diverse housing as Portland, build "complete streets", and redevelop strip malls, basically "suburban retrofit". The 'burbs fail to plan and zone for their true fair shares. The future belongs we who are young or old enough to need small, affordable housing regionwide.</p>
<p>Comment: We are unhappy with the city-wide construction of tiny apartments w/ little or no off-street parking. They seem to be designed for a transient population - too small for families - people choosing to live there will have no ties to the community, no investment in their neighborhoods. This can not be good for Portland's livability. In addition, the argument is made that these apartments will be occupied by people who only ride their bikes therefore will have no cars. Ridiculous. AND there has been no improvement in bike traffic safety - no devoted bike lanes along Milwaukie Ave, etc.</p>
<p>We need to find more ways to add permanent affordable housing.</p>
<p>I live in fear of my home which I bought for my fabulous yard and neighborhood, be completely devalued by my neighbors selling to a developer to put a huge house next to me taking away my backyard privacy or God forbid a pile of homes. I pay extremely high taxes and feel that the city is not maintaining the character of neighborhoods in the quest to build more homes and gain more taxes. This idea that these homes would be affordable is a joke. My house is worth 400,000. I could tear it down and build 2 huge monstrosities worth each 800,000 each - how is that making housing affordable.</p>

<p>I may add more as discussions inform my choices but one thing is certain: The choices given here so far do NOTHING to improve the quality of life for those of us currently living in single-family zoned areas within 1/4 mile of Centers and Corridor. The process of developing this surveygizmo/question list is fundamentally flawed in that it is clearly skewed toward developer's interests. Please go back to the drawing board and produce something that we, the public can trust. May this iteration of the Residential Infill Project Rest in Peace. -RIP:RIP sez Arr</p>
<p>I would like to see a more diverse housing type and size but the street yard shouldn't increased as that detracts from the size and scale of the existing development.</p>
<p>What I see are rules that leave opportunities for builders to ruin a neighborhood's livability by building houses not architecturally compatible and twisting the rules to build expensive buildings that sell or rent for huge prices. Not helping the low income needs at all.</p>
<p>I am not happy with centers without adopted boundaries--it allows continued destruction of neighborhoods. I hate all proposals that do not require off street parking and especially proposals that want to disallow it, if the owner wants it. I am not happy with the required minimum units on R2.5 lots.</p>
<p>Given all the things at tension I think the folks involved with RIPSAC have done a phenomenal job of creating simple rules to encompass really complex problems.</p>
<p>In response to the boom, we need to think about transportation (expanding Max & TriMet), parking, as well as housing.</p>
<p>P&Z needs to get over the "everybody ride mass transit" and face reality. I loathe trying to visit anybody in the inner east side because there is never any place to park! All the apartment buildings going up and very few provide parking, which means more on street parking. Mass transit in these areas is very inconvenient. I don't and never will live in Portland again, because I can't afford it. Taxes from Hell.</p>
<p>There is nothing in the materials that address the significant need for physically accessible housing. Where are the incentives for increasing the % of units that would be "visitable" much less available for a person with a physical mobility issue?</p>
<p>Insensitive that protect existing homes should be devised so that the older home are retained and reused. It will be much less expensive to remodel existing home and accommodate a ADU on the existing lot, then to remove the existing home and build a new home in its place so more units could be build on the lot.</p>
<p>City must tailor planning to specific neighborhoods. Inner City NE Portland is the most densely populated area of the City. City must increase density in other, more suburban neighborhoods. Recent infill in NE Portland is out of character and threatens the great old housing stock. Inexpensive, poorly designed, out-of-character housing does not equal lower housing costs. City assumptions about affordable housing are flawed. Need to rethink the strategy. Finally, this survey is biased. Needs a redo.</p>
<p>None of the changes will bring AFFORDABLE rentals for mid-income, low income, or disabled citizens.</p>
<p>Infill at all costs is not the answer for anyone except builders. Portland does not have to provide housing for everyone who would rather live her than outside the city limits.</p>
<p>This process is fatally flawed. A number of years ago some of these same ideas were presented as part of the SW Plan. They were rejected then and are no more acceptable now. Further, the makeup of your "stakeholder" group is a sham and includes at least one of the most destructive developers in the city. I attended the open house at the Multnomah Center and was not a bit surprised at the disingenuous behavior of the city staff attempting to portray this proposal as anything other than destruction of neighborhoods and overriding the desire of tax payers who want to retain our single family neighborhood character. There is plenty of room to encourage multiple housing units along high traffic corridors where there is ample public transportation. There is absolutely no need to turn our neighborhoods into high density areas unless the city staff is trying please developers only.</p>
<p>I have lived in Portland since 1965, and I am in favor of increased density. The frequency and accessibility of public transportation options is something I hope will be improved as well as parking options. No more bio-swales on main corridors taking up parking!</p>
<p>Sorry this is greasy - got it at a presentation at a restaurant.</p>

<p>If we wanted to live in San Francisco, we would have moved there. The real issue, unaddressed here, is the undesirable increase in density in Portland neighborhoods (cars and residents). The City seems more responsive to developers and people who may want to move here someday than its current families and residents and you need to preserve Portland's green, quiet neighborhoods; do not change them. Development decisions should be left to local neighborhoods, not bureaucrats. I am sure that greater density is desired by some neighborhoods and that is where it should go. Do not force it where it is not welcome. Increase the density where the neighbors want it. This top-down, one size fits all approach is pretty much going to be a slow disaster for the quality of life here.</p>
<p>In this unprecedented housing crisis, we should focus on supply and maximizing the number of units built, and not on aesthetic concerns unlikely to be relevant to anyone other than current, aging homeowners. The next generation of Portlanders is unlikely to have the same attachment to the particular legacy built form of our city as do older residents. Our codes should be flexible enough to allow the future citizens and economy of our city to dictate the type of urban form.</p>
<p>1. Narrow (skinny) houses should be discouraged if not outright banned. It's a poor design, creating a submarine effect in the house and wasting space. Much better to have an upper unit and a lower unit rather than side-by-side skinny lots. 2. Off-street parking should almost always be required. The fact is most people own cars and it's hazardous and bad for neighbors and businesses to have streets clogged with resident parking. 3. The needs and desires of city residents should take priority over developers' wishes. In exchange, construction requirements could be made simpler and less onerous.</p>
<p>Porches should be required for all single-family buildings (let's stop calling them "homes" - they serve multiple purposes, and it implies that only people who live in them are creating/enjoying "home"). Porches do the above to create a neighborhood feel, interactions with neighbors, etc.</p>
<p>I would like "missing middle" houses like duplexes, triplexes, etc. to be allowed in ALL current single-family zones, not just 1/4 miles from transit. They should also be allowed to be built without off-street parking.</p>
<p>Allow 30' height, but step back if 3rd floor is proposed so face of building is 20'. Small front yard setbacks; activate the sidewalk, should be within specific distance to main street/thoroughfare. Think row houses in SF or Philly. Front porch, stoop to sidewalk in mid to high density neighborhoods.</p>
<p>As you have gathered, I am for preservation of existing homes. This is because if you allow demolitions of existing homes a developer has the incentive to build 2 units of expensive housing. This RIP has a very large loophole for developers. If the city requires the existing home to be saved it will protect existing renters from getting displaced and allow smaller developers more opportunity to create unique housing types that the plan claims it wants. I am an advocate for adding housing, not taking it away. I am all for ADUs, basement apartments, and taking existing homes and creating multi-unit housing in the existing house. This is so important in keeping affordable, diverse options, without preservation of existing homes then city will become very expensive, ugly, corporate townhomes and apartment complexes. Please fight to keep Portland here and affordable - Thank you</p>
<p>ADU's are already allowed under existing zoning. Developers choose not to build them as they are not cost effective. The proposal does not address parking issues. There are already extreme parking problems in the corridor areas. Not requiring off street parking for this extreme number of additional housing units is far-sighted. People have cars whether they live in a congested corridor area or not. Most areas of the city have permit parking. If parking permits were not issued for these types of residences then possibly it would work. But the city has not viewed it that way. Increased density is well and good but one needs to be realistic about the parking problems it will create in already overbuilt areas.</p>
<p>The City of Portland's Bureau of Planning and Sustainability (BPS) has developed a draft proposal for public review and feedback in regards to updating Portland's single-dwelling zoning rules. This would relate to scale of houses (height and size limits, building coverage and setbacks). This is of particular importance to PHnw in relation to providing sufficient space for thicker wall and roof assemblies as well as exemptions on the proposed overhang limitations, which can affect shading and is often critical to cost effectively preventing overheating on Passive House projects. We believe that Portland is committed to being a sustainable city, and that by allowing for an exception for increased insulation required for Passive House buildings would be a win-win for Portland and the built and natural environment.</p>
<p>Delete the requirement that ADUs appear similar to "mother" house</p>
<p>Stop catering to people who have the privilege of not needing cars.</p>

<p>I am most concerned about open-space. "They don't make land anymore". WE have too few parks and if "you" are going to increase the density as well as get rid of personal openspace, then that is a problem for the future.</p>
<p>Don't destroy integrity of existing neighborhoods.</p>
<p>The 'Centers and Corridors' map is almost half of all of the SFR of the city, including almost all of Multnomah Village and Hillsdale, where I live. It is easy to predict every smaller home being razed for plexes and new 'ADU' buildings, and sold for a fortune. Some of these streets and neighborhoods are very rural in character. Applying the "centers and corridors" so broadly--with just a distance offset on a map--ignores the topographical and contextual nuances of neighborhoods. In plan view, a lot may appear near a major street, even though it is on a bluff above or across a creek and there is no short walk to any major boulevard--hardly the right place for a triplex. This is a boon for developers, a threat to neighborhoods, and does nothing to ensure actual affordable housing. 'Centers and Corridors' areas should be significantly reduced, and consider specific neighborhood conditions.</p>
<p>Why is there no consideration given to negative impacts on existing home owners? After investing 1/2 million dollars in my home I don't want to live next door to renters who may or not respect the privacy and rights of their now close by new neighbors.</p>
<p>Providing tighter limits on flat/low pitched roofs will be limiting on design choices and could result in a less diverse housing aesthetic. Also I think allowing adjacent historically narrow lots to be developed as row houses would be appropriate and would help with the desired outcome.</p>
<p>I have 2 main concerns, 1. the building of too many multi-family structures making it difficult to maintain neighborhood integrity (hard to know 30 next door neighbors who keep moving in and out). 2. Poor quality construction that replaces high quality older homes. Some new construction will not last and will look shabby in a few years. I would like to see rules that require high quality construction that fits with the neighborhood when a home is demolished. I am happy about rules lowering the height of new homes to preserve the sun of neighboring homes and gardens, encouraging basements may really help in this regard. I love the "cluster home" idea for singles and small families where a sense of community can be felt.</p>
<p>I don't think this proposal goes far enough in limiting the scale and style of new development. There should be a mandatory delay for all demolitions and an overhaul of the delay review process--namely the pro forma budget for demolition alternative proposals. Existing homes should be refurbished unless it can be shown that this is not structurally possible. Right now large numbers of potentially affordable housing stock (i.e. 2-4 br bungalows) are being demolished in historic neighborhoods only to be replaced by unaffordable oversized low-quality stock. See 8210 N. Brandon for an example of unnecessary destruction, developer greed, and loss of neighborhood identity.</p>
<p>Neighborhood context should be paramount. Internal conversions or fix-ups should take priority over tear-downs. Incentives should be available for building out undeveloped lots rather than adding infrastructure stresses to settled neighborhoods with aging sewer systems, narrow roads and traffic congestion. Improving transportation, services and amenities to less developed areas in outer Southeast would be more cost effective and equitable than destabilizing existing neighborhoods and displacing longtime residents. At best, inner Southeast residential infill should be limited to lots immediately adjacent to centers and corridors. This Residential Infill proposal puts a target on all of Southeast that ensures it will be torn down and rebuilt on developer greed. It tramples the rights of those who live here in order to give choices to the masses yet to come. Of major concern, this survey fails to accommodate objections to a short-sighted plan that will destroy Portland's character.</p>
<p>I would like to see Tiny Home's and RV parks considered in your plan. With the rise of cost of living there needs to be even more affordable and practical and LEGAL ways of living. It's ridiculous to me that maximum house sizes are being discussed in great length, yet there is still a minimum on housing size. Citizens should be able to build and live in whatever size home they want, so long as it doesn't exceed the proposed maximum size. Tiny house/RV cluster parks would be a wise addition to the city of portland.</p>
<p>In general I am in favor of increased density via diverse housing types, specifically ADUs and other small scale housing. On a typical 5000sf R5 lot, I would much rather see a 1800sf house with a basement ADU and a detached ADU in the backyard than a giant 3000sf faux craftsman McMansion. Allowing for more, and more diverse housing types near Centers and Corridors will create jobs and economic growth while promoting affordable and sustainable housing. I'm excited about these changes.</p>
<p>Are these proposals intended for all single family zones?</p>

<p>Increasing density in any part of the city is bad. We don't want to become a Seattle overcrowded. Stop approving apartment building in the middle of traditional 1 family homes. We should be discouraging people from moving to Portland. Suggest moving to any other Oregon city but Portland.</p>
<p>If the height is measured from the lowest adjacent grade it will result in 1) more excavation required on average to construct a house raising costs and 2) more confusion about how to measure heights because this would be an exception to the state Building Code method of measurement. I believe it would gain little or nothing but could increase costs.</p>
<p>The main concern I have about new housing is the overall bulk and massing of new development. Of lesser concern is the overall square footage or number of units. A form-based code approach would be more effective at encouraging appropriately-scaled new and renovated housing rather than prescriptive square-footages or unit minimums/maximums.</p>
<p>Development on vacant 25x100' lots is ok with these proposed standards but allowing them to continue to be confirmed in the R2.5 zone through a lot confirmation is not progressive it's going backwards. Requiring keeping the existing house and allowing a land division or PLA in the R2.5 zone will do more to incentivize preservation and at the same time create housing that is more in character with existing housing in these areas. Thank you for coming up with some excellent solutions for infill!</p>
<p>The changes proposed by this project should not be considered and implemented as a "one size fits all" proposition. They should be considered and implemented neighborhood by neighborhood block by block and zone by zone as formal zoning changes. What is good and desirable for one locality is a disaster for another. It is not true that greater density is unwelcome everywhere. The apartment project unwanted in quaint Multnomah would be welcome as a great improvement by Rockwood. The City should designate zoning for these developments where they are wanted by the neighborhoods not force them where they are unwanted. Finally the City should have a clear zoning code (truth in zoning). Not a code so riddled with exceptions that residents don't understand what can and cannot be built on their block. Thank you.</p>
<p>The "growth" boundary should be expanded to help with all the problems the cities are experiencing around housing. I have lived in and around Portland since the 60s and Portland is losing ground on the livability scale.</p>
<p>Two considerations should be taken into account - the importance of providing for on-site parking and maintaining or adding to the urban tree canopy.</p>
<p>allowing triplexes or house with 2 ADUs will likely result in demo of existing structures which is not resource efficient. more efforts should be made to allow density with existing housing</p>
<p>Zoning Code regulations need to become more simplified not more complex. Please simplify the Code.</p>
<p>These are some good steps to help address our need to accommodate rapid growth. I would like to see even bolder proposals but I recognize the political difficulty there. Keep up the good work!</p>
<p>As a working parent its difficult to find housing that is affordable. My husband and I are working full time and between the rent prices and child care cost for one child it makes it almost impossible to save for a down payment. Even with our savings and full time jobs we were only approved for just under \$200000. There aren't any homes in the Portland area for that price. The only affordable option are condos and even some are still very much out of our reach. We would like to own property and provide our child a safe place to live but it seems like a dream rather than a reality. My husband and I are both bilingual college graduates with professional careers. We feel like the city should incentivize builders to create homes that are accessible to young families.</p>
<p>I am 31 and have lived in Portland my whole life. I work for a non-profit and make a modest living helping Portland families. On my salary I may need to leave the city that I grew up in and spent my whole life in. We need more affordable housing which means we need more density. This plan is the best I have heard to achieve that goal and hopefully 10 years from now I will still be able to say that I live where I grew up.</p>
<p>I realize this is focused on in-fill development but there also needs to have a transportation element examined at the same time with particular focus on pedestrian safety. What is happening now is the increase in density without pedestrian safety measures such as crosswalks lights etc. being installed.</p>

abolish the row house structures in neighborhoods that have traditionally not supported them. It is ugly intrusive (too tall) and should never be built at the confluence of two bust streets (SE Center and 136th ave.) Also developers of two or more houses should definately contribute funds toward repairing and maintaining the street or contributing toward traffic calming.
Current comp plan shows we have enough inventory of buildable land to accommodate projected growth. Please use creative planning to make new urban centers spread residential development to surrounding centers and prioritize retaining neighborhood character that is valuable to current residents of Portland. Please also address how growth will affect Portland's ability to reach urban forestry canopy goals. this is NOT addressed in the RIP info.
housing variety affordable housing accessibly housing all important as is scale of infill development within existing context. Need to ensure some yards remain for play gardens and trees.
Minimum requirement for R2.5 lots: This should contain an exemption for lots actively used for food production. Urban agriculture should be incentivized. Thresholds would need to be set to determine if a lot was producing enough food selling or giving it to the public. Historically narrow lots: Parking should be required off street at least one space per 2 units. General comment about parking: Off street parking is important if single family homes are going to house 2 3 4 units. Many streets are too narrow to safely accommodate driving bicycling walking and parking. Areas without curbs/sidewalks and/or paved streets will be burdened most by an influx of additional cars needing to be stored on the street. These are areas which already house underserved/overburdened households.
I want to see a variety of housing types and styles allowed throughout the city. Housing that allows for not only families but single people to be able to live in homes away from transit corridors. At some point I want a home of my own in a place that isn't in a close in transit area. Thanks!
=)
Provide incentives of QUALITY construction as opposed to cheap materials That would be used to just get a project done. The risk is having an ADU or duplex built with the idea of maximizing rent without any quality or attention to detail which would ruin the aesthetics of a neighborhood.
While I do think ADUs cottage clusters and other smaller units should be concentrated near defined corridors I would like to see a discretionary process where applicants can demonstrate that their location is appropriate so we can see the introduction of new housing options in non-corridor neighborhoods. I don't want ADU code written in such a way that a homeowner can't build an ADU for an aging parent; nor do I want to bar any new development in some of the more affluent and non-transit neighborhoods which effectively prevents any opportunity for adding housing types and scales in those neighborhoods.
I think it's wrong that lots closer in get totally different treatment from lots farther out. The R5 zone in an older community means something totally different that it means out in East Portland just because there is an old subdivision under the houses. I think this is an equity issue. If some parts of town can have extra units we should all get extra units.
Side yard setbacks waste land. They should be based on the building code. In many cases houses can be setback 3' in lieu of 5' adding between 100-200 sf to a project and helping projects feel less "skinny" while allowing more useable open outdoor space on typical Portland lots. There is no additional privacy gained between houses 6' or 10' apart. Think east coast early developments. Also front yards are generally wasted land as well. There should be area for sitting on porches/stoops to foster neighborhood community but the bulk of open usable outdoor space should be located in the back yard. Children in particular need this safe outdoor area separated from traffic.
I'm adamantly opposed to new multi-family development without a parking requirement. It is unsuitable for long term value restricts the applicant pool eliminated a valuable amenity and does not align with PNW ethos of encouraging exploration and preservation of our surrounding environment.
This is a great opportunity to keep what we have and build with integrity (not just greed). Thanks for helping think about keeping Portland diverse and interesting.
I'm concerned that this proposal will result in more demolitions. It also removes predictability from Portland's close in single-family neighborhoods. This is something I love about our City. Perhaps the proposal should be tightened up to include areas within a tighter distance of centers and corridors - 500 feet?

<p>Without regulations it is doubtful that increased development of ADUs will provide much-needed "middle housing." Most are likely to serve as short-term rentals to visitors. Currently large houses built on lots are robbing neighborhoods of sunlight and despite interior energy efficiency alter/destroy ecosystems by lost canopies. Most are skirting demolition permitting requirements. Two large house on a corner lot built to the lot lines are an abomination of design and livability. I am extremely worried that neighborhoods that are located between corridors (i.e. many in SE) will continue to be heavily impacted and bear the burdens of development pressures. While housing is important plans for development should take a realistic whole-system approach to making it work. That means working with transit providers city/county/state transportation infrastructure and even better enforcement of parking regulations and traffic laws to maintain livability while meeting growth-management goals.</p>
<p>I am very interested to why duplexes/triplexes are suggested to increase development compared to narrow ("skinny") detached houses. Personally I would be very open to living in a narrow house of approximately 1200-1800 SF on a 2000-3000 SF lot in the future. However I am opposed to purchasing an attached house. It also seems like a narrow house on its own lot would be more in keeping with the character of neighborhoods which seems to be an important consideration in this plan. I would be interested in hearing an explanation for this policy direction.</p>
<p>Why are developers able to go back to underlying lots and add additional housing outside current zoning requirements??! Either these areas are zoned or they aren't - this crap about using "historic" property lines is ridiculous.</p>
<p>Duplex/triplexes will degrade neighborhood qualities and increase congestion with no impact to affordability. There is too much of an impact to neighborhoods if 2u on 5k lot is approved. 7500 sq ft lots need to be the minimum to build over 2 units.</p>
<p>Lots of questions are imprecise or incorrectly focused. For instance "Reduce overall heights by measuring the height of new houses from the lowest instead of the highest point around the house" doesn't consider steep roofs. Measuring from the lowest point DOESN'T reduce height except on paper. Just smoke and mirrors. Also the issue of housing needs to address PARKING considering multiunits less than 30 units don't require parking on the property. THIS ISSUE IS NOT ADDRESSED IN THE SURVEY AT ALL!!!!!!!</p>
<p>I like the idea of allowing all lots to allow duplexes</p>
<p>Parking is a concern where multiple dwellings are allowed on a single lot. DO NOT APPROVE of the ADU's being rented out on a daily basis like a motel. Long term rental OK. Currently one ADU is rented on a daily basis in my cousin's neighborhood on a dead end street - very disruptive to the neighborhood & parking is hard to come by for the homeowners.</p>
<p>Portland has multiple extremely livable and desirable early and mid-20th century neighborhoods. Most have evolved over time to accommodate almost the full suite of housing types and residents you are planning for. Loading more people into these areas effectively diminishes the quality of life there for residents. Instead of creating more affordable housing opportunities these plans are destroying the stock of small "starter" homes. Instead of creating the euro-city ideal you end up with urban congestion. That is you are planning for Copenhagen but will get Queens New York (if lucky). Right now Sellwood-Westmoreland is maxed out with a half dozen apartment projects still building. It is already nearly impossible to get out or into the neighborhood during peak hours and those periods are expanding. Also all the young couples moving into the affordable housing? They have babies people and the local elementary schools are all maxed out.</p>
<p>I think we need to consider all of the surrounding homes and the impact on them and the environment before allowing new houses to be built. A new construction in my neighborhood destroyed a beautiful natural area cut down many trees and destroyed animal habitat. It's a shame this is allowed without more oversight and neighborhood input.</p>
<p>Multi unit buildings need parking behind or under buildings. supportive of any type of mixed income housing as need is here but also important to make sure green spaces parking and transport are available. Recent Conway/Slabtown seems to have abandoned parks and is mostly pricier rentals which really doesn't address housing crisis here. We need more opportunities for people to own so increased density is Important also that we spread this development throughout the city not just in already dense NW or NE Portland. In other words no free reign to developers.</p>
<p>Would like to see system development charges be discounted for longer than the two year extension for ADUs.</p>

<p>I don't think this really does much at all to improve the availability of affordable housing. Maybe slightly increasing home ownership by encouraging developers to build slightly smaller houses (and cram them into existing neighborhoods with much congestion because of inadequate parking) but nothing for the artists and musicians and disabled people and young adults and minimum wage earners... FAIL.</p>
<p>As a lifelong resident of Portland I along with nearly every single resident that I know would like to see more being done to PRESERVE the quality of life that made Portland such a great place to live. I believe that most people living here are much less concerned with accommodating "growth" and catering to out of state developers coming to town to exploit the desire of out of staters to move here. I would like to see the city tamp down hard on the building of these mini mansions in middle class neighborhoods of the city that tower over the adjoining properties. I would also like to see less demolition of beautiful existing homes by placing steep fines for developers. Focus on "infill" by allowing incentives for ADU's (instead of steeper prohibitive property taxes) and loosened rules on duplexes and triplexes.</p>
<p>I live in inner SE Portland where we have historically had socio-economic diversity with single dwelling homes and a wealth of apartments. It is ludicrous to purport that any of the current construction in our neighborhood will bring any low income housing and parity. People are moving OUT because they can no longer afford rent. Meanwhile we are building for an influx of people who may have the luxury of \$ but where are the jobs??</p>
<p>The City should do whatever it can to alleviate the housing crisis renters' crisis lack of ADA -accessible housing availability and it should also stop granting sidewalk waivers to developers. All development should include sidewalks. No waivers. No excuses.</p>
<p>Stop allowing these real estate developers from ruining Portland. The rental units being built are ridiculously expensive and are way too big especially the ones being built in neighborhoods! There is no reason for a huge apartment building to tower over our beautiful neighborhoods. We need rental restrictions! How is it possible for renters to afford places if they are being price gauged? 150+ rent increases within six months? Ludicrous! I cannot wait until the economy plummets in Portland. Maybe then will it be the Portland everyone loves and no longer filled with money grubbing idiots! Get your shit together Portland and stop shitting on everyone! This is not the Portland I grew up in! Dispicable!</p>
<p>There really isn't anything concrete here to encourage developers to create affordable housing.</p>
<p>I AM ALL FOR INFILL BUT NOT WITH SUCH HIGH END HOUSING. IT IS TERRIBLE THAT WE ARE DRIVING OUT PEOPLE OF COLOR WHO HAVE LIVED HER FOR A LONG TIME</p>
<p>New buildings should conform to the style of surrounding structures. Trees should be actually protected with waivers allowing tree-cutting not so easily attained.</p>
<p>Before making any decision Initiate an independent internal affairs body with enforcement and subpoena power to investigate root out and prosecute corruption and incompetence within BPS.</p>
<p>As long as big developers have excessive power and insufficient regulations and enforcement ... and as long as newcomers have ample money to buy in desirable neighborhoods it is unclear how the city will be able to provide more affordable housing in these desirable neighborhoods! (Out of staters with plenty of cash will just pay more than lower income individuals can afford for small 'affordable housing' in desirable neighborhoods)!</p>
<p>One of my main concerns is maintaining OFF STREET parking whenever any new dwelling is built. Most people still have at least one car per household even if they take advantage of public transportation. I live in Sellwood and the street parking is already at capacity making it more and more difficult to safely avoid oncoming traffic and clearly detect pedestrian activity. My other big concern is new dwellings blending in with the character of the neighborhood. There should be much more stringent standards for new construction style and quality when building infill housing in an established older neighborhood. Building lower quality out-of-character new housing degrades property values and creates rancor and resentment between the buyers of these new types of houses and existing residents. I'm glad the city is at least attempting to address some of these issues.</p>
<p>While many of the proposals are ok as a means of increasing density the application of the zoning is too broad brushed and may leave little of the existing urban landscape untouched. A neighborhood specific overlay approach may be better suited. Historic designation of areas such as Sunnyside may help.</p>

<p>The only way to address the housing crisis is density. We need to allow more multi-unit housing in these "single dwelling areas" Limiting house size/height doesn't do anything to address density at all and restricting developers isn't helping us either. We need as much new housing as possible as quickly as possible. Also not allowing driveways on narrow lots doesn't solve parking cause they'll just park their car in the street anyway which doesn't actually save street parking. Build some parking garages in these cramped neighborhoods alleviate the space or actually improve public transit in a meaningful way</p>
<p>Allowing housing units to be built without requiring off street parking is a problem...our streets are already crowded and the city needs to recognize the need for automobile parking off city streets.</p>
<p>Just as important as affordable housing is preserving the historical neighborhoods of Portland. Please do not allow developers to pillage our classic neighborhoods in favor of generic duplexes. We have something special that doesn't exist in other cities and we need to maintain it. I'm all for big hubs around transit and even for areas that are heavy in multi-unit housing/apartments etc. but to turn every available lot into an opportunity for a developer to maximize profit at the expense of the history of the neighborhood would be a mistake</p>
<p>I am so tired of NIMBYism. I'm a YIMBY. Yes the character of my neighborhood will change (Brooklyn neighborhood) but in order to provide affordable housing and to meet the challenges of climate change water scarcity aging city infrastructure and more we must basically allow a lot more housing types in a lot more places.</p>
<p>Please respect the beautiful nature of our bungalow neighborhoods and old houses. one-quarter mile of busy streets is much too broad--pls keep development on busy streets and not in our beautiful livable neighborhoods with our irreplaceable historic homes!</p>
<p>Thank you for allowing comment on the draft proposal. It seems thoughtful and thorough. Proposal aside surveying the number of new developments in the Westmoreland neighborhood popping up everywhere it seems that none of these carefully thought out considerations were considered. Parking per unit has not been a consistent requirement reasonable lot size vs. dwelling size/height consideration has been disregarded. I know that others feel the same when I say that this study/survey/proposal is far too little too late. I believe that most Portlanders would agree that the recent development in our city has gone unchecked on the whole and most homeowners are concerned about the livability of the city moving forward.</p>
<p>The city has put so many section 8 multi-unit housing into outer SE Portland already along with us having to deal with the trash the homeless leave behind. They have have ignored the much needed repair of our roads. Has anyone driven Stark or Division lately? Before we start rezoning for more density maybe we should get some much needed repairs and attention out here in outer SE first. We pay taxes just like everyone else and you're neglecting these issues because it's not in your backyards. If the city would keep our areas looking nice maybe we'd be more receptive of the rezoning and adding more people into our area. PLEASE don't ignore this!</p>
<p>Why are we being hamstrung by "historically narrow lots"? Though they were platted as such a century ago doesn't at all relate to what was actually built upon them. Would we suggest that all of us go back to using fountain pens instead of computers just because a century ago that's what Portlanders used? I find the premise that we must honor "historical narrow lots" specious at best while it offers greedy developers handy ways to circumvent the spirit of the code if not the letter of the code. And this is u.n.a.c.c.e.p.t.a.b.l.e.</p>
<p>increase the number of persons residing in the city per acre in as many ways and places as possible.</p>
<p>Two pages back there is a question about offering a bonus unit. I don't know what that means. Perhaps I missed it in the previous pages but it wasn't clear to me.</p>
<p>I think there are better ways to increase density without destroying the existing houses that historically make Portland a great place to live. Density seems to be implemented more on the Eastside of the river. It should be applied to both sides of the river. I would like to see more duplexes and triplexes (perhaps older homes adding on to existing homes instead of tearing down throwing away all the building materials and putting up two ugly skinny houses that look out of place and have no off street parking in older residential neighborhoods. I think it is a terrible path to destroy our history one house at a time. Not everyone likes sleek modern small and sterile.</p>

<p>Portland's neighborhoods are quickly becoming a haves and have-nots division. Neighborhoods close to the city core are filled with people of wealth and influence and those on the outer East side in particular tend to suffer as a result. Higher crime less desirable establishments (pot shops and strip clubs dominate the Outer East side landscape) and a lack of enforcement make the most affordable neighborhoods unsafe for families who need to be encouraged to move to these areas specifically to address the lack of resources. Maybe it's a catch 22 but until Portland cares about neglected neighborhoods gentrification can't fully bring about positive change. Clean up the Spring Water Corridor. Stop short changing the most vulnerable residents in your city.</p>
<p>The proposals seem intelligent and well considered BUT Portland appears to lack a long term vision for the city overall does not as far as I know have an urban planning group with the authority and "teeth" to develop such plans and has a history of a city counsel appallingly blind to these matters. One could site endless examples of the problems as well as look at other cities to see why it is important. All this is to say that I'm sorry to see this discussion is not part of a greater vision for the city beyond figuring out where we might put folks. Having reached this crisis in part through the lack of comprehensive planning I would hope for more. That said pretty good ideas in general.</p>
<p>Additional time is needed to allow all neighborhoods to comment on proposed infill housing</p>
<p>I support higher density housing near transit centers but not as a means to transform large neighborhoods with a broad brush</p>
<p>I grew up in a beautiful town called Portland and watched it get sold to developers.</p>
<p>This whole survey is biased toward new housing and incentives for new houses over preserving our existing housing. These are not valid options for affordability or minimizing gentrification etc. Therefore the survey is misleading and not valid.</p>
<p>Denser housing should be allowed/encouraged everywhere not just along "corridors."</p>
<p>I shame PDX "leaders" for selling out to the developers at the expense of current tax payers. Please keep neighborhood character and REQUIRE new build to include adequate off-street parking. Cheaply built boxes stuffed into existing neighborhoods is just WRONG WRONG WRONG. SHAME ON YOU for caring more about someone who might move to Portland instead of taking care of existing citizens.</p>
<p>Your proposals to allow lot splitting (whatever loopholes you find to justify it such as "historically narrow lots") will ruin our neighborhoods. Your proposals are designed solely to increase tax revenues and developer profits. You are living in fantasy land if you believe you are increasing opportunities for affordable housing. This whole concept is developer driven and profit focused. None of you give a rat's ass about neighborhood culture. I am mad as hell.</p>
<p>Quit allowing developers to make determinations what Portlanders and existing neighbors need/want!</p>
<p>I'm especially concerned with maintaining existing housing while adding ADU's and only infilling where there is empty areas to build. I don't believe the city can be resource efficient by allowing developers carte-blanche destruction of structures that can be easily be restored or remodeled. So much material is becoming solid waste when it should not be destroyed at all. Developers should be forced to rehabilitate houses that are good candidates for restoration. Whenever possible infill houses should be built within the character of the existing neighborhood.</p>
<p>This survey is so poorly written. The way the questions are phrased forces the survey taker to agree with the overall plan even when they don't. For example only the last set of questions allows the taker to express disagreement with the premise. So here's my opinion which I don't think was reflected in the survey: no more demolitions of sound and well cared for houses. The most affordable house is the one that's already there. The most environmentally sustainable house is the one that is already there. Sacrificing these two goals for increased density is not smart in the long term.</p>
<p>I support greater supply and greater density to make housing in Portland more affordable. I think that allowing a greater variety of housing types including more duplexes and triplexes and allowing more construction on each lot is critical.</p>
<p>We should be building more small-scale apartment buildings like garden apartments. We need more family-friendly apartment options (three bedrooms). We need to eliminate the parking requirements for apartment buildings so that more housing can be built economically. If neighborhood street parking is truly full then the city should charge enough for parking to reduce demand. In extremely high-demand parking areas the city should build centralized parking facilities that charge market rates for storing vehicles. Also increase transit and biking infrastructure everywhere.</p>

<p>Make it easier to build homes in portland less regulations cheaper but more efficient. As a former general contractor portland was the reason I retired due to excessive regulation and the excessive bs.</p>
<p>With housing prices being as high as they are in Portland right now. It would be stupid not to require parking on all new developments. People with larger incomes (that can afford houses here)naturally want independence and more than likely have their own cars. We don't want to make are street parking worse than or similar to San Francisco. Also why do we care about a person's dormer size? A person should be allowed to make as big or as small of a dormer that they want. That's a ridiculous housing proposal. I like it the way it is.</p>
<p>Did you have any stakeholders that were people of color? How about stakeholders with disabilities?</p>
<p>This survey is biased and filled with jargon. I wonder if those respondents with less education or English as not their primary language struggle with the content.</p>
<p>Your proposal/questions did not address issues for many of us current homeowners 1 - The city is allowing development of large-scale apartments and condominiums in inner Southeast for example and not requiring parking by the developers for every unit. I do not appreciate coming home and not being able to park in front of my own home in the pouring down rain and with a somewhat disabled person in the car. And having to haul groceries over a block away to my own frickin home! I'm a fifth generation Oregonian and I don't like it. The reason I don't have a garage? Because I live in a home that I'm trying to keep restored that is an old Bungalow and on a corner piece of an alley. I don't have enough alley space for a garage to fit a modern car. 2 don't build it they won't come....</p>
<p>This questionnaire is not written well enough for most common citizens to share their thoughts. It's too full of bureaucratic lingo and proposed answers don't allow for accurate responses. The real problem is contractors and flippers buying affordable homes that could have been purchased by families. These flippers then drive up the price of existing homes or demolish and build ugly homes packed too close together that don't fit the neighborhoods they're in. Stop tearing down good homes and limit the size of homes. Many of these new large homes are too big to be properly maintained. They'll need to be torn down themselves in 20 years.</p>
<p>How many houses will the city of Portland and Metro allow to be demolished to "fit" this so-called plan? Will there be limits to how many viable homes can be torn down in a neighborhood to make way for these new every expensive homes? Studies show all across the US right now that demolishing homes and replacing them with 1 to 2 more is only creating more gentrification as the new homes being built are in the best interests of developers only. NO existing middle class neighborhoods are able to survive.. Please do your homework on this. I moved to Portland about 5 years ago for it's cute classic neighborhoods and ease of getting around 5 years later it's all disappearing which is really just too bad.</p>
<p>ADUs that are being built to keep extended family on one property should be eligible for greater discount compared to ADU for rental purposes.</p>
<p>The proposal I like most is allowing houses in R5 zones to have multiple units as long as they are not larger than the maximum allowed sized house.</p>
<p>Not enough information to provide an understand of the impacts of each statement in this survey. Also the "Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking." is contrary. What's important to me? Preserve neighborhood character existing homes & trees. Current practices are contributing to climate change & straining infrastructure. Many members of BPS have a conflict of interest & seems that Charley Hales is only interested in courting developers. Where is the money going?</p>
<p>Please consider a way to freeze property taxes for people 60+. We loved our Portland home but recently experienced a layoff kids entering college and parental caregiving needs. We added an ADU (perhaps to help care for my father or to rent) our property taxes rose from \$4200 in 1992 to \$8.800 in 2007 to \$12200 in 2015. We felt forced out of our home. My Dad needed to go on Medicaid. We rent now and are not sure whether Portland is an age-friendly city. Can the city cap property tax at a certain age? Our former neighborhood had "come out of compression" so the rule of 3% did not apply. We were also hit with the "ADU improvement" since we did everything legally. Can homeowners be rewarded instead if they improve a mediocre property and add options (ADU) to become more financially independent? If so we may move back.</p>
<p>Don't push the poor and people out to the edge of the urban growth boundary where there are no services.</p>

<p>Yes I'd like to see more garden apartments in neighborhoods (not gigantic monstrosities nor McMansions). I'm more interested in increasing density than house square footage.</p>
<p>Allow neighborhoods to retain their family livability. Ban apartment buildings duplexes and duplexes. Those units destroy livability. That's why we live in Laurelhurst where you know your neighbors not in the suburbs and areas with apartments where you know no one.</p>
<p>Each neighborhood has it's own charm and style. I don't like this blanket approach. I do appreciate smaller houses and more green space. However much of this will be at the expense of affordable housing that exists for current residents. Honestly I don't think what I say will make much difference. It seems that the city is looking to change to this system regardless of feedback and if there is objection it will be marginalized as NIMBY.</p>
<p>Most development seems honestly more about making money than caring about what people really need. I think allowing more small units sounds good but it will be an incentive to demolish more old homes and I doubt the new units will be that affordable to the middle class just like the new apartments being built aren't affordable to rent. People love Portland because the city has character a bunch of cloned cottages clusters and copycat skinny houses is not what Portland should be known for but our neighborhoods are already changing. All I know is I am thinking of a new city to live in. As an artist I know contributed to the uniqueness of this city maybe even attracted some people to live here but I will be pushed out to find somewhere more affordable to live because I know I can't afford even a new skinny house.</p>
<p>The proposal does not do anything to increase affordable housing. Developer's can build whatever they want with the incentive of creating something affordable and they are not held accountable when it is not affordable. The city has not done an adequate economic study of this. Current proposal does not fit the geographic difference of SW PDX from SE PDX.</p>
<p>In almost every question my choice would depend on variables not specified so it was hard to answer. I think there is too little emphasis on creating both ACCESSIBLE and VISITABLE units. All new construction should be visitable for instance and all detached ADUs should be accessible. There is no attention to what should be for multiple reasons Portland's biggest and most immediate goal creation of a huge lush nearly complete deciduous tree canopy. All city programs should be explicitly bent towards success in that effort.</p>
<p>Continue to encourage green building.</p>
<p>Concern for more front yard landscaping is a waste. Most people don't use them.. lessen front setbacks so people can put backloading garages and still have room for a have a private backyard</p>
<p>Anything being built should have parking provided. Neighborhoods are being ruined by allowing apts and houses with no parking. This is not New York City and we don't have the transportation infrastructure to get people out of their cars. Nice idea but it's not the reality. NW Portland is a parking mess and I don't want to see the rest of Portland go in that direction.</p>
<p>I oppose multi unit dwellings that lack one parking space per unit</p>
<p>I am glad such thoughtful planning is being done.</p>
<p>" Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking. " I do not see how not requiring off-street parking preserves on-street parking. It seems to me it would do the opposite. I think we need to require off-street parking be provided in most neighborhoods even if it means building public parking. People on my street where off-street parking is required already fight about parking spaces and use of the on-street parking by car shares visitors etc.</p>
<p>I am a native of Portland and am absolutely disgusted at what I see the city allowing Developers to do here. Please maintain my wonderful City and put some restrictions on demolition and destroying our historic neighborhoods</p>
<p>There is nothing green or affordable about devising plans to increase density in established neighborhood and these proposals do nothing for affordability. They simply provide more opportunity for developers to extract more money from Portland. You are displacing Portlanders of modest means in favor of rich people from elsewhere and you're making Portland unrecognizable. All your plans are horrid. Want affordability? Demolition moratorium market rate building moratorium subsidize more rents and build a lot of public housing.</p>
<p>Limits on roof height relative to adjacent existing houses should be considered (perhaps 9') to reduce likelihood of new houses towering over existing homes.</p>

I am not confident that your proposed rules are going to make Portland more livable...I have been disappointed in the develop over the past 15 years and don't have a clear vision of your plan improving on the residential areas in the future.
It is the opinion of many Portlanders that as a city we are moving in the wrong direction with infill when we demolish old homes in the process. The housing concerns for many are not only solved by infill. We must also balance the surrounding neighborhoods character history and culture. We must also look at public policy for rent control and affordable home ownership. We need a balanced approach. New homes in neighborhoods should consider the architecture of the surrounding area in their design. This should be part of the zoning policy under consideration. It is my hope that new policies will maintain what is unique about Portland and not let it become just another "Houston Texas." There can be great opportunities in promoting the history and culture of a city. Erasing this for housing is not an answer. Again we need a balance! Please remember the people. Thank you
instead of tearing down houses to build new fix up the house
the Most Environmental Building is the Building We've Already Built. Wasteful demolitions must stop. Reuse recycle.
This is great! I think the new zoning will really help Portland grow smoothly.
I am sick and tired of people knocking one house down and putting in multiple units. I am also super angry developers are allowed to build condos/apartments/homes lacking off street parking. If I wanted to live in New York City I'd move there. I think we should require people to have proof of a job and a residence before being allowed to move into Portland until this housing crisis levels out.
Updating and revising development guidelines is important but even more important is actual meaningful enforcement of the rules.
I think it important to include code on tiny houses with wheels. This is another great way to accommodate more people in the city and it significantly reduces the long term impact on the land. Please make sure these are allowed on property and not limited to being in an RV park. It is a great way to reduce our resource use and provide affordable housing to those who need it.
Preserving the aesthetic integrity of the neighborhoods and the quality is the paramount consideration to me.
What is so remarkable about the single family residential areas of Portland is that you can live close in and have a decent sized backyard. This is an important neighborhood character and pattern to maintain both from an environmental perspective from a human health perspective and and from a livability perspective. By allowing multi-dwelling structures and additional ADU's across most of the city in these areas the amount of green space per property lessens and the quality of the neighborhoods is compromised. I fully understand the intent to allow more diverse housing types but the increased density should only be allowed on main corridors and in inner city areas where there already is less green space and a pattern for denser housing. Let's protect our beautiful single family residential neighborhoods that make this city so special and unique and look at already established patterns and characters to locate more density.
desroyin xisting houses and replacign them with huge looming buildings that take up every inch of the land . And remaining land is usually concreted. no rom for trees shrubs flowers even a tomato plant. This is ruining the neighborhoods
Loss of greenspace and historic trees has cost Portland its livability. What happened to replacement of trees and greenspace?
Trying to increase density while being scared of height will only be a band aid on the lack of housing supply in Portland. This policy isn't doing enough and is addressing current demand but not properly considering any projections of what demand in Portland will be in the next 5-10 years. Please push to get ahead of curve and be proactive in the housing policy proposed or affordability within this city will worsen.
Portland needs to improve infrastructure (eg more hwy lanes) before adding housing. I feel we cannot support the influx in population comfortably. I am afraid we will turn into San Francisco. I prefer to keep our population limited to maintain our excellent living standards.

It seems like most of the ideas are to promote/retain the lack of "developed" feel around Portland which is great. My concern is that creating a lot of opportunity for additional dwellings will create/promote landlords to take advantage of situation and charge premiums rather than right sized pricing. As always we must keep in mind how what we do affects the marginalized/poor. Please don't create another "Pearl". Also I'm concerned about expensive fees that will keep home owners from moving forward with new zoning opportunities. I used to build ADU's and when the SDC charges were waived it was a big boom for everyone. All in all I think this is some very good work.

I think these ideas are wonderful as we need different options within the city. One my biggest concerns is parking. I live in one of the inner ring neighborhoods and with apartment buildings going up that have no parking it is straining the street parking. I would argue that all housing options require at least one off street parking spot. We don't want all neighborhoods to become as awful as NW Portland and without off street parking this could happen.

Although I understand the need to accommodate the ever growing population it is not feasible because the road system does not support the population. East county needs to limit the amount of new housing built it is already too congested and has changed from being very liveable to difficult to live in.

This is all so well-thought out and addresses so many of the challenging building trends right now (McMansions garage-forward housing super tall houses) in a way that allows for more people to live in Portland while maintaining the look and feel of existing neighborhoods. I am so impressed with this work and hope that all of these changes are implemented. I look forward to looking back at these changes in 20 years and seeing how they allowed Portland to grow in a way that both maintained what so many of us love about this city -- the character of neighborhoods livability and access to transit parks libraries -- while also making these things accessible to more people.

I live in Brooklyn. It's too late for this neighborhood but before what happened here regulations need to be instituted for "new" constructions. Looking to the future & trying to be fair it seems older residents are being overwhelmed with offers to sell their home then three story Renaissance houses with no yards or maybe the 5/6 minimums of yard (it's not really the exact feet/inches that are the issue now) the new houses are towering over the old ones. If the goal is to simply put in all new big houses providing more space for single family dwellings I think we're accomplishing that. Not sure that should be the ultimate goal as it is forcing long time residents to move not integrating the neighborhood and utilizing our wonderful new light rail system. It's sort of like we finally got it can go anywhere but now can't afford to stay-use it!

What's important to me? Preserving the history and character of Portland. There is nothing in place to review designs to ensure that new buildings (be they residential or commercial) fit into the landscape of a neighborhood. Developers appear to be able to build whatever they want without any regard to history or design. I am not opposed to change and know our city is growing. However it should NOT be at the expense of destroying the history of the city. Also trees are being cut down at a rapid rate. Trees are a known way to keep our air clean. Given the problems we've had in the last few years with air quality the city needs to factor this when development is occurring (beyond what they've already done). Thank you for listening.

A few things: The SAC committee was not very reflective of the diversity of Portland particularly of communities disproportionately affected by gentrification. I am curious about the demographic makeup of people who have filled out this survey and come to the meetings? The language(s) the survey and meetings were in? I work with the Latino community - was there outreach there? In Spanish? Often it is about design not density. How can these houses have more historical looking features? (Ex. larger porch) Building small isn't always affordable - what about families? They need affordable and larger spaces. How does a family live in an ADU or a basement? Affordability is not addressed entirely if private builders are the only ones building and they build expensive units - we need more money to build workforce and low income housing with non-profit partners.

I find it hard to trust anyone in the city government when a group of citizens come together to ask for change and they get publicly mocked for their efforts. "City Commissioner Steve Novick offered a play on words -- a combination of city zoning parlance combined with the Occupy Wall Street's rebellion against the wealthiest 1 percent -- a few moments after Hales' defeat. Asked about the decision during a break from Wednesday's lengthy hearing on a slew of proposed land-use changes Novick quipped: "I'm glad that the council didn't elect to create what I think would have to be described as an R1 Percent zone." I wish I was a 1%er but far from it. The new housing in my neighborhood is very expensive and ugly. Not quite what you planned I bet. I don't have to get my way but smh for how you handle the city.

<p>Overall I favor a market-based approach a reduction of regulations and letting innovation come from the bottom instead of imposing it top-down. Portland is good at grass-roots development. We should encourage that. We can preserve old low-density Portland or achieve lower housing prices by encouraging development but not both. The much hated high-end units are not a problem. They still relieve price pressure at the bottom. One thing I would like to see: CoP taking applications for standard modular ADUs to be vetted for code compliance and aesthetics and be offered as pre-permitted packages on the City website so homeowners can simply pick a package. Such a system would make ADU projects financially predictable and administratively simpler for homeowners.</p>
<p>This is frustrating as I go through the city. Congestion parking new giant structures narrow or not. I have no faith that the city will respond to neighborhood concerns; that the developers will continue to reap all the benefit. There is nothing affordable being built.</p>
<p>I don't feel on street parking is the best plan. This seriously impacts access to areas to visitors be that for ahopping etc. Also there should be consideration for establishing space for tiny homes. These are becoming a popular option for people these days but there aren't many options for where they can have these homes. This needs to be addressed promptly to provide more options to Portland residents</p>
<p>I am extremely concerned that Portland's Tree Code does very little to protect our mature-tree canopy and all the in-fill will wipe out even more old long-established trees. I am also concerned that developers/builders are destroying far too many well-built long-lasting beautiful old homes and "main-street" buildings throughout the city ruining the city's and neighborhood's individual character creating toxics in the environment and wasting valuable resources. In addition the steady loss of shade-trees and the absence of strict codes for heat-reflecting and CO-2 absorbing roofing is only going to worsen the urban heat-island effect and life-threatening global warming.</p>
<p>Parking and traffic will be and are issues. Too many new multi-family housing offer sufficient parking this is not right and is unfair to neighborhoods. Traffic needs to be mitigated when home density increases and I am not seeing this happen. It needs to be addressed.</p>
<p>I do believe in trying to keep the character of the neighborhood however if a home is in major disrepair it should be easily demolished. To get all the lower cost homes to be built the city needs to try and keep all the cost's to builders at a reasonable rate to allow them to build them.</p>
<p>Thank you for taking the time to poll the community. Please continue to spread the word. Many communities are not equally represented and voices are not present in these conversations that very much should be. I'm very pleased to see that the city is looking to stop these gigantic houses being built in our neighborhoods. They do not fit with the values and character of our city. We are an eco-focused community. We should be maintaining that by not allowing these California-style constructions to continue. Again thank you!</p>
<p>"Infill" inherently means a loss of privacy sunlight green space and natural features. Perhaps it is still the right thing to do but no one should fool themselves into thinking a price won't be paid.</p>
<p>I appreciated the point of offering incentives to encourage builders to include affordable accessory units on sites. I do not know if it is possible through this plan but I would like to see more incentives to encourage buidlers to include units that encourage and where possible retain socioeconomic diversity within our neighborhoods.</p>
<p>We need a forum where we can contribute more fully than this multiple-choice format. Stop creating policies that promote demolition and density near downtown. Consider promoting more smaller commercial districts East of 205 and in North Portland to distribute population increase livability throughout the city reduce traffic flows in the 'near-in' areas and increase development in less-desirable parts of Portland within the existing UGB. The common demo-and-replace approach encourages only larger more wasteful less affordable housing. Many ADUs are used as short-term (e.g. AirBNB-type) rentals and do not increase true density or variable housing stock. They do decrease green space reduce parking availability and degrade the quality of life of many long-term Portland residents who live near them. ADUs are not 'within the same form of a house' and a 3-story 2500-square-foot triplex with a detached 800-square-foot ADU is nothing like a traditional 1500-square-foot house. Allow more complete feedback elsewhere.</p>

<p>1. The proposal while strong in some areas omits consideration for neighborhood character in housing development. This is one main reason why many people strongly oppose the proposal. There is a big difference between affordable/middle housing development in a more "industrial" area (such as near the new MAX line) vs. a well-established neighborhood with older houses spacious lots and mature trees (such as SW Portland). One size doesn't fit all. 2. Any proposal for housing development must consider preservation of mature trees "backyard habitats" and other natural features. This proposal provides no guidance whatsoever for such preservation a huge error by the committee to ignore a topic that is extremely important to its residents. Please add language regarding canopy preservation in the revised proposal!</p>
<p>Maintain residential housing to single family dwelling. Do not allow multiple units duplex apartments etc. Not all neighborhoods are appropriate for low income housing and it is ridiculous to think that forcing low income housing in every neighborhood is realistic and certainly not desirable.</p>
<p>Just because you build more that does not make it affordable for a diverse population. It just allows more housing options for people with more money who desire an easily accessible urban home environment. This survey is somewhat misleading in regards to the discussion on affordable home issues in current-era Portland. Can we first address the current crisis for people already in a home- who are being rapidly pushed out without enough time to make good moving decisions? Thanks</p>
<p>Leave well enough alone. You will punish people who did not get windfall from sales of homes for redevelopment. That is a government taking! Adjust setbacks so they match and provide other standards but do not limit area now after so many were able to take advantage. Due to increased taxing we will need to sell to afford retirement and we need top dollar and have planned on it so leave well enough alone! Also parking and cars are important to older folks who can't ride bikes.</p>
<p>I see no reason to make room for people that want to move into Portland. We owe them nothing.</p>
<p>What about the failing and problematic infrastructure? Why isn't this a topic of consideration. I live in SW Portland on a unimproved street and these streets are getting more pitted and torn up by the day with heavy equipment from developers building all around me. Why isn't this being addressed? Why does Portland keep dodging and avoiding the infrastructure problem that everyone I talk to feels is a significant problem. Why aren't the developers required to build sidewalks and curbs with each new home? I'm rather disgusted with the Portland commissions and mayor for not mandating infrastructure improvements!</p>
<p>Stop changing historical single family areas and concentrate density in the redeveloped areas such as South Waterfront close in Eastside etc.</p>
<p>As an owner of an old Portland home (1911) it disturbs me to see old houses gems of our neighborhood torn down to be replaced with new construction that's bigger than the house it replaced and does not fit in the style of the neighborhood (see SE 31st & Pine Street). I understand there is a need for housing in Portland but I believe the need is for more affordable housing and I do not see the new construction heavy in my Buckman neighborhood to be meeting that affordability need. It also disturbs me that all of this new construction is being concentrated in specific areas of the city. Why not the west side -- why is it all happening on the inner east side?</p>
<p>Two things: 1. I wholeheartedly support more ADU's and flexibility for providing additional housing units. However I ONLY support this if the City will get real about enforcing short-term rental rules. If all of these ADU's are being built and then just used as Air BnB then I'd just stay the course. Why give developers and wealthy land owners more opportunities to profit at the expense of average or low-income Portlanders that struggle to afford housing. THIS IS VERY IMPORTANT. 2. That said there's a lot of lousy new development going in. I just don't know how the City is going to strike the right balance between discouraging tear-downs of older buildings that aren't protected preserving some neighborhood character minimizing off-site impacts and allowing for lots of new housing that is affordable to many. Good luck with that!</p>
<p>I wonder if you could write worse questions? Double negatives much? Seems that is what you're offering. What we want is affordable homes that compliment the neighborhoods unlike any that are being built. They're being built for Californian's not Oregonians period.</p>
<p>The new requirements would create more time consuming building planning and ultimately reduce options for people. Removing the SDC charges entirely for ADU's is one start in the right direction. The permits for ADU's are still prohibitively expensive even with the exemptions. The key is to ALLOW more housing types not restrict what can be built.</p>

<p>I am thrilled to see the city pursuing this plan. Increased density but scaled to match the existing neighborhoods. Well done! Also I'd sure like to see some streamlining of permit process. I feel this adds a lot to time and cost of construction.</p>
<p>- 6750 sf house currently allowable on 5000sf lot is TOO LARGE; creates McMansions in vintage neighborhoods. 2500 seems too small - 3000 seems appropriate. -Shouldn't exclude basements when measuring square footage. Basements should be included IF habitab</p>
<p>Your plan would destroy the city we live in. It has taken years to develop neighborhoods and you plan would carve up the city. Have a bullet train on the Amtrak line that would take people to the outlining areas. Example under \$100000 for a house in Salem. People can commute for jobs or create them in outlining areas. Think outside the box study other cities look to California for answers. Once you destroy the city you can't go back. What proof do you have that people will arrive or not leave? Portland doesn't have many high paying jobs. Who is moving in? Young people will they stay? Portland has a surge as a trendy city now will it continue? Right now hard to find parking parks are crowded. The City is coming across as very greedy for money and willing to sacrifice the very city to get it.</p>
<p>I thought that some of the SW planning in the 1990s included some higher density development in the area. I like the ADU plans - We definitely should allow more secondary dwellings or "granny flats" in traditionally single family housing areas. That is vastly preferable to the current trend of adding large 2-story homes tearing down affordable homes in SW Portland. Affordable housing is an issue city-wide. We will lose the "family friendly" nature of SW Portland if so many young families are priced out of the area.</p>
<p>I disagree with changing regulations in historical neighborhoods like my own (Sullivan's Gulch) Irvington or Laurelhurst that would disallow older homes that have been there for a century if they were built today. For instance if homes traditionally have been three stores (as most are in Sullivan's Gulch and Irvington) then I see no reason to disallow new homes to be that tall.</p>
<p>- Tie to the City Tree Plan. Set requirements for preserving mature trees. There is not an incentive for developers to plant new trees properly and they often die or need to be removed because of stupid placement. - Really need to address parking issues</p>
<p>I would love to see an end to quality (not decaying/run-down) modest houses being torn down & gigantic homes built in their place and I would like to see an end to giant houses built right up against the lot lines. Houses should fit in with other houses in the neighborhood or you risk ruining the charm that draws people to move here.</p>
<p>I think Portland housing has become so diverse it has lost its esthetic charm. Much of the new construction is cheap and incredible unattractive.</p>
<p>I would like to see access for an aging population play an important role in this process</p>
<p>On a hilly property (west hills) if you have to measure height from the lowest point on property you force a lot of people to build into the hill rather than on top don't you? - not sure this is realistic. Where is the ability to impact all these damn APARTMENT BUILDINGS everywhere in residential neighborhoods that tear down historic homes and then TOWER OVER all the houses and DON'T HAVE TO PROVIDE PARKING? This is destroying neighborhoods much more than any rules around single-dwelling units.</p>
<p>For the most part this questionnaire requires a level of knowledge about the proposal that is far to detailed for the average resident who hasn't previously studied the topic. I'm pretty knowledgeable about housing issues but I still had to answer "I don't know" to many of the questions.</p>
<p>Even this questionnaire seems biased and pro developer. Who do you think lives in our city? Those historically narrow lots should be left as they presently are owned or developed. Just because the city once long ago platted my neighborhood in 25 foot segments doesn't mean there is any reason to consider that a lot size when it never has been one.</p>
<p>I think providing more living options is moving in the right direction. I am currently a renter but when I owned a home in the R2.5 zone near a corridor the potential of increasing the number of units on the site was welcome flexibility. I become concerned when regulations are relative to adjacent properties (such as averaging setbacks). Compatibility is a good goal but I'm ambivalent about tying outcomes to what is currently existing rather than what future development could look like.</p>

<p>"Build it and they will come" Why not build in other undeveloped parts of the city? People will come to Portland 100000 or so in next decade. Build houses develop those areas of the city that is undeveloped: then they (100000) will have to go to where the houses are NOT JAM themselves into demolished and then refills of existing neighborhoods.</p>
<p>Development should not cause extensive changes to the character of a neighborhood. Parking must be provided for all units especially multi family units.</p>
<p>- The presentation was not clear that this mostly affects R2-R5. I live in R1 - I understand my house can be a forced sale imminent domain. - I also don't know for adjacent property construction why I don't get more than 24 hour notice - I cannot believe</p>
<p>It is devastating to a neighbor that has to live through a demolition! The city has done nothing to enforce code or the law. My family has been harassed and bullied by construction workers. It has been detrimental to my personal health. My garden is dead. My privacy is gone. I have no sunlight. It has been beyond a nightmare. We made many attempts to solicit help from the city. We only got lies. Your inspectors don't even get out of their cars. The giant houses next to me have many code infractions. The city simply turned it's back! 3 years later the contractor still drives by to give me a hard time. I have been followed. My children have been followed. We called the police many time. Nothing they could do. This city has broken my heart and I will never be the same.</p>
<p>I strongly feel that multi-family dwellings especially duplexes and tri-plexes should be spread more about the community instead of concentrated next to commercial areas.</p>
<p>I chose "Retain existing homes" for Q15 but am just as interested in expanding use duplexes/triplexes and converting existing single family homes into duplexes/triplexes. If an old house is going to be replaced I would rather it be to expand the number of units than to increase the size of a single unit.</p>
<p>This plan is driving residents of SE to look to other parts of the city that may be less impacted. It causes us to look for ways to protect our investments and privacy. There is no mention of requiring new buildings to be LEED certified or anything to make them not just more overcrowding. Cheap buildings cost more in utilities and up keep. Affordability is compromised because the adorable houses are being destroyed and these regulations are driving up the value of lots that could be split. Why do you believe there will not be a sizable profit to current owners who sell of or divide these now multi-home lots?</p>
<p>Unless AirBnB/VRBO is severely restricted a good many of these ADUs will just be renters for tourists (as most ADUs in inner SE are already). I live in Buckman neighborhood and have seen nearly all ADUs become transitioned to tourist lodging. This is widespread throughout inner SE and these units should be housing instead. Rentals should be restricted to a 1 month minimum stay. I support additional ADUs provided they could not be short term vacation rentals. Perhaps in outer SE or other areas of town these ADUs would be more likely to be used for housing but certainly not in any popular neighborhoods. I've even seen entire homes become transitioned into duplexes for the purpose of AirBnB rentals. It destroys the character of the neighborhood exacerbates parking and drives up property values. Please consider limiting any rental in these zones to a minimum 1 month stay.</p>
<p>As a home and land owner I would love to work with the city to help make low cost housing a priority. I have a side lot where I could add a single unit ADU but being able to add a 2 unit ADU if one met a certain cost or accessibility requirement would be awesome.</p>
<p>Historical homes should be preserved. The original narrow lots were all sold in two or three batches not meant for narrow houses. Limiting parking and allowing zone changes 1/4 mile from corridors will ruin existing neighborhoods.</p>
<p>Parking is a huge issue in neighborhoods and I see these proposals as only adding to the problem...to think tons of people even in Portland will give up their cars...think again...check your stats for winter(rainy) bicycling.</p>
<p>With our increase in population and increase in rent we need more affordable housing built to suit the surrounding neighborhoods.</p>
<p>Key Objectives: Not one apparent in the new development going on in my neighborhood. Parking needs to be addressed for all construction. People who use mass transit leave their cars at home. Developers are ruining streets that old residents on large lots have to pay to repair. Corridor designation is being applied to areas not suitable for heavy development.</p>

<p>From what I understand about the proposal it doesn't seem to address what has been driving the problem in my area: that is instead of building on large underutilized lots with good public transit and need of development instead old houses are being torn down and out-of-scale luxury apartments and homes are being built out of scale with the historical nature of the streets (Division Belmont for example) and the people who have lived on these streets are no longer able to live in their neighborhoods. It seems like the biggest problem is that we are building the wrong units on the wrong lots.</p>
<p>1) One size fits all does not work. Allowing CM-2 within 500 ft of the 75 bus targets the heart of Beaumont Village for gentrification. Beaumont Plaza Beaumont Hardware Beaumont Grocery's historic building are a few local businesses we frequent and will be gone with new CM-2 zoning - trashing a formerly walkable neighborhood along with Hollywood. 2) On the Eastside adequate Parks/Rec street sidewalk water sewer public transportation infrastructure and traffic management does not exist to support the proposed increased density. The residential infill process is seriously flawed - it excluded publicly available analysis from transportation environmental services and other city staff responsible for infrastructure planning. 3) You are gentrifying non-disabled long-term Portlanders out of Portland - sky high taxes and utilities eliminating parking not building any single-level housing and expecting all residents to be able to ride bikes for transportation. Coexist with pet owners - we need cars.</p>
<p>Limit Portland's growth--esp. of high-income dwellings.</p>
<p>Street parking is a big issue in our neighborhoods. We have multiple apartment and condo units being built with no parking. The neighborhood can not absorb the influx of new cars!!</p>
<p>This process has been handled poorly throughout the city. There are good ideas mixed in with many many misguided ones. Our Neighborhood Association approved this with little to no public communication back in Feb of 2015. So now I'm left with two questions: How are developers going to take advantage of this and screw Portland; how is my jackass Neighborhood Association going to gain from this? Sorry but it's time to go back to the drawing board...maybe even to a review and re-analysis of the data.</p>
<p>We need to get away from autos and parking. Lovely old multi unit buildings did not have parking. Lets do that again. Get Portlanders back to public transportation walking and bicycles. thank you</p>
<p>There should be additional provisions to encourage more of the units to be affordable at below-market prices for lower-income families.</p>
<p>It's hard to guess how marketable some of the new options will be. Will builders build them if they aren't assured qualified buyers?</p>
<p>I think any changes will drasticly impact the character of Portland neighborhoods and destroy any sense of history or identity quite honestly if you can't find a place to live here before moving find somewhere else to relocate Stop trying to embrace everyone that wants to come here</p>
<p>I am fully confused and do not understand how you expect normal working-class people to understand what is happening or the implications for their neighborhoods. I only heard about this feedback opportunity through a friend posting it to Facebook. Maybe you can try a mailer or some targeted outreach to get the word out so you have a real representative response? So far I have witnessed my neighborhood become a mash of skinny houses and barbie dream homes. Perfectly fine houses have been demoed to make way for developers enriching themselves. Perhaps if houses weren't allowed to be bought/sold for cash or a limit on the bidding wars that block low to moderate income families from home ownership? All these stipulations about limiting this scenario by 3 feet or that one by 5 just seems like more administrative headache when the real problem is economic. Regular folks are priced out.</p>
<p>How can the permitting and loan availability restrictions/regulations begin to serve the lower wage earner? Can developers be pushed to make actual affordable apartments close-in? As opposed to market rate units which reflect the salaried population? If retail and service industry workers (the backbone of a thriving city) have to live in the suburbs traffic will only get worse.</p>
<p>Section 13c seems incorrectly worded. You can't preserve on street by parking by NOT requiring new houses to have parking space.</p>
<p>It is essential to preserve and encourage the tree canopy regardless of building size. We are losing tree canopy it seems to be. In situations where a tree must be removed it must be replaced with an in-kind large shade tree not a puny small tree that will never be a significant neighborhood asset.</p>

<p>Flag lots have damaged the integrity of Portland neighborhood design and have contributed to a patchwork of living without increasing affordability. Moving toward a more uniform roof height seems to be a good direction but in general our city lots were not designed for all the infill. I would welcome more planned building along major arterial streets where public transportation is accessible and encouraging abandoned or not in use lots to build something affordable.</p>
<p>We need to ensure that all the small affordable housing is not all torn down and replaced with big expensive houses.</p>
<p>Making new houses smaller will help with the sheer offensiveness of the architecture but it seems a distraction from the real problem of demolition. When 500sf apartments go for astronomical rates every teardown is still a method of kicking poor people out regardless of the house size.</p>
<p>Affordable housing should be spread throughout the city without regard for nimby concerns in Irvington Alameda Eastmoreland West Hills and other "historical" neighborhoods who continue to oppose density in their neighborhoods. Outer SE PDX does not need more affordable housing but inner neighborhoods do. Tired of the whiners who purportedly support density and affordable housing only in someone else's neighborhood. This from a resident of SW PDX for more than 3 decades. Gladly downsized to 800 square ft Condo. Need more affordable dense home ownership opportunities near downtown.</p>
<p>I WISH I could afford a house here...we came three and a half years ago with big dreams and hopes for a beautiful life here...it was not to be...we are stuck in a manufactured home all we could afford (it is lovely but in HORRIBLE SE Portland at Harold and se 128th surrounded by neighborhoods of squalor and filth..thought we could get here and after a few years sell and buy a small farmhouse or craftsman...we cannot afford to move anywhere we spent it all to get here but when we can will leave Portland as soon as possible...they are tearing down the stunning older homes at a rate that makes me cry when that is all I ever dreamed of....the greed and lack of vision takes my breath away...unless you are wealthy you cannot buy a house here...it breaks my heart...thought Portland would be heaven...it is a nightmare..</p>
<p>Investment properties should pay higher taxes than properties where the homeowner resides in the home. This would make the tax policy fairer to all. Providing a tax incentive to those whom live in the property they own would be a great program.</p>
<p>It is faulty logic to assume that Portland should have to ruin itself in order to conform to the hypothetical expectations of incoming yuppies who could live almost anywhere they wished to and will not be staying once Portland is no longer the trending fad.Portland should be revolutionary and innovative. More speedy transit to the suburbs would soften the blow of population increases.We should re-configure our zoning and build more affordable and decent looking brick housing near downtown and other hubs/key focal points.We should make it so that it's not cost-effective for over-indulged "urban developers" to tear down our history and quality Victorian Era homes in exchange for over-priced garbage structures of lousy architectural design and materials.We should definitely encourage more basements and subterranean building.Keeping houses smaller is practical/ideal.We should rebuild past structures&green areas in parking lots &other spaces that become available.Portland should be for Portlanders not the highest bidder:)</p>
<p>I know it is layered complex there will be inconveniences to everyone if it's played out fairly. I care about all of the stakeholders the current homeowners developers the natural resources wildlife the environment people seeking housing all of it. Please represent all of the voices that you can. Thank you.</p>
<p>The provided maps are impossible to understand. This limits my understanding of what is being suggested for the most part.</p>
<p>When considering affordable housing please remember that we are the people that need to be in walkable transit-served neighborhoods. By the same token we are the people that do not need parking on the lot. A duplex is MUCH better than a larger house with a garage and an ADU. Duplexes triplexes and more should be the main focus. Families and kids need space but not McMansion-sized homes. We need the outdoor space sunlight and ways to get to our parks without a car.</p>
<p>I don't think new houses should be built next to streets just because the neighboring structures are. This could impair future street widening. We need to focus on requiring sidewalks and off street parking for all new dwelling units.</p>
<p>With the increasing cost of lots it is important to be able to build the scale of home that justifies the investment. The numbers proposed are drastic changes and could bankrupt good Portland businesses as well as deny responsible home builders including private owners access to bank liquidity to pursue construction loans.</p>

I would like to see houses no taller than two stories and not filling up too much of the lot so that there is more privacy.
Make units/houses have parking!
Regarding building several homes on larger lots in predominately single family ranch style homes I believe that 2 and 3 story homes should under no circumstances be built if those homes overlook into their single story neighbors backyards.
I like the idea of increased density and allowing more units that are smaller but it's also nice to incentivize green space. That helps balance out neighborhoods just as much as adding ADU's. Portland is hugely supportive of gardening and we don't want to make it so that everyone feels the only value is to develop. Having garden space and open space is just as important!
Please stop contractors from destroying historic homes as it's ruining Portland!!!!!!!!!!!!!!!!!!!!!! Thank You! Ann Conlon 5015 SE 34th Ave Portland 97202
Please encourage attached houses side-by-side duplexes row houses etc. and increase 2- 3- and 4-plexes (2 up/2 down) without restricting them to a corner lot. Do not encourage flag lots which can create problems with accessibility and transportation. I support the proposed incentives to increase accessible and affordable units.
With housing prices being as high as they are in Portland right now. It would be stupid not to require parking on all new developments. People with larger incomes (that can afford houses here) naturally want independence and more than likely have their own cars. We don't want to make street parking worse than or similar to San Francisco. Also why do we care about a person's dormer size? A person should be allowed to make as big or as small of a dormer that they want. That's a ridiculous housing proposal. I like it the way it is.
I don't think that ADUs are a great solution we need to focus on housing that can fit families instead of singles/couples. Skinny houses are not a great solution either as they tend to be unaffordable luxury homes. I think that the most important consideration for maintaining neighborhood character is limiting the height of new housing. No new residences should tower over the neighboring homes blocking out light that has passed through for 100 years. Basements should be heavily encouraged as they add square footage without negatively impacting neighbors. I think that rowhouses with considerations for their scale and size in relation to neighboring homes should be emphasized. I think that development of homes that blend in the character and design attributes of the existing neighborhood should be encouraged but new architectural styles are okay as long as the size and scale does not affect neighboring homes detrimentally.
Keep Portland lot sizes the same keep green spaces green don't bulldoze old homes and replace with houses built to the size of the lot= no green space. Too much construction.
Address the parking issues by putting in better infrastructure ahead of things. Instead the mentality of hoping to force people not to buy cars and use Transit. Considerable amount of places take an hour or more to get some more by alternate Transit
Homes with 2 ADUs one internal one external should require a homeowner to live in one of the dwellings to avoid ending up with basically rental duplexes that have a 3rd rental unit all on one lot. Home ownership is essential for neighborhoods in this way and many others. Also offstreet parking is great if the driveway holds 2 cars. How about requiring narrow driveways wide enough only to drive a car into. Residents or developers could add a wider area of paving closer to the house if desired for getting in/out of the car -- keep driveways narrow enough so that the total space taken in the street is only as wide as one car length. "Near corridors and centers" seems to include most of the city. Allow houses on all narrow lots just v small houses. Small is beautiful.
PARKING IS A SIGNIFICANT GENERAL ISSUE. As more housing is provided relevant parking needs to be REQUIRED.
I encourage the proposal to limit former size to half the roof length be changed to a limit of 2/3 of roof length. This allows a homeowner to convert an attic into a fully usable space versus a partially usable space with far less visual impact than adding an external ADU. Glad to share images of our recent remodel in which we added a 25' former on the back of our 38' wide house.
This is a badly constructed survey I needed a lot more information to answer the above questions so I left them blank

<p>Why do you continue to insist that if you simply remove garages parking lots etc. that everyone will immediately give up driving? You're really just hoping and wishing that it will be so. The same way you wishfully think there will be next to any affordable housing forthcoming. Maybe you should try to ask the city councilors for a lot more latitude. The quality of life such as it is in Portland O is rapidly disappearing in our rush to accommodate the tens of thousands who've come here to chill and dine.</p>
<p>Limiting house size sounds good but it should match character/size of existing adjacent houses as long as comparison-houses aren't previous exceptions themselves - i.e. if somebody built an abomination in 1972 among 1920's houses this house should not be allowed to serve as a standard for new housing. This goes for setbacks as well so "old exception" isn't allowed to become the standard for new construction (see diagram "exception using a neighboring home"). Most importantly a 1/4 mile from "centers and corridors" encompasses entire inner neighborhoods since centers/corridors are that close - this proposed change is unacceptable as it will bring wholesale change of neighborhood character over time (i.e. development). Either limit changes to within 1 block of centers/corridors or use 1 mile as the rule as this will make the change equitable across the city. Stop singling out the inner core for development while leaving the wealthy neighborhoods unscathed.</p>
<p>Please cease ripping out trees to build mini-mansions that don't match existing neighborhoods.</p>
<p>This survey and the way it has been crafted skews towards the agenda you would like to see become the new land use policy. Sadly the open houses skewed the same way. I worry that you will disregard the results of this survey much like you did the previous one. While this was a lofty goal and I applaud those that when in with eyes wide open I feel that the results do not adequately address the problems initially set forth before the committee. I am concerned about our city and its direction there are some minor gains in your proposal (addressing the arduous and incompatible code is one) I do not feel this is a win for Portland. We need to protect old stock homes with incentives keep the scale of our neighborhoods intact incentivize keeping old tree canopy and have infrastructure to support the growth before building.</p>
<p>Please do not make affordable housing the same as affordable health care. Both cost way too much for the majority of our residents and promote homelessness criminal activity lack of health care and drug use to escape the pain of a failed life even though many work all leading to disability mental illness such as severe depression In reality Portland taxpayers pay a high price without helping anyone. Neighborhoods are targets for criminals reducing quality of life for families and the working poor walk on a thread of a tightrope that is fraying on both ends.</p>
<p>Where is any thought being given to the visual beauty and cohesiveness of neighborhoods? You will destroy the nature of the old historic neighborhoods.</p>
<p>In looking at the maps it became clear that there is hardly any area of Portland that is going to be free from the kind of development that has already started to destroy my neighborhood. Preserving gardens and yards(which means quality of life and wildlife is also important). The skinny house next to me blocks out the sun and basically destroyed the reason I bought this house. I would feel more comfortable if tear downs of perfectly good houses was prohibited.</p>
<p>Is there any incentive for developers to provide AFFORDABLE smaller units rather than jack up the cost of the smaller unit BECAUSE it's near amenities? Usually it's expected that you get less square footage for the money when you live near urban centers. What keeps developers in check here?</p>
<p>I saw very little about dwellings for seniors. May need to be more specific.</p>
<p>The questions that propose using existing structures as the neighborhood standard are confusing. What if the neighborhood is already riddled with oversized RECENTLY BUILT homes built by developers who are driven by square footage for profit? Does that become the standard simply because it now exists? Also large new houses are being built on our "unimproved" city street which becomes more and more unstructured by heavy construction vehicles and additional traffic because the lot now holds two houses instead of one. Can developers be held responsible for destroying the street? What can we do to protect our neighborhood while the new zoning laws are being considered?</p>

<p>Still don't see any consideration for encouraging yards gardens (especially back-yard habitats and Ruben gardens) or fostering the city's canopy cover. These proposals seem to prioritize preserving existing housing as an affordable option - that is the most important thing that needs to be done now. Lastly you don't ask about this -- but I think the city *must* reconsider its density goals in light of housing prices. I will be okay because I bought my house 17 years ago. But I'm an employer who recruits for talent nationally. Can young professionals working for nonprofits afford to move to Portland? Can Portland with its current price tag attract the kinds of talent that make the city what it is - or what it was when I came here? I hope our policy-makers are taking this issue seriously.</p>
<p>The massive proposed blanket changes for our neighborhood area from R5 to R1 will put at risk the currently affordable housing units which house workforce and also diverse populations and the rest of us enjoy. It also is like raising a welcome sign to developers to raze houses eliminate tree canopy and decrease livability and ultimately filling the 1% richest pockets. Portland as a green and sustainable and livable city for all should be of highest priority. While I appreciate the attempt to provide alternative growth I don't see where there are incentives to the currently financially strapped property owners to provide additional housing at the expense and risk to their own pockets by taking out significant loans. Additionally there doesn't seem to be any acknowledgement of the increased pressure this would put on the transportation grid or on area schools. Lastly don't rely on neighborhood associations for significant input.</p>
<p>I am very much in favor of increased density.</p>
<p>I think the 5 feet set back on 5000 lots should be increase to 7 feet along with the increase front set back of 15 feet.</p>
<p>I'm concerned about not requiring off-street parking as finding on street parking is difficult as it is. Also households are increasingly composed of unmarried adults who each have their own car. One unit does not equal one car. I live in a house split into two apartments with 4 adults total and at one point we had 5 cars and only one off-street parking site. Some sort of off-street parking should be required!</p>
<p>I want LESS development not more. The idea that people "near commercial centers or corridors" should be targeted for more growth more development is backwards. I don't want greater density or more development at all. This is not a value I support. Make new current housing stock more valuable by making new giant houses rare and expensive. I want MORE restrictions not more development.</p>
<p>It doesn't really matter what citizens say city council will do whatever they want anyway</p>
<p>A big concern for me is the construction of homes that are out of scale with the existing housing stock. The cookie cutter approach that many developers apply causes a loss of light and air circulation on neighboring properties. Reduced scale and height of buildings is a good start. Multiple units of the same scale (duplexes ADUs triplexes) are okay with me. Neighborhoods with narrow lots are disproportionately affected by new housing overshadowing neighboring structures. It's only a fluke of history that has created this issue. Either don't allow development anywhere on narrow (25' X 100') lots or allow it everywhere (by subdivision). I'm against larger eaves. They may provide aesthetic benefit but in practice they block more light because they intrude further into the setback. Same for bay windows unless they don't protrude into the setback.</p>
<p>Require multiple dwelling units to provide off street parking for at least 2/3 of the residents.</p>
<p>I think that requiring below grade garages in narrow houses is a better solution than not requiring any off-street parking. Only one car can park in front of a 25' lot while two can fit in a garage and driveway. I've also been very concerned with the large out of scale design of new houses and think these proposals will help. I would like to see more attention to staying within the character of the neighborhood with design of narrow or new houses. Frankly some are just ugly. Good design doesn't have to be more expensive. Thankfully Irvington has historic designation to help us stay in character. Thanks for asking for my thoughts.</p>
<p>A diverse city has diverse neighborhoods. Doubling occupancy in single-residence areas using ADUs duplexes etc serves to water down the characteristics of those neighborhoods. Eventually these vital strong areas will cease to exist as the city homogenizes. It is a compromise that can be avoided by maintaining single-family neighborhoods and building high-density condos and apartment areas such as in the northern part of NW near east side etc.</p>
<p>PLEASE PLEASE don't ruin our neighborhoods by taking away or dramatically changing our R-5 single family dwelling zonings. Families take great pride in maintaining their homes in intimate places like this. It won't be the same ever again. Very sad.</p>

<p>Inner SE and Alphabet District both have a lot of multi story apartments mixed into the neighborhoods. They are known as some of the most desirable. We should allow apartments to happen not just on corridors but fully integrated within neighborhoods.</p>
<p>Tearing down older smaller homes to build new ones wastes energy and doesn't do anything to make the city more affordable. I need a fixer-upper!!!</p>
<p>Just that it's difficult to generalize in many of these instances but generally this allowed input that represents correctly. There has been no mention of (architectural/building) design diversity (i.e.: changes in design review) which I strongly believe is part of a healthy growth solution. Much recent construction which is poorly imitative of surrounding historic architecture is a step back vs either employing timeless design or contemporary but complimentary to existing older homes; which is a much stronger design identity direction for Portland.</p>
<p>Demolishing perfectly fine pre-existing homes to divide lots and build \$700K Everett Homes is NOT creating affordable resource-efficient adaptable houses. Tax paying voting Portland residents and their privacy solar access open spaces and neighborhood characters should be considered before the greedy wants of builders investors and realtors who are artificially inflating the housing market by offering cash for and outbidding normal Portland residents. Get this right City of Portland. Our city's wonderful character is quickly being replaced with poorly-built over-priced crap.</p>
<p>Clearly these options are overthought. Portland must work to decrease its bureaucratic overhead as far as housing is concerned instead of adding new cumbersome regulations as suggested here. Furthermore the city will never make any headway with affordable housing unless it builds its own publicly owned rent-controlled income-based living structures itself. No convoluted private-developer baiting or encouragement schemes will have any useful effect. And cut it out with the height limit nonsense OK? Up is better. Taller is better. Taller is more efficient economically and environmentally.</p>
<p>Make preservation of large trees and historic homes a priority. We moved to Portland from the east coast two years ago and have been dismayed by the number of trees lost--seemingly unnecessarily--to development including one right across the street from our home. One of the things that makes this city so special is the tree canopy and that could so easily be lost. We have also been sorry to see the construction of new million dollar homes that take up almost every square foot of their lots leaving no room for anything green. In the long run this type of development will be detrimental to the city. We love Portland and hope that excessive development will not cause it to lose its character.</p>
<p>Please change regulations to require onsite parking for all new units and when an ADU is added to the site. The lack of on street parking in my neighborhood is a result of many apartments not building in parking facilities. This is causing stress on the neighborhood and is annoying.</p>
<p>I'm very disappointed in the approach the city is taking due to the fact that city hall has STOPPED LISTENING to the neighborhood associations about the livability of their neighborhoods. The city seems to be determined to make the city not only more dense (which we realize must happen) but more unlivable. It doesn't have to be that way. Start listening to the neighborhood associations rather than to the developers who are concerned with their own livelihood and profits first.</p>
<p>Bring back rooming houses. R1 and R2 should have been included in single family residential as most of it currently is. Not all Centers or Corridors have equal development potential. Using 1/4 mile for all of them is not equitable.</p>
<p>I am very concerned about the effect of extending locations of duplexes 1/4 mile beyond corridors. This will encourage developers to buy and demolish existing houses at low end of pricing spectrum to replace them with new more expensive duplexes. It also incentivizes destruction of older homes. Pressure to redevelop single-family homes into duplexes will have the effect of raising home prices and will encourage wholesale demolition - a major problem. This plan is weak on preserving existing historic homes and neighborhoods - better preservation incentives are needed. I am not convinced that 2500 sf is an appropriate cap on house size. There need to be options for larger families - perhaps 3000-3500 sf. The design of this survey biases the results toward the proposed changes - for example I support more density close to corridors and centers but not as far out as 1/4 mile.</p>

I like the idea of cottage clusters and retaining natural areas-trees-as well as limiting the size of homes especially height and mass. I am not sure that without rent stabilization that affordable housing will become a reality for many and this issue while not directly addressed in this Infill project dovetails with the overall affordability and home ownership in of Portland. I am NOT in favor of retaining old homes "at all costs" because in a Cascadia Subduction Zone earthquake; most of them would fail including my own darling 1939 home! I AM in favor of building with sustainable green materials. I HATE skinny houses; even though it's not our main issue in SW PDX they are an abomination. I DO like many of the proposed design changes overall in regards to portions and aesthetics and hope that the bloated McMansion's days are over! Thank you. Micki Carrier Maplewood

I hope all these proposed changes pass! I'm one of the many in this city who is sick and tired of developers building 5000 square foot mega houses because they're the most profitable thing to build and not because anyone actually wants or needs one. We need more small units for individuals and couples not palaces towering over their neighbors.

from earlier section..this is ggoblygook english.."Preserve on-street parking by not requiring new houses on narrow lots to provide off-street parking." There need to be incentives for maintaining large trees..easing of set backs etc. Really think the downzoning of hx 2.5 is over reaching and should never have been part of this Committee which to look at house shapes and zoning rules..not a wholesale rezoning of part of PDX..that makes the Eastside a target for more and more development..other parts of the City need to do their share..Developers never should have been on this Committee..This should have been limited to existing residents.This rezoning needs to have way more publicity and vetting. Hell Eastside doesn't even have a Commissioner anymore Flaglots should not be allowed where they add a driveway within 20 ft of an existing home..

The Centers and Corridors aspect of the plan is by far the most intrusive and wrong. Corridors should not be allowed a 1/2 mile wide strip - rather increased density should be placed only on the corridors themselves or one block away. I have owned a house in SW Portland for 10 years bought under specific zoning and reasonable expectation that this zoning can not be trampled upon. But the C&C plan would do this covering gigantic swathes of the city and doubling density or worse. This is very wrong. The city should adopt a gradual approach. Wait and see about population increase. Don't make overbearing and unfair changes to existing code. Increase density only right along corridors and directly adjacent to centers as existing policy allows. And any broader density change which may be justified later should happen *everywhere* including in rich people's neighborhoods.

The city does little to preserve the integrity of existing neighborhoods. High crime trash homeless no sidewalks. People invest in communities that look good. Portland just doesn't.

I categorically oppose the current infill plan and consider it to be ill-conceived and woefully inadequate in assessment of impacts on infrastructure and quality of life. Consideration must be given to preserving historically important and architecturally significant neighborhoods.

Pack em in like sardines Agenda 21 (or 2030) philosophy is NOT going to help! Developers will continue to skirt rules & make big\$ on teardowns ugly skinny houses no parking. Our existing communities need to be protected from this. Maintain neighborhood feel & character. Require parking in new apartment bldgs. Biketown effort is failing already; ridiculous!

I believe that this is a very flawed plan with far-reaching consequences with negative effects that will persist for many years. More effort should be made to make use of existing open space rather than cater to special interests who are more motivated by profit the manifestation of which is to degrade the existing character of Portland with little or no benefit. If this plan were put in as is it would severely degrade the quality and character of Portland by eliminating green space (aka gardens) creating infrastructure overload on an already stressed system and erode quality of life. The idea of using "historical" lots is frankly ridiculous. They were abandoned for a reason. They do not serve the needs to create the type of homes and space around homes that creates the treasured neighborhoods. I wholly oppose these plans and believe they cater to developer interests not Portlanders.

To Keep Portland from ending up like San Francisco price-wise we need to allow more building. If had less regulations on zoning we would be able to have more building.

We need more protections for our historic houses more protections for our historic trees and affordable apartments for renters.

<p>Nothing determines the cost/price of any new housing. All of the efforts to allow more/different types of units come with no cost/price controls. So there is no impact on affordability and prices can continue to rise even if new regulations make it easier to build more units. The city will be giving something-for-nothing unless cost/price rules are included in the development rules. We need MORE incentives to retain existing vintage housing especially the smaller houses that have always been more affordable.</p>
<p>All efforts should focus of preservation of existing houses. Ordinances should be passed that tear-downs of houses on the historic inventory will result in punishment with life in prison without parole or execution. All houses built before 1950 should be in historic inventory with permanent demolition denial.</p>
<p>Portland would be better suited to focus on fixing the roads and infrastructure so that people can get around better. Our highways and streets are amazingly convoluted terribly planned and are subject to the whim of the moment. The last thing we need is to pack more people in to tiny spaces like sardines. The repercussions of this type of "infill" will be disastrous and force a housing collapse in addition to all of the other cascade of problems overcrowding creates. This is an awful way to make a buck by pretending to redesign the city thoughtfully. This is nothing more than greedy real estate owners trying to make the short term rental market more profitable. We need to manage the people we have already or we'll never be able to keep up with growth. I'm sad for Portland.</p>
<p>Stop demolishing existing house for these poorly built Alta with no parking. Seems there is no concern for neighborhoods anymore.</p>
<p>An economic study should be done before implementing these proposals. A survey of neighborhoods would also show how much is now happening in neighborhoods in regards to multi-use already going on i.e. renters etc. One size for zoning does not fit all. There needs to be protection for trees. This proposal for many neighborhoods would destroy the integrity of the neighborhood. I am not against infill but want responsible infill that does not encourage tearing down good houses to built these multi-unit buildings. There is plenty of land to build on within the Urban Growth Boundary. One person with Thousand Friends of Orego said in response to that "Noone wants to live out there". So my question is that you want to destroy decent neighborhoods all over the eastside because people do not want to live out there. I am sorry that is not reason enough.</p>
<p>I love the idea of incentivizing homeowners to provide affordable housing. I'm also very concerned with increasing our accessible housing stock. Too many new homes especially townhouses and skinny homes are not accessible and could not easily be modified. Please make this a priority for our existing disabled residents and our aging population.</p>
<p>I think the most important thing is to allow multi family dwellings duplex triplex and small apartment building to be build in neighborhoods. These huge \$500k house aren't fesable to the average Portlander.</p>
<p>I'm very concerned that Portland is going to become too densely populated with houses that are too big for their lot sizes and too packed in. We must preserve the space and light for houses that are already here.</p>
<p>YES: in general in Portland we need to be going UP instead of OUT... our urban growth boundary needs to stay a boundary to preserve farms open spaces and green land instead of developments. If a new housing unit is constructed (apartment etc) each one needs to have OFF STREET parking.</p>
<p>These house focused zoning changes need to be considered in light of apartment development-- its neighborhood impact such as parking density etc. Transition zoning between apartment/ retail areas and R5 needs to be more clearly articulated.</p>
<p>More affordable housing!</p>
<p>As a school bus driver in the city I encourage more attention to making the business corridors more walkable. The SE Foster proposal will benefit from changes to car traffic alterations similar to NE Sandy blvd. Think more kids on foot and bikes getting to school. Adding fewer Hybrid cross devices too may be a result. The Powell Blvd needs attention regarding walkability.</p>
<p>demolition of homes goes against everything that is portland...this survey is an attempt to stranglehold residents and prep for new residents.....ripsac only paves the way for the developers...we didn't ask for this...this will further destroy portland...at 300 plus demolitions a year it's rather sad and impacts our tourism...stop!</p>

<p>Allow the large house size to remain but not as single family home. They should be duplexes or triplexes at least. Where are the townhouses? And what about the courtyard apartments? They are both space efficient neat and uniform looking can be of any scale. These new proposals don't add much in the way of variety to our housing stock. It feels like tinkering at the edges.</p>
<p>This should have been starte five years ago. Developers and city officials should be ashamed of what had happened to our viable older homes and beautiful neighborhoods.</p>
<p>Save the Older Homes!!!</p>
<p>I do not see guidelines in the draft that address the type of homes being built...i.e. very modern structures that do not support the integrity of the existing neighborhoods. In short modern box-like architecture ruins the character of the existing older homes/neighborhoods and should be strongly discouraged.</p>
<p>This city has allowed developers to level important historical buildings and neighborhoods by constantly waiving fees and not removing loopholes. Portland is nothing without its neighborhoods and these new buildings are destroying them piece by piece... all the while driving up rent prices. The city needs to take a hard look at its leaders who have encouraged this big box blight. In a couple decades Portlanders will look at the concrete and glass city you've built with disgust.</p>
<p>plan creates massive new density in areas already containing so-called "middle housing" and completely protects the historically most exclusive white wealthy neighborhoods with the best parks best schools and lowest crime. Good job coming up with a plan to the likenings of developers BDS (whose staff's jobs are dependent on dev. fees) and Portland West Hills Alameda and East Moreland. Whatever happened to the concept and top goal of "equity". This plan concentrates those with less means together..again..and because of a 1/4 mile to rapid transit? WTH? You think a young couple can't bike walk use car-2-go UBER Lyft orsimply have a car in East Moreland Alameda and SW/NW hills? Huh?? Get out of your developement fog and go look at these neighborhoods not included in this slick marketing campaign. There are *Huge* houses..*huge* lots and **Tons** of available parking. Plan will support exclusive neighborhoods racial segregation and unaffordability.</p>
<p>I do not believe any of these zoning changes will lead to affordability. In fact I think it will only increase land values resulting in massive demolitions of existing lower priced structures to build many higher priced structures. Why not spread the growth out within the metro area? We know there is plenty of room within the UGB. Why concentrate all the development in a small area? I am concerned about congestion infrastructure loss of green spaces and livability of our area. As a renter - it would be much more profitable for my landlord to sell the home I am renting to build several units which I likely would not be able to afford. Homebuyers looking for single family homes can NOT compete with developers. I believe this will result in fewer homeowners with a massive increase in ownership by landlords with increasing rents. Please do not do this!</p>
<p>This proposal seems to incentivize the demolition of houses by mandating that multiple units be built on new developments in multi-family zones. We don't want duplexes and triplexes in single family neighborhoods! Concentrate development in the city center - not in classic neighborhoods. Look how the Boise-Eliot neighborhood has been ruined with out-of-control development. Most new homes being built are way too big and don't fit the character of existing neighborhoods. This proposal doesn't adequately address housing affordability design standards nor does it put citizens' needs over developers. Should we as a city sacrifice our values and character just to accommodate out-of-town buyers? I strongly urge you to restructure your proposal to: make housing more affordable through means other than building apartments everywhere restrict the size of new homes even more (2500 sq ft is still too large) keep single family neighborhoods intact and regulate architectural design.</p>
<p>Encourage architecture to match the neighborhood. And if one property is torn down to be replaced by two those two should be more affordable than the one torn down. Not even less affordable which seems to be the case.</p>
<p>I am concerned that the proposal will actually result in attempts to cram mini single family houses in these areas without adequate private control of parking. A better solution for duplex or common wall development would be to favor shared center driveways by exempting that style of house from any land use review related to creating two owner occupied dwelling units duplexes work better as two separate lots than as a condo. Triplexes on the other hand are best handled as condos. Favor cottage clusters use incentives to support and look hard at insurance company driven UBC changes that prevent shared utility installations for staged projects.</p>

<p>I feel if I own the property and I want to have the garage in front to park that is my right. I am not going to park in the back. Also If I own or buy a bigger lot and want to build one home I should not be required to build 2 homes. Like R2.5 zoned. Some people like myself want a big yard. If some one wanted to build 2 houses then they should have bought that specific property. Also affordable housing should be in all of portland not just east portland. East Portland should not be the dumping ground. I have lived here for over 30 years and and East Portland is not getting better its getting worse. I can thank the city gov and county for that so thank you.</p>
<p>Integrating infill with open space & natural amenities is essential for a livable environment. Modest old homes with verdant yards & gardens are being supplanted for example by 3000+-sq-ft faux-Craftsman fortresses armored by massive concrete retaining walls stairways walks & driveways. These looming wall-to-wall parodies of "low-maintenance" dwellings corrode our human-scale city by withdrawing land light and greenery from the community. Urban health demands that we reduce impervious area & expand green spaces as zealously as we promote affordability energy efficiency & resource conservation.</p>
<p>I think the plan goes generally in the right direction and will be effective over time. I believe more thought must be given to off-street parking. Even where there is public transit for people to go to work most families have at least one car and it has to go somewhere since it may be parked 80% of the time.</p>
<p>These policies would probably receive a more positive reception in the neighborhoods if more emphasis was placed on preserving viable older homes and large trees alongside new infill development. The new flexibility in building courtyard triplex duplex row house and other types of moderate-income housing is the most welcome part of these proposals along with the square footage and height limits. The more new development is dispersed in smaller less generic less inhuman buildings the better. Situating renters owners different income levels diverse ages and ethnicities in blocks where mingling is encouraged/inevitable will make Portland an even more fabulous place as we get bigger. Isolating nomadic renters in out-of-scale big-box apartment rabbit warrens doesn't build community with nearby homeowners or encourage a sense of place.</p>
<p>Should also allow ADUs to be built as a grandfathered in location from an older existing (falling down) garage WITHIN the 5ft setbacks to allow for maximum yard. Should allow for tear down of historically irrelevant homes which have significant structural issues. The square footage constraints make it difficult for return on investment in these properties and therefore reduce the usability of the land for families.</p>
<p>I am concerned primarily about two housing-related issues: affordability and requiring on-site parkinh for multiple unit developments.</p>
<p>I would add that none of this plan creates affordable housing. The reality being that in a Portland's current market people are going to charge whatever the going rate of rent is and we let it get ridiculously high. I think all these plans are great ideas for creating more housing in our limited space. The newer houses being built on R5 lots are generally over 2000 sq ft and house 1 or 2 people which is just a silly waste of space and encourages only the rich to live in our city. I believe a rent cap related to cost of living would be more helpful with the affordability issues. Last I think another important issue to address is the issue of mature trees being removed unnecessarily when developers use cookie cutter plans for a space that would require only minor building adjustments to accommodate them.</p>
<p>I believe removing the requirement for off street parking and garages is the most attractive part of the proposal- more than any other item it both encourages more living space and maintains a desirable aesthetic and neither at the cost of the other.</p>
<p>We invest financially in our homes & emotionally in our neighborhoods. We should have the expectation that these units can be put on lots regardless of the zone on the map. WRONG</p>
<p>Would love to see some sort of incentive to retrofit older infill projects into this new proposed code.. To re-beautify certain areas that were not so fortunate to have aesthetically conscious housing codes in place when infill was built... Ie allow wider eaves or bay windows closer to setbacks to beautigy some of those massive 3 story flat walls on houses from 1995- present day.</p>
<p>Preserve existing large trees on the property.</p>

The ONLY part of the BPS proposal I support is to limit house sizes and setbacks. However the one size fits all approach that is pervasive through this plan is NOT appropriate. You need to consider NEIGHBORHOOD CONTEXT!! The BPS proposal will only accelerate demolitions of affordable homes in Portland. In almost all cases new construction costs more than the house torn down. I would propose that if middle housing is allowed that it happen on empty lots or in situations where the houses truly can't be saved. Developers in Portland love to claim that almost everything they tear down has no remodeling potential (not to mention those rat infestations they love to testify about!) . Before 2013 many homes in my neighborhood were extensively remodeled BY THE HOMEOWNER (real homeowners not investors). Only when the big developers moved in did remodeling become 'not cost effective'.

The new height measurement does not address steeply sloping lots or address developers who manipulate grade to achieve meeting height. Measuring height is not just an issue in single family zones but for infill in all zones. Allowing detached ADU and an ADU in a basement within a single family residence in a residential zone is by default creating a multi family development in single dwelling zones why not just change the zone to a low density multi-dwelling zone. It would also create enforcement issues in relationship to accessory short term rentals. The a overlay already allows triplexes in the R2.5 zones and therefore it would be advisable for long range planning to review why this provision of the code was not utilized prior to changing the code to allow it by outright.

I would insist that off street parking is necessary for all housing units being built or remodeled. Notice to home owners when the variance process will affect their neighborhood.

I filled this out as a bogus survey. I already sent in my real survey. I wanted to see if there was a way for a person or group to 'vote' multiple times. Apparently there is which makes this whole survey totally useless.

You are asking a lot of Portland homeowners. Many can contribute by building ADU'S for rentals not Air B&B's. New buildings are not rent nor purchase affordable. No equity is gained and rental profits leave Portland. You propose changing zones without most citizens being aware of what's happening.

I basically like everything proposed except I would like to see higher density options limited to development on vacant lots or created through rehabilitation of existing housing. I am very concerned about the impact of the proposals on the existing housing stock in the interests of both historic preservation and affordability.

Ugly ugly ugly.

More types of "middle housing" should be legalized. Extend these policies to all single family zones. Remove all minimum parking requirements for duplexes ADUs triplexes and conversions regardless of location. I think the open house process was tilted towards older white homeowners. Little to no specific outreach done for young people people with small children poor people renters or minorities. This proposal is just a piece of a set of strategies that should be applied and it probably doesn't go far enough.

First of all Portland's basic livability is attached to how it is and how it grew as a city. Density was never really a Portland thing and forcing the city to be dense undermines the elements that make it livable – walkability bikeability street beauty gardens etc. These proposed changes which sound good to meet the "demand" (a demand that is driven by in-migration not by population increase created by in-state births) basically do not support Portland's liveability and really will not address affordability either (just look at dense areas that appear to be the role model for this: San Francisco Seattle and Brooklyn – not very affordable are they?). I have a number of specific observations and comments but apparently do not have enough room to make them here.

Reducing square footage per housing unit is important to me. It would save resources in the building itself the furniture inside and future energy usage. It would also encourage density. You should use building permit fees and system development charges to incentivize this type of development. They should scale with square footage. 3 units with 1000sf each should pay much lower fees than a single 3000sf home. Adding 600sf to your single family home should pay more fee than adding a 600sf ADU.

The character of close in neighborhoods will be ruined by these changes. The proportion of owners will decline. In 5-10 years time there will again be no affordable units close in. Older houses will be torn down to build smaller luxury/high-end rental/investment units. A significant proportion of newly allowed ADUs will be on airbnb. In the short term these proposed changes are exacerbating increases in property values by promoting speculation. I have seen a similar progression in other cities: New York Philadelphia. Unfortunately there seems to be no stopping it. Big money always wins eventually. This will destroy what makes the neighborhoods great to pack in more people. Instead the focus should be on efficient use of currently undeveloped property and on recreating the success of close in neighborhoods in the outer lying neighborhoods by fostering efficient public transportation bike corridors commerce corridors favoring small businesses and small parks.

I am greatly in favor of the proposals put forward by the group Portland for Everyone. Limiting this kind of smart development to only transit supported areas minimizes the impact these important changes can have on our city and who can afford to live in Portland. It also assures that the areas currently zoned R2.5 in the Comprehensive Plan but not in the current Zoning Code will see a large increase in density in the coming years. For long-time residents in these areas this will dramatically change the character of their neighborhoods and gives density a bad name. Better to extend the new proposals to all lots in order to have density more evenly distributed throughout the city. I think most people would support increased density if it was not every single lot on their block but a more even distribution city-wide. Thank you for gathering input!

A lot more could be done to increase the flexibility of residential zoning in Portland beyond what is being proposed. I would encourage the city to radically reduce the limitations on both the size and number of units allowed on each lot. Preferably the code would limit the scale of the buildings with a simple and generous height limit or FAR limit and let the developers and home buyers decide the number of units and type (fee simple condominium rental etc) that best suite their current situation. A good start would be to make the current code allow by right the propagation of the house types already found in Portland's cherished inner neighborhoods. Widespread affordability was meet with the construction of these duplexes small lot houses four to eight-unit apartment building in the past and they can work in the present as well if the zoning code allowed their construction.

The current version of the draft proposal uses too broad of a brush to effectively change what is zoned in neighborhoods. Treating all Centers and Corridors as though they are equal is also an assumption that has no factual basis. Neighborhoods in the close-in East side are much more accessible with various forms of transit than just about anything in SW Portland. As a resident who lives within half a mile of a Center or Corridor I agree that increasing capacity is necessary in my neighborhood but doing it without regard for the stormwater or transportation implications (the only viable mode of transportation is personal auto as transit is every 15 minutes walking is next to impossible and biking involves many hills and lanes protected with paint and high speeds or no lane/shoulder with higher than necessary speeds) transforms this proposal into something that I cannot support as currently drafted.

I do not wish to incentivise the demolition of good existing homes by changing R5 zoning to R2.5 and other similar changes. Zoning changes need to be integrated with city infrastructure. I strongly disagree with increasing densities within 1/4 mile of transit. Density needs to be downtown and on Max rail lines.

I have no clue what you mean by "affordable." I attended a presentation by the new developers of a multi-unit building that will take the place of Interstate Bowling. They were asked if they were being required to offer some affordable units and they said no. In terms of all changes you propose the only people who will reap benefits are the developers who will be able to cram more units onto a lot and thereby be able to make more money from rentals.

We need parking at least one off street space per unit included in all development. We DO NOT want the expanded infill housing within 1/4 mile of corridors. Two blocks is a much more reasonable limit to include an increase in the density. Those of us who have lived here for many years like our space close to the city. We do not want a series of ugly cramped townhouses and multiple unit buildings with no off street parking clogging up our family friendly neighborhoods. On the corridors is fine but density doesn't need to be everywhere.

ARE THE STREETS GOING TO BE PAVED? WILL THERE BE SIDEWALKS????? WILL THERE BE ANY STREET LIGHTING???? WILL THE STREETS BE WIDE ENOUGH TO ACCOMMODATE ON STREET PARKING AND GARBAGE REMOVAL?????/

<p>I really dislike the demolition or deconstruction of historic buildings to make way for modern buildings. A much bigger effort should be made for older houses to be remodeled and/or expanded and subdivided. I live in a 1905 house with an expansion behind it. There are two dwelling units but the view from the sidewalk is identical to when the house was built. Preserve the look and feel of our historic neighborhoods!</p>
<p>Allowing duplexes/triplexes and ADUs is going to encourage demolition of existing houses as the multiple units will be more profitable. This will be contrary to the goal of maintaining neighborhood character and preserving older homes.</p>
<p>There seem to be so many positive things that could be done but this survey spoke to few.</p>
<p>This plan says nothing about parking in the areas considered for change. This issue is critical especially with respect to multi-use buildings and apartment complexes. Parking requirements must be a part of the plan.</p>
<p>New development needs to employ better construction standards especially regarding noise in multi-unit buildings. It would be nice to see better design in new multi-unit buildings - too often the materials and design are ugly and don't add to the ambiance of a neighborhood. Preserving the tree canopy is especially important in infill situations. Skinny houses often look poorly proportioned - would be better to have duplexes with good sound insulation to allow for greater design variety. Finding ways to guarantee that a portion of housing is affordable for the middle is vitally important - if units are given credit for affordability that affordability needs to be built in for 25 years at least.</p>
<p>I hope this project increases affordable housing. However I'd hate to see average rental rates flatline or increase for smaller sized dwelling spaces. We may need to explore rent control options to prevent continued gentrification. I am not impressed with Portland's racist past including gentrification of African-American neighborhoods by small businesses and large corporations alike (including medical providers).</p>
<p>Any plan that doesn't include a remedy for demolitions is inherently flawed. The historic registry must have the force of law if this city is going keep its character.</p>
<p>What about roads and related infrastructure?! So quick to build new condos but this is very much a car town and traffic is going to get so much worse. So terrible to see tear downs and new housing go up in 2 months that looks out of place and the quality is suburban subdivision. Division and Williams streets are terrible and I don't want to see that happen to north Portland busy corridors/ centers.</p>
<p>This thinking needs to be applied to the west hills. Duplexes should be allowed on through lots as well as corner lots. There is a new house up the street that is five stories tall from the lower street. The lower two stories are empty tall crawl space-with view! Maximum house size needs to be applied also in west hills with more options for multiple units. These are close in neighborhoods that are under populated and could easily absorb more density.</p>
<p>Some of these proposals would help to preserve the character of Portland's inner city neighborhoods. Some of them will very negatively change neighborhoods. I don't support ADUs duplexes and triplexes in long established single family residence neighborhoods. I think they would be very reasonable in already mixed neighborhoods. I live in the Homestead neighborhood. We have already produced a plan for where high density housing would work (Marquam Hill Plan) and I would NOT like the city's proposed changes to interfere negatively with our existing plan. Thank you.</p>
<p>Unless we require affordable units in new development housing costs will continue to rise. Keeping current houses and adapting them to the needs of the residents helps keep rates down not new development. We need more incentives so developers don't knock down all of our old houses.</p>
<p>I definitely support zoning and other incentives to build smaller homes. But this should not be struted in a manner that encourages the demolition of our current home and neighborhoods. We need to make demolition a costly slow and intentional process. There are many negative consequences of demolition older homes instead of adapting and continuing to use them and the land they built on. The act of demolition has many negative environmental and sustainability consequences. Density is a good goal but not at the expense of good design saving resources and keeping low cost housing. Too often affordable housing is demolished and replaced by much higher cost housing. They lose of community and resources is not equal to adding a couple more higher priced units.</p>
<p>houses or units should not be more than 1000 sq ft larger than other houses in neighborhoods. Flag lots destroy neighborhoods and make horrible neighbors</p>

<p>The words cottage clusters sounds quaint but could lead to further congestion thoughtless design and a lack of open space for children and fresh air the presented information is far to vague to warrant approval it should be carefully designed and presented by this stage of the schedule as there are few opportunities for meaningful revision in the future by those outside of the process. So I would say no or put a pin in until it can be done in a very measured thoughtful way such as limiting the number of units guaranteeing a significant amount of open space and having more rigorous design and material standards then what has been executed on the corridors. Overall design standards need to be a large part of this and health and safety standards for demolition should be revisited.</p>
<p>This plan does not appear to thoughtfully integrate infill into neighborhoods. In the Homestead neighborhood we have with deliberation elected to increase the residential density in certain areas while trying to maintain the residential character of the existing R5 areas. The zoning recommendations were adopted during the SW Community Plan process and to this day there remains plenty of opportunities to build additional units within the existing zoning. The proposed infill plan might end up including the entire neighborhood if for example "areas 1/4 mile from corridors" is used which is a rather blunt treatment of our neighborhood. Infill should be more critically considered within neighbor areas while taking into account the character of the particular area street or block (design height etc.). Other aspects such as solar access privacy etc. should be explicitly protected. Additional off street parking on Marquam Hill should be required if additional units are built.</p>
<p>This project should reduce demolitions not increase them.</p>
<p>I'm sick of seeing perfectly good homes torn down to build HUGE UGLY MONSTROSITIES all over town. I was born here & I hate seeing what's happening to Portland. This should be stopped. Wish people wouldn't move here.</p>
<p>The city infrastructure is at risk. Housing is big business at all levels and this is a shamefully vague attempt to encourage support for what appears to be a proposal with no regard for maintaining a livible affordable city. Shame on you shame on us.</p>
<p>parking is still an issue with these proposals. Also providing a variety of housing option is not changing the ever increasing baseline rental costs!</p>
<p>Quit bowing to the might of the home builders and protect existing viable structures from demolition. Protect citizens from the lead and asbestos exposures present during demolitions. Stop Demolishing Portland!</p>
<p>I don't see very much about developing strong regulations dwellings/ adu's will be required to be long term rentals for residents vs. something like air BnB type spaces. There is also no limits or details about numbers of bedroom/ baths in smaller dwellings. There seems to be a lot of room for abuse by developers owners and poor quality construction.</p>
<p>I am a native Portlander and am concerned with the housing prices in my home town. I have so many friends who work two or more jobs and still can't afford apartments in the central city. They are forced to live in the outer Portland to "afford" rent. They will NEVER be able to buy a house in the city they live. Something needs to be done and the city really needs to be creative and provide solutions to its tax paying residents.</p>
<p>"Missing Middle" medium-density housing has an important historical precedent throughout the City and is why we enjoy so many walkable neighborhood corridors. I wish the City would do more to highlight the value of these housing types in mediating the needs of city growth with single family. It needn't be such a stark divide between single and multifamily housing.</p>
<p>My biggest concern is the definition of "near to centers and corridors" as 1/4 mile. That will spill housing changes and lot buyouts at least two streets deep beyond the corridor where neighborhoods are quiet well established and convivial. 1/4 mile is TOO LARGE for "near by" and will open the floodgates for buying out vulnerable modest housing stock to be replaced by more lucrative units. The center and corridor map covered half the city--a potential nightmare! For skinny houses we need better rules about walls long steps and high entries. These features (e.g. 5406 NE Couch and others nearby) take neighbors out of circulation add dominating stair visuals create houses out of proportion and decrease greenspace. Skinny houses are not necessarily "affordable housing." We need incentives for low porches that increase visibility social engagement and neighborhood watch potential.</p>
<p>SE and NE Portland should NOT be a designated location for growing density. Density should be spread throughout the city of Portland. Tall houses or more than one story houses whether it be singleduplex triplex take away sunlight from a family and make for unhealthy living in addition to peering neighbors over ones who have one story homes. It should be prohibited.</p>

<p>Triplexes should be allowed on every residential lot in the city. We need less bunker-style apartments more multi-family with entrances facing the street. Portland doesn't have the density of a real city.</p>
<p>The city is allowing developers to destroy Portland's SE neighborhoods for profits disguised in the name of equality and affordability while other areas of Portland such as Foster and 82nd are in desperate need of redevelopment. This rezoning will open the door to further destruction of our historically distinct neighborhoods while those most in need lay dormant and affordability is never attained. Re-zoning should be focused on areas like SE 82nd and SE Foster so we can preserve our historically distinct inner SE neighborhoods.</p>
<p>A lot of this seems to look at zones in vacuums. A lot of the controversy over what gets built has to do with where zones butt up against each other. We need an even transition from dense 5-over-1 or greater to residential areas. These in between are important!! I love the historic courtyard apartments - we need more of these fit into traditional neighborhoods!</p>
<p>I've seen presentations by PFE at neighborhood association meetings and their assertions about increasing housing affordability by giving concessions to developers is incorrect and disingenuous. They should not be influencing land use policy as there is a clear conflict of interest since they are so closely connected with developers. The makeup of RIPSAC is tilted in favor of developers which is obvious from the signees of the majority and minority opinions issued by the committee. If tens of thousands of Portland's single family lots are rezoned homeowners who have no concept of this process will be up in arms. There have been too many gifts for developers - housing affordability must be solved without them figuring so prominently in the equation.</p>
<p>limitations on house sizes are likely too small (by 500 SF or so) to encourage multi-use/ADU live-work home offices etc.</p>
<p>this project is a disaster in the making...you already demolish too many homes/buildings...you are greenlighting more destruction...by pretending to garner public comments is transparent...you are ruining portland..we have plenty of existing infill that can be built with homes...you are also destroying our liveability our historic city is compromised and you can't preserve cheap portland...you sold our soul to the devil when we didn't ask for it...you are building for those not living here and disrespect those that already reside....this is awful...thx</p>
<p>The new houses that are being built have no yard space are extremely expensive and don't fit into the neighborhood as far as the way that they look. I wish the city would think like a city instead of being greedy and catering to developers.</p>
<p>Most important goals to balance are (1) allowing more affordable options while (2) preserving character of older neighborhoods. Proposed plan is an improvement over the status quo but could go further in both directions. In general I'd rather see fewer restrictions on use but more restrictions on form. For example: East-side neighborhoods were built including nice old duplexes not skinny houses. This draft proposal would still prohibit duplexes (away from corridors) but encourage skinny houses. That seems backwards. I'm sure others have pointed this out but the survey seems almost willfully designed to avoid eliciting useful information: "No impact" and "Not at all effective" mean literally the same thing.</p>
<p>I like the plan to increase infill I believe we need to keep the urban growth boundary and not build farther out. That being said it's important to maintain the neighborhoods that are exploding with new growth. I have always liked the smaller 4plexes in SE portland with the open front court yard. This type of housing blends into the area and matins the look and feel of a community. The large modern box houses that I have seen recently in my area feel out of place. I also do not agree with tearing down a 1600 sq foot house to built a 2500+ sq foot house these types of house dwarf everything in the area. We also need to stop thinking the people will not drive if they are near a max line. Make developers include a parking plan for the house or development.</p>
<p>Proposals are in the right direction (thank you!!!) but do not go far enough. New houses will STILL be too large infringing on trees gardens and play space for children. Our neighborhoods are in crisis as demolitions and McMansions destroy character and quality of life and longtime residents are forced out. City needs to make houses still-smaller and more affordable. I will support efforts to increase density AS LONG AS City cracks down on developer-driven construction of McMansions that run counter to infill and affordability goals. ALSO (1)-Tree preservation needs to be explicitly addressed with strong regulations. (2)-New development should not be allowed without parking. On-street parking is ruining neighborhoods. (3)-Charge developers for health costs of demolition. Require testing for lead and asbestos in air and soil. Process will be lengthy (2018?); developers will accelerate pace. Please consider a moratorium on demolitions and new construction until codes are revised.</p>

<p>Allowing to add more living space in garages Basements etc in single residential will be huge for low income families who cannot afford to buy a bigger house.</p>
<p>This plan is all a scam. This is not going to allow affordable housing if I didn't already own my home I wouldn't even be able to afford rent in Portland!</p>
<p>Hat do you mean by right and wrong direction?</p>
<p>I'm concerned about houses being built in environmentally sensitive areas not only about wildlife but also about building in places where there could be floods and mudslides.</p>
<p>My concern is developers having "creative interpretations" of these codes (like the full roof width dormer that you are trying to eliminate for example). Also define "affordable" because I am a single young professional in the engineering field with two fully employed roommates and no kids among us and we struggled to find an affordable place to rent OR buy within transit centers and corridors this year! I can't imagine if I was lower income in the city! I would prefer a smaller space in a better location for an affordable and fair rate \$300+ rent hikes from one lease signing to the next is unacceptable! The new "sustainable" apartments and houses I have seen are very cool but also aggressively overpriced at times! I don't know what needs to be done but that is my main concern.</p>
<p>Tearing down viable homes will do nothing in preserving the character efforts and hard work of those that came before us. Affordable housing in this day and age will no longer be supplied through single family homes.</p>
<p>I'm extremely concerned about increasing reliance upon street parking both as "reasonable" alternative to required off-street parking and as negotiable item for new condo/apartment developments (example: 300-unit complex developer required to provide only 200 parking spaces). A large element of livability is access to parking near your house (for safety/security or unloading kids/groceries etc). Removing/reducing on-site parking requirements is a significant step in the wrong direction that doesn't support much-needed housing density in the city; instead motivating folks to buy in the suburbs to achieve quality of life. Please don't inflict upon all of Portland the curse of NW Portland or most of Seattle (where I lived for 6 years). Parking is a VERY important issue. Also: AFFORDABILITY. I'm 100% for ADUs but there must be a profit cap in favor of reasonable affordability - I support this as a homeowner who has and will again rent out my house.</p>
<p>Coming on the heels of the recently approved Comprehensive Plan which completely overhauled density zoning throughout Portland and added much more to the established inner east and south west neighborhoodsthe City of Portland needs to STOP THINK and SEE what effects that plan has FIRST. And then come up with a BLUEPRINT that incorporates density livability parking safety AND affordable housing into the infill equation. Each neighborhood should be analyzed INDIVIDUALLY to determine exactly the level of density the streets services including utilities and schools can accommodate AFTER the Comprehensive Plan is implemented in 2017. A lot can change between now and then as far as density. I would like our future mayor Ted Wheeler to be the leader of this very important decision. The RIP proposal presented was agreed to by a little over half of the committee! Please hit the pause button and re-evaluate in a year.</p>
<p>Infill assumes more population is inescapable. Earthquakes will destroy all of North Portland via soil liquefaction. Inviting people here is criminal. No bridges? What's the point?</p>
<p>There is no evidence that density will equal affordability. The burden of housing all the new households should be carried by the ENTIRE CITY not just the popular close-in neighborhoods. There is plenty of land available according to Metro without adding density. Use that land instead of cramming everybody into a small area of the city. Give developers incentives to develop in neighborhoods that need it instead of demolishing houses in the close-in neighborhoods. I support limiting the size of new infill but I do NOT support increasing density in already dense neighborhoods. Do NOT allow the historic neighborhoods of Portland to be destroyed.</p>
<p>We can't become San Francisco-- we must build!</p>
<p>New houses should not be allowed to tower over existing neighborhood houses. This happened in the lot next to mine (lot was split two houses were built in the place of one three stories 3 feet from the property line ruined my back yards privacy and sun exposure) and has happened on many other lots near my home. I understand that derelict lots should be redeveloped but the houses should match the height of the neighboring houses.</p>

<p>Where is the infrastructure for all of this development? Shouldn't infrastructure be built first? Traffic stormwater (Clean Water Act) open spaces and more parks with native habitat tree protection is not in place where are these in the plans?</p>
<p>This is the worst questionnaire ever. It is more like a straight-jacket. Incomplete choices of ridiculous combinations of factors offer limited value except to prepare absurd tallies of unscientific polling. A prime example is Q13 part 3. The city should stop paying whomever prepared this survey. The bias of the city is clear from the outset: "About 20 percent of new housing units... in Portland's single family zones." Goal or crystal ball reading? 123000 households projected or promoted? Without new housing how many more would come? Oregonians hate sprawl density and developer bonuses. This project does not limit demolitions. It does not address Portlanders' outrage of oversized overpriced monsters. Instead special interests have ransacked the project to promote affordable housing (not the project's purpose) and it doesn't even do that because it does not guarantees of affordable housing. There is no sustainability in this project. Neighborhood character is being destroyed.</p>
<p>Preservation of trees gardens and natural areas are of primary importance for livability but not addressed in the plan. New houses should be kept small especially to accommodate the preservation of trees. Cottage cluster lots should be encouraged but should include both community garden space on their lot along with natural areas for pollinators. All city planning should include creation and maintenance of natural areas and areas for children to play outdoors. Demolition of existing structures should be discouraged and potential harmful impacts on the environment and neighbors should be accessed such as release of asbestos and lead from older home demolition.</p>
<p>There are NO vacant lots in close-in desirable neighborhoods. When two units replace one house the two new units are away more expensive than the destroyed house - PLEASE look at what is actually happening. The missing middle concept is pie in the sky. It NEVER happens organically. If you have inexpensive housing in a desirable neighborhood someone will always buy the cheaper housing and build something expensive. The old advice "always buy the cheapest house in a good neighborhood" is true. The missing middle only comes about if you have stringent and effective government regulations concerning resale size of units remodeling etc. along with government financing. There are many many close-in areas with property ripe for redevelopment such as SE Powell and SE Foster - why encourage tear-downs in the Hawthorne and Division corridors that destroy historic neighborhoods? It's a travesty that future Portlanders will criticize and regret.</p>
<p>this is the right path for portland infill. Overall I think the proposed changes are great and would like to see the changes implemented City-wide and not just contrained to high transit corridors. These smaller units are beneficial anywhere in the city.</p>
<p>preservation of the neighborhood character should be reflected in ALL new housing regardless of where it is built and regardless if built as low income or otherwise housing. City needs to do more to link tree preservation with construction permits so builders cannot destroy existing tree canopy or MUST mitigate with new tree plantings where tree removal is the ONLY option to building a new home.</p>
<p>With the option to apply for and receive a variance to much of the requirements being proposed by this project completely undermines the expectation that the RIP will be effective in achieving its objectives and to provide present residents within the single-dwelling zone certainty to support the proposal.</p>
<p>2500 sq ft is too small for a 5000 sq ft lot. A 2700-2800 sq ft house will fit just fine. Setback is fine how it is. I prefer less front yard and more backyard for dogs entertaining and play structures. These rules only impact the individuals like myself and my wife who want to build a house for ourselves. The large developers will still have the money and political clout to get variances to do what they want.</p>
<p>Updating the city's zoning for more variety and more density in single family areas is SO IMPORTANT. In order to maintain affordability in the centrally accessible parts of the city we must add more units not just in centers and corridors but in neighborhoods too. This seems like a very good first step to allowing more infill that fit demographic trends - smaller households of 1 and 2 people don't need 1 unit per 5000 sf lot. Thanks!</p>

There is too much focus pandering existing single-family residents. Everyone has unique tastes and should have equal rights. If a family wants a big modern house in a house full of older homes they have every right to pursue their preference. The only restraints on development should be related to safety and quality. Most of the contention is in the highly desirable close-in neighborhoods where long time residents don't want to see their neighborhood evolve. This is extremely small minded and good urban planning does not support stagnant homogeneity because older residents can't handle change. The old homes wont last forever so it is a horrible idea to plan the future around the past. Increasing density in the areas with the most amenities should be the priority. Aesthetics will always be a matter of preference and the reality is that people live in these neighborhoods for the amenities

Would appreciate knowing why you think we should be accomodating these changes when the City can't provide adequate roads police etc. Do you have knowledge of more companies coming paying living wages to help pay for these services?

Your plan must ensure an appropriate housing scale and architectural aesthetic compatible with each neighborhood. Many of the infill projects currently underway in my neighborhood (and approved by the City of Portland) fail that simple test miserably. The photo's on your web site show all the charming little cottages and townhouses envisioned but did you show the public any photos of the god-awful oversized ugly infill projects currently going up in our neighborhoods. Did you show photos of the wonderful old little starter homes being demolished to make way for ugly infill? Do infill right. Preserve 100% of the time the scale and look of our old neighborhoods by imposing iron clad historic preservation design standards for infill occurring on neighborhoods. Otherwise you create blight on the city for the next 100 years.

None of the housing that developers are presently creating is family-friendly. They are creating only studio and 1 bedroom apartments/plexes/ADUs. THIS ONLY MAKES FOR A MORE TRANSIENT POPULATION IN NEIGHBORHOODS AND DOES NOTHING TO AID FAMILIES LOOKING TO BE IN A SAFE FUNCTIONING NEIGHBORHOOD WITH A GOOD SCHOOL. THIS PUTS A CLEAR STRAIN ON NEIGHBORHOODS THAT ARE FUNCTIONING NOW. THE NEIGHBORHOODS ARE BEING FILLED WITH A TRANSIENT (MOBILE) POPULATION WHICH STRAINS THE LIVABILITY OF THE AREA AND ONLY CREATES SERVICES SUCH AS MORE RESTAURANTS AND BARS. GIVE FAMILIES A BREAK! THEY ARE TRULY THE ONES THAT NEED GARDEN SPACE PUBLIC TRANSIT GROCERY STORES IN WALKING DISTANCE! SHAME ON THE CITY FOR CATERING TO DEVELOPERS' SINGLE BOTTOM LINE.

Where are the tiny homes?

I have not had a chance to fully digest the draft proposal so have not filled out the questions above. My key concern is preventing demolition of older homes (unless damaged irreparably) and instead focus on: 1) increasing density in transit/corridor areas; 2) allowing ADUs with minimal restrictions; and 3) encouraging residential construction on currently vacant lots - especially brownfields.

Thank you for helping make Portland a more welcoming city for people of all incomes and ages and for trying to helping create diverse housing supply to keep pace with demand for living in our wonderful city.

The affordability of homes is the biggest issue out of all of these. Additional encouragement to not only build smaller units but to fight for affordable housing legislation is key in my mind.

If renters want more affordable housing in Portland then they should not be allowed to vote for increased property taxes :)

These strategies have not been successful or produced desirable affordable housing in other cities and Portland will not be an exception. Infill housing should not be focused solely on inner SE neighborhoods but more equitably achieved across the City which will lessen the livability impact. The main group benefiting from increased density housing is developers at the expense of current neighbors/residents who are forced to move. My neighborhood is now less racially and economically diverse than it was 2-5 years ago. Where is affordable or size accommodating housing for families? New "multi-unit" housing provides ever smaller and higher priced studios and 1 bedroom apartments that accommodate 1 or 2 people. This is not increasing or retaining diversity.

The housing crisis is impacted by EXTREMELY High taxes and stuffing people in like rates - I would encourage the Zoning to Change to R2.5 in the mayors neighborhood - stop crapping on North Portland

The proposed changes will be very effective at supporting more market rate affordable rental and homeownership housing.

<p>The virtual open house and online survey was a great way to inform people and get input. Good job. Also strongly prefer any incentives or policies that increase housing stock with universal design and accessibility features to accommodate people with disabilities and allow people to age in place.</p>
<p>Increased traffic around community centers because of infill has resulted in more congestion and cut through traffic. Bottle necks in these areas need to be addressed along with any infill plans. Developers should help shoulder the cost of increased traffic.</p>
<p>My street has a perfect example of how to ruin the character of a neighborhood street. Drive out to 43rd Avenue south of Hawthorne---one block off of Hawthorne there's 4 horrendous narrow houses that were allowed over a period of 15 years to replace open space; lots were divided when sold not "historic narrow lots"!! Our street will never be the same.</p>
<p>The majority of these proposals still read as a massive handout to developers but I do love the idea of incentivizing conversions of existing homes (to du-plexes tri-plexes and four-plexes existing garage/basement ADUS or even affordable office/retail space for small business which has also grown unattainable) as part of the overall goal. There is also still PLENTY of vacant underutilized or just plain derelict property along our major transportation corridors (that could be contributing to the housing stock as opposed to the current trend of affordable close-in single family homes being demolished and replaced with deeply unaffordable (and generally neighborhood ruining-ly hideous) single family homes which actually have a negative impact on density (replacing young families and groups of roommates with either a single wealthy individual or couple who at least in my neighborhood have zero interaction with neighbors if they even live in these 'investment' homes at all).</p>
<p>Allow this kind of infill development in neighborhoods citywide.</p>
<p>I vote to keep the above existing code intact other than the changes to the housing types near Centers and Corridors and within Inner Ring neighborhoods. That offers more flexibility and makes sense to me for density reasons and I do agree with allowing new houses on historically narrow lots near Centers and Corridors within the R5 zone which offers more flexibility and makes sense to me for density reasons</p>
<p>If there are to be any changes to residential housing/zoning requirements then it should affect ALL of the city! No neighborhood should be exempt! The increase in density shouldn't target neighborhoods close to transit. Not all MAX stops have parking. Transit riders park cars on nearby streets. Increasing housing density would make parking along the street worse than it is now. Many of these neighborhoods are older & the infrastructure cannot handle an increased number of residents & their cars parked on the street. Off street parking should be required on new/remodeled houses in ALL neighborhoods. Older houses should be saved not torn down! If torn down developers should be required to recycle old house parts at enterprises like the Rebuilding Center. I'm against an additional 5 foot setback. I'm strongly against adding ADUs to residential zoned neighborhoods. Increased density benefits developers while decreasing livability of our neighborhoods.</p>
<p>I am very concerned about the traffic and parking implications of infilling. Even residents living near public transit will still use cars to shop and for weekend activities. Gridlock and nowhere to park is not where Portlanders want to be.</p>
<p>- I support increasing set-backs so that there is more space for larger trees (i.e. conifers) - I support reducing the footprint of new houses because of the reduction in impervious surfaces and stormwater runoff. - Even though the new houses aren't maxim</p>
<p>A one-size-fits-all type of change does not serve the City well. Each neighborhood is different and needs to have different rules to maintain the character of that neighborhood. Single family residential areas need to be preserved otherwise all of those who desire some peace and quiet will move away taking their kids with them. Density should only be placed where there is already a pattern for more dense housing - along main corridors and in the inner city.</p>
<p>There doesn't seem to be any attention paid on how these development options will affect transportation needs. As an example there is a significant increase in density already occurring in inner southeast without any expansion of mass transit capacity aside from the limited "faux" BRT line proposed on Division St. Most of the bus lines are already at/near capacity and with the constant "bus bunching" it seems unlikely adding more buses will be effective. While increasing density is important and the proposed changes seem to go in the right direction it will ultimately lead to a major decline in quality of life in these neighborhood if the only option for those who can't bike because of either distance or physical capability is a very long bus ride or commuting through traffic clogged neighborhoods. Does the planning department even attempt to coordinate their plans with future plans at PBOT or Metro?</p>

Require setbacks on sides and rear of buildings to be a minimum of 6ft - 8ft allowing for more air flow through neighborhood as well as trash bin storage and wheelchair access. Require off-street parking.

Why not also explore stacked units (not just skinny ones) to help people who can't navigate stairs? This might also address some of the skinny house criticism (ppl don't like their appearance). I also think the city should work to protect houses on the historical register especially in neighborhoods where there aren't many. It seems way too easy for developers to have them removed from the list (I'm thinking of 7707 se alder).

You can adapt some of the rules but ultimately a relatively small number of developers with a primary goal of maximum profit are driving this. Reducing square footage for example will more likely drive cheaper construction to keep profit levels high enough. A single homeowner or a few folks in a neighborhood don't really stand a chance of trying to do something positive in their area. That is ultimately a very sad situation. One of the most realistic answers to this is to encourage large numbers of ADUs. The fee waiver is outstanding public policy but permitting is still beyond the realm of too many longtime homeowners like me.

I understand the problems of "monster homes" and associated demolition but limiting the height and square footage of buildings and increasing setbacks may not be the best ways to solve them. The real problem with these houses is not that they look out of place; it is that they consume a lot of resources without housing any more people. New buildings should be exempt from these new size/height/setback restrictions if they are duplexes or triplexes or if they have internal floor plans designed for cooperative living as opposed to traditional single families.

Sadly Portland proposed zoning changes still favor the Development industry the result being (in absolute best case) a occasional "Greenwashed" version of over-aggressive development. I have not read nor seen ANYTHING regarding how the NEIGHBORING property contexts effect those of a subject lot. Yet in MANY cities there are such controls which both a) allow a marketable development w/incr. occupancy to be constructed while b) taking into account the neighboring properties light and air access views maintaining of privacy etc. Why is NONE of this mentioned in Portland ? Building heights lot coverage and allowable front and rear-yard setbacks SHOULD be partially governed by the setbacks and heights of EXISTING NEIGHBORING BUILDINGS. Blanket changes such as dropping the height limit a few feet or making a minimum front setback MAY OR MAY NOT result in a structure which is volumetrically compatible with the neighborhood context.

You will single-handedly ruin the entire reason all of us (you included) love Portland if you allow multi-unit zoning in single family neighborhoods. Say goodbye to knowing your neighbors. You will usher in a reduction in the number of families in a neighborhood as well as a population overrun in areas of limited infrastructure. You will inspire a lack of natural features a lack of quiet and a lack of aesthetic appeal among other impacts. You will transform this city into a developer-run city. Stop re-zoning and just accept that if you want Portland to remain terrific there will be a limited amount of space for infill. Stop trying to get creative so that we can dramatically increase density. The city is starting to suffer now so the question is not "What do we do about housing?" but rather "How do we keep Portland a wonderful place to live?"

Most jobs will be in the Hillsboro area. Your idea of people commuting by bike is laughable. Your ideas of what to don't work together. We need new thinking.

Nice work! It looks great and well considered. You can tell a lot of thought analysis and a love for Portland went into this plan.

Bigger eaves are good to make the massing look better. But you should also stop favoring houses to have pointy rooftops. Rooftop decks are excellent. Reducing curb cuts is excellent!!! Don't need to use code to make everything look like a craftsman. Would prefer regulating for quality of build and design commission style aesthetics not matchy matchy shit. New stuff that 'matches' is god awful looking. Would like to see more dramatic transition to larger buildings especially along all these corridors. Continuing to allow SFH or new duplexes/triplexes to be built is entirely irresponsible. This increases land value but without possibility to build a denser -- even small 3-4 story -- building we won't see price drops just lots of luxury builds. Would like to see more townhouses more condos that are FAMILY sized i.e. 3BR+. Would like to see limits on 1 & 2br places.

I think your infill is going to kill historic neighborhoods that are so key to the charm of Portland. You don't consider the impact that infill has already made on our city let alone how much worse it will be when you stuff more people into the neighborhoods. Where are you installing extra parking extra grocery stores extra roads extra emergency services etc? Many streets are overtaxed (look at SE Division). We long timers are very distressed with this lack of planning.

Don't muddy single-family zoning: expand multi-family zoning instead. Let single-family areas stay single-family but reduce the geographic extent of them and increase multi-family zoning. "Middle Housing" is not being built because of market factors not zoning - there is plenty of RH - R3 out there.

Continue to waive the SDC charges for ADU's. Decrease the building permit costs for townhouses and small 25x100 foot lots. This will create more affordable housing quicker than any proposals out there.

I support allowing additional square footage for including an ADU in a (re)development but not for including a detached garage. A detached garage serves a private purpose and does not forward the public's interest in increasing affordable housing and therefore should not be privileged and encouraged in the city's code.

Wasting the resources of existing homes is wrong. The new homes being allowed now are destroying our neighborhoods. Some ADUs are fine but impact neighbors adversely. No privacy. We also need a solar ordinance for those who have invested in solar. Large houses will destroy our investment and the investment of federal state and utility dollars. No one wants to talk about this.

Do worry that livability would go down well than many areas would all be more affordable. Parking is a huge issue as is "how will traffic move" while still making an area feel like a neighborhood .

This survey has many loaded questions. Not real choices. We need to preserve our neighborhoods. New homes are not affordable or accessible for anyone with a disability or who wants to age in place. Not everyone can ride a bike. Most people own a car even young people so they can recreate out of town. These changes will destroy the neighborhoods and businesses that people love especially the older buildings. The city has not done enough to preserve character.

I'm not optimistic that this will lead to more affordable housing -- especially the use of skinny lots -- just smaller expensive housing. Potentially it might be adaptable for different ages & abilities but not if they can't afford it. I am most afraid it will lead to more demolitions of our most affordable housing and won't help improve options in lower income neighborhoods. I'd like more incentives for internal conversions and ADU's although I fear many will be used as short term rentals (airbnb) for much of the time.

I really want tiny houses especially those on wheels to be allowed on residential lots. Issues of utilities can and should be met through code changes. But this temporary affordable option makes sense in certain situations (like students who may move once schooling is completed or people who move for seasonal work) so having a prohibition is not compatible to having options that fit.

The lack of real data or modeling to estimate the cost of implementing this proposal to existing housing stock habitat congestion infrastructure strain or future ownership vs. rental questions the veracity of the premise. If implemented this is a large generous give away of the R 5 neighborhoods to the very group of developers having a proven track record of mutilation and extortion of neighborhoods for quick profits without regard to quality or design. Put an end to lot splitting which leads to demolition; leads to cheap moldy defective yet expensive structures. This plan's intent is to make the land under the SF houses easily available to development of future rentals while disguising this behind a density hysteria. Pick ten places adjacent to corridors; show the people who already have invested in Portland that it can be done without the near-future shabbiness currently accepted and seriously solve the housing issues?

I oppose the proposal which strongly favors developers. I do not see how it will provide any affordability and will rob the inner neighborhoods or the charm derived from historic houses. Already this neighborhood is impacted--why not go out just a little way into the 82nd street corridor which needs help to become an attractive area? I cannot fathom how destroying our neighborhoods i.e. putting up boxes next to historic houses will be of any benefit to anyone--except for the developers such as "Portland for Everyone" which is such a terrible misnomer!

â€¢increase benefit of healthy neighborhoods:COMMUNITY. No mention here. â€¢improve market 4 local-serving businesses. No mention here of "affordable" local-serving businesses. Corporations r being allowed 2 take over & small business owner (who cherishes "community" is being exited by sky-high leases). *Comparison of house sizes on 5k sq ft lots: A home is more than just the physical structure. Gardens for food/flowers/nature r key. A safe enjoyable play area 4 children/pets/entertaining r key to a sustainable ngrhhood. 2 simply have structures piled on top of one another does nothing 2 create a safe/desirable neighborhood. *Setbacks 4 garages must always b at least 20 ft to allow for vhcle prking & safe sidewalk/pedestrian passage. *All ADU and cluster lots must also accommodate more off street parking space to ensure safe sidewalks streets & intersctns. 2 think increasing housing density is somehow going to reduce vehicle/parking requirements is wrong. *Each dwelling unit has neighbors. Each permit for expansion/addition should be individually considered and agreed upon by all affected neighbors. *ALL communities need affordable housing in order 2 reduce carbon footprint. This allows all socio-economic groups 2 live and work in an area that is compatible with their lifestyle/education//job/family needs/etc. Instead of "redlining" specific areas 4 growth include all areas 4 growth by offering effective/efficient/realistic/affordable transit in ALL areas. *If these new height standards go into affect they should be retro-active requiring MDU ADU and Cottage dwellings to meet requirements so as not to continue destroying home values/quality benefits of neighboring homes. Tax benefits can pay for required changes.

Developers will continue to build expensive homes regardless of size limits. An 800 sq. foot ADU is huge nothing like the quaint pictures of ADU's on this site and rents will not be cheap. The windows of the tall second floor destroys privacy for neighbors. Additionally the shadows cast by these tall structures in what used to be open space impacts other property owners. Allowing 2 ADU's is a nightmare for neighboring properties especially if these get turned into short term rentals. Ideas are great but greed will win the day and these proposals will increase wealth for developers and slums for everybody else.

My general review analysis of the proposed draft is very positive. I believe the proposed guidelines can move toward enhancing neighborhoods throughout Portland. Success will depend largely on how each developer chooses to meet and design within the new in-fill guidelines.

The proposed changes will be determined by the allowable loopholes which developers & the City have historically supported.

Parking! Traffic! Nothing in this REQUIRES additional services or parking. The proposal is only a tiny step if we are trading slightly smaller new houses for more of them than neighborhoods can handle. For example the proposal to remove requirements of street-facing garages on narrow houses only says "encouraging" alley and shared driveway parking. Building more ADU's with a new house will not have the same sense of ownership and neighborhood sensitivity as one built near an already occupied home where the homeowner watches out for impact on neighbors. This proposal reads like a sales pitch. We need more density and smaller houses. This gives away too much without solving problems that come with more density.

Design guidelines will be an important aspect of implementation. I believe this is where 'neighborhood context' can play a big part in new construction being contextually sensitive.

The importance of retaining viable affordable homes can not be overstressed. Added incentives for homeowners developing flag lots in R2.5 and retain existing dwellings should be developed to avoid private unintentional land banking. Exterior landscape space should be increase to 15'x15'. Neighborhood context is what makes Portland the livable city it is do not encourage cookie cutter development by ignoring context. Allow increases to height limits and decreases to setbacks immediately adjacent to commercial zones- if abutting especially. Do not allow new development to remove healthy mature street trees. Do not allow underlying lot lines to reshape mature neighborhoods- perhaps those lots could have an additional unit instead.

Very concerned about preserving our mature tree canopy: every new house seems to cause each tree already on lot to be destroyed: WRONG direction! Ptld prides itself on high rates of recycling but is willing eager even to throw away (demolish) entire solid homes! You're not paying attention to infrastructure issues re: all this development: school capacity; traffic; parking; impact of more population on existing roads; access to grocery stores; bus/Max access; sidewalks. Not to mention sunlight & access to solar power as houses & "apartments" get ever higher. Narrower streets need lower heights. Retain some older buildings (even if remodeling & retrofitting needed) for "beneficial uses" ie: daycare or eldercare; corner groceries; possible affordable housing: utilize incentives to accomplish. Example: 3334 SE Belmont now being considered for demolition. Don't destroy this old bldg.: these kinds of buildings saved encourages diversity of neighborhoods retains what Portland should be all about!

I do not support the change to allow duplexes on all R-5 lots. It adds density in areas that may not be able to support it. It also changes the character of the neighborhood. Density should be centered on specific areas where transportation commercial spaces and open space (parks) can support it. I do appreciate efforts to incentivize affordable housing and ADUs and cottage clusters are a method of doing so.

This was not advertised well enough. I doubt you will get a good sampling of all Portlanders since the average Portlander likely didn't hear about this. I'm sure developers will be very well represented on the other hand. Stop catering to developers!

The RIP proposal seems unlikely to yield much affordable housing but very likely to create incentives to demolish more houses especially the smaller and more affordable homes. The proposal is especially disappointing in its failure to protect historic resources which are supposed to be protected under Oregon's Goal 5.

If the current city data is showing that the available land today is sufficient to infill development and provide enough housing for projected growth among all economic brackets why is premature attention being given to rezoning? Is consideration given to empowering citizen participation in rezoning beyond a survey? Perhaps through city vote? These issues are critical. Completing a survey doesn't give assurance that popular opinion is heard and used as the guide for change. Rather the citizen impression is that these surveys are given as a courtesy and the course is already set.

I believe that this is not a very well vetted plan. The inner ring neighborhoods have some of the greatest density in the city and are being target for more. Density is but one consideration. Livability community and green space also need to be in the equation. This model needs more research and if implemented it needs to be city wide across all neighborhoods. Targeting certain neighborhoods creates a class system between neighborhoods and doesn't allow equal access to better schools parks and amenities by all. Also by overwhelming inner neighborhoods with density we turn them from family friendly places into transient neighborhoods with little sense of community and place. As Mr. Novick stated in a comp plan meeting we ALL have to sacrifice for the greater good so follow the recommendation of the citizen panel and apply this city wide. As written RIP is a developers dream come true..

In regards to setbacks what about the case where the houses that are immediately adjacent were built more recently and are out of character with the rest of the neighborhood? It was not described how this proposed change would address potentially perpetuating the incongruity.

I do not like seeing older homes demolished and bike lanes taking over the streets. I think cars and bikes should share but that cars should have the larger lanes more lanes than the bikes. The traffic "calming" is creating "road rage" I have never seen in this city until the last two years. We should model Copenhagen where bikes use half of the sidewalk rather than half of the street. Denmark and Scandinavia have been doing this a LOT longer than we have and have worked out the kinks. They have a MUCH safer method that encourages cooperation rather than aggravates the population and creates a hostile driving environment. We at least need a curb to separate the bikers from the cars. Bikers will get injured and that is not what anyone wants.

Respect neighborhood character. 1/4 mile radius for increasing density is too much. Neighborhood impacts - traffic displacement strain on services and schools. Infrastructure in aging neighborhoods is insufficient for significant density growth. More cost effective to build on empty/undeveloped land in East Portland. Not everyone can live close in! Need to incent preservation and restoration; even internal conversions. Not demolition which is #1 concern - not addressed in this survey!

Go further! We need more types of housing city-wide. These are definitely steps in the right direction but I believe we CAN do more (although it is politically challenging).

<p>preserve not demolish!</p>
<p>Deceptive survey! Does not do enough for preservation.</p>
<p>Stop TRYING TO Infill Portland. Build outside the urban growth boundary in selected spots. Allow high rise housing only outside of the urban growth boundary. Stop allowing developers to destroy Portland for a huge profit. We don't have to accomodate those who have been living in Phoenix florida and elsewhere .. BUILD OUTSIDE of Portland. Let Portland be largely a product of what it's history has made it. Leave open spaces don't occupy every inch with people. That is a recipe for misery in years to come. Great european cities don't allow ugly infill without design review with aesthetics and beauty as major criteria. Portland Needs strict demolition laws strict historic building laws and The city of Portland needs to stop catering to greedy developers and stop helping to fund developers projects. The city needs to back actually affordable low income housing not just give aways to developers for middle income housing</p>
<p>One great thing about Portland is its unique neighborhoods. Recently a lot of that history especially in traditionally black neighborhoods has been lost. Growth is good change is good but it doesn't have to come at the expense of what has come before it. Have the courage to preserve the history and unique context of each neighborhood while working collaboratively to provide a framework for positive growth and housing flexibility that can allow more people to benefit and contribute to what it means to be from Portland by living IN Portland. Also thanks for all of your hard work and time in service of our City.</p>
<p>1) Did analysis calculate number of multifamily units already allowed and being built in commercial zones? Housing diversity already provided with these units. (Note: In these areas lack of requirements for landscaping outdoor space stepped-back facade instead of monolithic wall or on-site parking have negative impact on neighborhood.) 2) Proposal to allow two ADUs per SF lot is too much; it's converting area to multifamily which should have public hearing for plan and zone changes. 3) Building coverage of 2500SF + 800SF ADU is 66% lot coverage. What happened to need for pervious surface and ground percolation of rain? 4) Though the backyard setback was not under discussion that should be at least 15 feet.</p>
<p>1. BDS and SDC fees are over the top!! 2. Don't figure everyone bikes - look at a ratio. An 80 year old can't bike - bike paths etc. get away free 3. Fees cause most of the cost - soft costs drive house costs! 4. Keep historical homes! 5. ADUs give tax \$ to the city we all know that. 6. city does NOT need a new City Hall</p>
<p>Please look at the economic and environmental impacts of these changes. Please consider increasing the number of housing units while considering the impacts on parking livability and neighborhood character. Please consider imposing taxes fees or fines on development that does not increase the number of units but rather destroys existing houses solely for profit.</p>
<p>Very hard to ascertain the vision of these changes. They are generally unfriendly to development and property rights for the landowners. In micro the changes are understandable and reasoned however as a package it seems like an overall hindrance to growth. More regulation seems a counter-intuitive approach to meeting our region's housing needs and there is no theme or vision included in this package of changes that leads me to believe that it is anything more than regulation for regulation's sake or some degree of neighborhood nimby'ism to change. I've been here 20 years and I want to see more freedom and flexibility to build not less. The one place this work seems more coherent on is in more ADU freedom and I commend that work. But it's the only piece that stands out.</p>
<p>If duplexes and triplexes are allowed in low density residential zones the density limitations must be adhered to. It is very interesting how this questionnaire does not address possibility of density increases as a result of allowing duplexes and triplexes - this is very misleading!</p>
<p>Underhanded way to rezone large swaths of Eastside PDX proper rezoning process. Wealthy areas are protected from infill due to the "frequent transit" criteria essentially creating a new form of codified redlining. Persons of color immigrants and those with less means will be shuttled into these zones while wealthy neighborhood continue to prosper and enjoy quality schools parks open space trees and distance from poverty and diversity. Amazing to see this in a town which constantly espouses "equity". This plan will make the big homes w/ large lots areas impossibly exclusive. Who came up with "frequent transit" as a criteria for mass rezoning of the east side?? Brilliant! Likely though illegal and hopefully the state will see through this in court. Calling mass rezoning simply "more flexibility" is deceptive. Who reaps the riches here? Developers city employees and those in neighborhoods away from transit. Let's hear it for the rich!</p>

housing doesn't contemplate accessibility only density good to increase the front setback gives more room for ramping for access Since all your pictures show steps on every housing type don't know how you expect accessibility to be addressed!

I really support and am in favor of increasing density through ADUs and Duplex/triplex. I do however think 1) all of the suggestions is a bit too much for the single family zone but maybe 1 ADU and triplex or 2 ADUs allowed and no triplex etc. and 2) that additional strategies/policies/tools need to be in place to encourage conversion of homes and affordable units.

I'd like to maintain flexibility for property owners so neighborhoods are allowed to evolve over time.

Absolutely essential to required a neighborhood-based locally context sensitive design guidelines that are established monitored and implemented by regular properly city resource-supported groups consisting of equitably selected and fairly selected citizens / neighbors businesses developers land use & architect & building / construction professionals community orgs & institutional stakeholders with proper city guidance.

Appendix D: Comments from individuals submitted via email, letters, comments cards and flip chart notes (323)

Ordered by date received and type		
06/28	With Stop Demolishing Portland: burdening infrastructure, massive burden, ~10k housing units, water, sewer, roads	Flip chart note
06/28	Infrastructure includes firehouses, police stations – staff up to support current	Flip chart note
06/28	Don't have adequate public transportation of no off street parking	Flip chart note
06/28	Not being called “rezoning;” city supporting county decision – ADUs add just as many folks, cost rest of us; need more tax	Flip chart note
06/28	City is growing – can't stop it – need more housing, becoming more inclusive	Flip chart note
06/28	Situation getting desperate	Flip chart note
06/28	Across street from condos, townhouses proposal; cars; have to move response from City Hall – “embrace what's happening or sell house”	Flip chart note
06/28	A little nervous, can't stop growth, would be nice to have homeownership opportunities	Flip chart note
06/28	Son can't afford to buy home – no middle ground for affordability – what is the answer?	Flip chart note
06/28	This is a good plan to get that 20% of new households that are planned for the neighborhood, along with the 50% that will be going in centers and corridors – we need to ensure that we'll get density on those corridors as well, or the plan won't reach its objectives.	Flip chart note
06/28	Incentives to NOT demolish!	Flip chart note
06/28	Visit but don't move here – Tom McCall was right	Flip chart note
06/28	Slow the growth (someone crossed out “slow the” and wrote “stop the insane”)	Flip chart note
06/28	Limit size of new houses to 1600 sq. ft. above ground	Flip chart note
06/28	It should be very very hard to demolish a good house	Flip chart note
06/28	Keeping existing houses is the greatest thing we can do	Flip chart note
06/28	Requiring minimum open spaces and/or more areas where no building can occur to preserve green space	Flip chart note
06/28	Increase side setbacks to 7' to allow more green space, light and allow space for larger eaves. Bigger houses do not increase density	Flip chart note
06/28	You have a graph showing the need. What is the impact of these measures on meeting that need?	Flip chart note
06/28	Required parking à for internal conversions – do not require	Flip chart note
06/28	More flexibility for 0' side setbacks – neighbor agreements	Flip chart note
06/28	Orientation of house should determine placement of ADU	Flip chart note
06/28	Leave minimum 10' setbacks. This leaves space for larger backyards, with large trees, and/or an ADU in back.	Flip chart note
06/28	Call it rezoning – I dare you!	Flip chart note
06/28	Allowing duplexes on all lots and triplex on corner lots in R5 traditional single family neighborhoods will KILL the neighborhood.	Flip chart note
06/28	Those who build duplex and triplex do not live in them	Flip chart note
06/28	Increasing density through these overlays will add to parking congestion because often housing units will have more than one car. At the minimum one parking space per unit must be required even in areas within 500 feet of peak transit service frequency. No units should be built with no parking required.	Flip chart note
06/28	Do not make it easier to destroy what we already have.	Flip chart note
06/28	Sellwood has density and Eastmoreland will not. Not fair!	Flip chart note
06/28	New housing types, ADUs, duplex, triplex, houses need to fit the look, style, and feel of the neighborhood.	Flip chart note
06/28	We need a mix of housing options across the city – allow duplexes and triplexes on all lots	Flip chart note
06/28	What is everyone so afraid of? I'm not a developer I want to build a home in the neighborhood my son grew up in on my lot that he can afford to buy.	Flip chart note

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06/28	If on site parking is required for internal divisions more houses will be torn down and less housing will be built. Permit the streets don't require parking.	Flip chart note
06/28	I like the plan – our neighborhoods will be great with more diversity of housing types, within ¼ mile of centers and corridors	Flip chart note
06/28	We need more housing types across all neighborhoods. Large SF lots are exclusionary.	Flip chart note
06/28	Across all city limits, require to have parks/green space in every neighborhood or requirement for more carbon sequestration from trees and shrubs	Flip chart note
06/28	¼ mile from centers and corridors is a good start. It's the first step in creating a city where enough people live near transit and within walking or biking distance of shopping and services.	Flip chart note
06/28	Keep existing houses which are most affordable and save resources. Demolition is toxic and wasteful	Flip chart note
06/28	This much density ruins the livability we all love. People who have their own businesses (service) sometimes need to drive to clients' homes. Mass transit and bikes are great but don't always work or make sense for everyone	Flip chart note
06/28	I think the ¼ mile radius is arbitrary and disconnected to the reality of transit as a whole. Not all journeys are to "centers." I think more housing types/sizes are important to affordability. I also think increased density should come with city or required improvements to the neighborhood such as parks, new sidewalks, and more trees.	Flip chart note
06/28	These lots were never intended to be built on – they were a way to sell lots – do you want 2 or 3 was how it was historically framed. Close the lot line loophole now.	Flip chart note
06/28	No demolition of existing houses – not green not affordable	Flip chart note
06/28	These lots provide a good opportunity to provide more smaller houses	Flip chart note
06/28	Narrow lots don't support big trees we need – no space for growing food or urban wildlife	Flip chart note
06/28	Off street parking must be required, garages optional, to fit the context of the neighborhood houses that have driveways and garages – it is an equity issue!	Flip chart note
06/28	I live in a house on a narrow lot. It was much more affordable compared to a bigger more traditional sized house. I support the proposal to increase narrow house and remove driveways to increase green space and more closely match older homes without driveways or garages	Flip chart note
06/28	I support removing off street parking	Flip chart note
07/06	2,500 s.f. seems fine. Perhaps a little small, compared to some historic houses. If we want to encourage triplexes on corner lots e.g., perhaps the "house" envelope on corner lots could be 3,300 s.f.	Flip chart note
07/06	Good idea! Smaller is the future. Leave some green space	Flip chart note
07/06	Keep the 35' height max. in R2.5, as a step-down from the CM-2 commercial which will be 45'. The 2.5 will then step down to 30' in R5.	Flip chart note
07/06	Flat roofs don't make sense in our climate. Warranties are limited and more expensive to build. Also, eaves do serve a purpose in protecting windows, doors and the house itself. 20% into setback helps but could be a little large.	Flip chart note
07/06	Yes, please keep the limit at 2,500 sq. ft. Thanks!	Flip chart note
07/06	I really like and support the proposals on scale to fit in the existing neighborhood – sq. ft. limit, lower roofline and consistent front setbacks are common sense approaches to helping new construction both increase density and maintain integrity of neighborhood.	Flip chart note
07/06	The Near Centers can provide more small housing (say lower cost affordable) but we can't – don't limit – citywide	Flip chart note
07/06	Single family lots should remain as single family dwellings – free of ADUs. Please concentrate development in the inner urban core as opposed to building multiple family units in/near family neighborhoods.	Flip chart note

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07/06	New construction, no matter what type, cannot be affordable. Just like the only sustainable (green house) is the existing house, the only affordable houses are the existing houses. Build new construction where you don't have to tear down. We have space.	Flip chart note
07/06	More community housing ideas around green space like the cottages but at different affordability levels	Flip chart note
07/06	I like the ideas of changing zoning to allow more options. Should consider more areas of Portland.	Flip chart note
07/06	I do not like "near Centers and Corridors." Make changes in all of Portland to increase affordability	Flip chart note
07/06	EXPAND Centers and Corridors to citywide. Neighborhoods with mixed housing types are vibrant and more equitable.	Flip chart note
07/06	I like the varied types. I would like shorter front setbacks in R2.5 – keep the current 10', or lower it to 5'	Flip chart note
07/06	Why take task force dedicated to improving construction guidelines, and hijack it for a substantial rezoning? Keep scope to intent.	Flip chart note
07/06	I support varied housing types and sizes throughout the city. This will increase the vibrancy of our neighborhoods. And it helps address climate change.	Flip chart note
07/06	Your proposal would mandate that 2 homes be built on R2.5 lot with a recent demo of a single family home. Please remove this mandate from the proposal!	Flip chart note
07/06	I don't agree with this proposed massive "rezoning" of huge areas of the city which will dramatically increase demolitions and reduce affordability. Instead, the city should propose selective actual rezonings, with full public input on specific locations. But I support allowing internal division of existing units, and extra ADUs for existing homeowners.	Flip chart note
07/06	If garages are not allow, and there are no off street parking pads (driveways) where are people going to plug in their electric cars? With a 4 block long extension cord when the street is full of cars?	Flip chart note
07/06	Most were never meant to be used as 25 x 100 so calling them historic is misleading. Allowing 50 x 100 to be divided into 2 25 x 100 lots incentivizes demolition. Therefore they destroy affordable housing, not create it. Just encourage ADUs and sharing existing housing (not new construction) instead. Put the effort and zoning into creating/enhancing new neighborhoods not destroying existing, successful ones.	Flip chart note
07/06	In a 25' lot, put it to qualitative use by taking it from housing and using it for a tot lot, a neighborhood center, a childcare facility, etc.	Flip chart note
07/06	New houses should be allowed on these historic narrow lots. There should be incentives, if not requirements, to build them attached.	Flip chart note
07/06	Eliminate lot splitting	Flip chart note
07/06	No garages on front st.	Flip chart note
07/06	Where are narrow houses/lots – racial breakdown	Flip chart note
07/13	Specify size of "large lots"	Flip chart note
07/13	If the city is really serious about public input they would mail letters to all residents labeled "Crisis – Important Mail – Your property value and character of your neighborhood may be changing! Zoning rules are about to change!" BPS has used the word "crisis" liberally so why not in this context?	Flip chart note
07/13	Parking allowances need to correlate with width of street. Some streets are too narrow for parking on both sides.	Flip chart note
07/13	Scale changes moving in right direction; however, setbacks need to adhere to surrounding structures.	Flip chart note
07/13	Design standards, building material requirements, architect requires for house design (exterior)	Flip chart note
07/13	City should have blanket rule requiring special variance before demolishing any building over 90 years old, listed or not	Flip chart note

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07/13	Why “rezone” entire (almost) residential zones; seems like overkill – reduce this area until consequences are known.	Flip chart note
07/13	Would prefer duplex and triplex to narrow houses.	Flip chart note
07/13	This isn’t the topic above BUT why so many proposals – wouldn’t less be more? More oversight, more review of how well a few proposals work, etc.?	Flip chart note
07/13	There should be a minimum lot size in order to build a duplex – larger than the 5,000 square foot lot – otherwise there could be too much demolition of existing homes to put in a duplex and ADU on one lot. We don’t want to incentivize runaway demolitions, which can take over whole neighborhoods. Without any limits on how much can be squeezed into these lots, developers will just keep demolishing homes to put up three.	Flip chart note
07/13	How does encouraging use of ADUs (short-term renters) solve Portland’s long-term housing crisis?	Flip chart note
07/13	Why doesn’t R5 mean R5! If you want R2.5 – go through process of rezoning!	Flip chart note
07/13	Please specify on the pie chart on your handout that a 50x100’ lot is considered a “large lot” – that info is missing and easily misunderstood	Flip chart note
07/13	Removing parking requirements isn’t practical. There is not enough street parking	Flip chart note
07/13	What exactly is a historical narrow lot?	Flip chart note
07/13	Truth in zoning – please!	Flip chart note
07/14	I SUPPORT reduction in FAR to 2500 to 5000 sq. ft. lot. Add front setback considerations for existing houses if greater than the 15’ proposal (i.e. no more than 5’ closer than adjacent houses).	Flip chart note
07/14	Keep the 35’ height limit in R2.5, please!	Flip chart note
07/14	OK with scale reduction so long as there’s more flexibility on what happens inside	Flip chart note
07/14	I like max. 2500 finished area for SF dwelling	Flip chart note
07/14	I agree. The problem is all the completely out-of-scale houses being introduced into older neighborhoods	Flip chart note
07/14	Provide incentives for homeowners to build multiple small houses on standard lots instead of giant houses i.e. 3-4 750-800 sq. ft. houses on 7500 sq. ft. lot. More density, but smaller interesting homes. Shared green spaces...etc.	Flip chart note
07/14	Where are the parks?	Flip chart note
07/14	2500 sq. ft. seems fine for a single house. If it’s a duplex, maybe ok. If it’s a triplex (proposed on corner lots), I would bump the max up to 3000 sq. ft. for the main structure.	Flip chart note
07/14	While I generally support alternative housing styles – I do not agree to “rezoning” so much of the city (smaller area)	Flip chart note
07/14	I agree with all the alternatives presented. These will not destroy neighborhoods, but will allow them to gracefully, gradually, transition into the higher density residential areas that they are, in many cases, trying to be. This proposal will respond to the high demand for housing, rather than trying to deny that it’s happening.	Flip chart note
07/14	“Center” too broadly used. Needs to be limited	Flip chart note
07/14	Sunnyside neighbor – great examples of infill middle: 1888 Proud Past – Bright Future “as is” present; 4/5 story condos limited on-site parking. SB5133 “by right” troublesome!!!	Flip chart note
07/14	I oppose the currently used definition of “center” as this should apply ONLY to regional centers and town centers	Flip chart note
07/14	Create opportunities for greater population density (2 ADUs) within reduced massing from what’s allowed today	Flip chart note
07/14	Make it a requirement for existing houses to be preserved and current renters protected against eviction if ADUs are built. If you can replace an existing house with a duplex or triplex you are creating a developer’s buffet that will destroy Portland’s neighborhoods and lead to displacement, not affordability - Please innovate! Not liquidate Portland!	Flip chart note
07/14	Portland Heights neighborhood – large lots, walking distance to downtown – so what is proposed for there?	Flip chart note

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07/14	Middle housing is a good opportunity to increase density and affordability at a human scale. It must be implemented in every ZIP code to drive equity. Equal housing opportunities will drive racially and economically diverse neighborhoods. Diverse neighborhoods will drive diverse/equitable schools.	Flip chart note
07/14	The proposed area of application is a good start – ¼ mile from the outside boundaries of “neighborhood centers” as well as “town centers,” as well as a ¼ mile from corridors. I like the equality inherent in including ¼ mi. from transit stations, like Hollywood TC, where the ¼ mile radius includes parts of Laurelhurst.	Flip chart note
07/14	Aging in community is not the same as aging in place	Flip chart note
07/14	Anyone can fill out the online questionnaire as many times as they want. I can assure you that there are motivated people that will fill it out 100x. Your data will have very little integrity	Flip chart note
07/14	Please do not consider duplexes and triplexes as rentals only. They can also be owned “attached housing”	Flip chart note
07/14	If RIP Neighborhood’s single dwelling lots all became 3 unit (Duplex + ADU) then we alone would provide more than 1/3 the housing need stated by the comp plan (20% of new units) – this idea of more units per lot is a no go. Instead, offer differing housing type as ADUs (now regulated citywide)	Flip chart note
07/14	Keep garage requirement!!!	Flip chart note
07/14	All residences should have off street parking	Flip chart note
07/14	If multiple residences on a lot, leave room for 2 cars off street	Flip chart note
07/14	Stop acting as if corridors do not have residential streets coming off them	Flip chart note
07/14	Consider the garage as a bonus – front loading or otherwise – have a weather proof insulated garage door with windows so the space can either be used as a garage or a multi-purpose room.	Flip chart note
07/14	An off street parking pad is necessary especially if a mega-unit apt bldg. goes up nearby without parking or not adequate parking for all tenants with cars	Flip chart note
07/14	No parking is required now for any small development within 500’ of frequent transit. This rule should remain in place. Parking requirements on skinny lots are a bad idea, make ugly houses and, ironically, lead to a loss of on-street spaces because the frontages are almost entirely driveways!	Flip chart note
07/14	Only allow common lot line development that way they can create a structure that looks like the typically size structure	Flip chart note
07/14	If you were required to keep the existing house have all kinds of creative housing options pop up and become available. If a house straddling two narrow lots is allowed to be torn down this will not lead to innovation...but degradation of Portland’s charm and will not lead to affordability – Allow for small flag lots to be created for micro home lots.	Flip chart note
07/14	Forget skinny houses; build duplexes/triplexes instead. Maintain parking requirement.	Flip chart note
07/14	Encourage attached housing in these situations – without garages out front (and curb cuts that remove street parking)	Flip chart note
07/14	Stop demolishing existing houses	Flip chart note
07/14	Ugly is a subjective opinion!	Flip chart note
07/14	Encourage shared driveways	Flip chart note
07/20	Please specify that “large lots” includes lots as small as 5,000 square feet. You said you’d fix this! Most people living on standard R5 lot don’t think of it as a “large lot” and these are what would be opened nearly citywide to intense development. At least ensure a level playing field and compliance with codes if advocating such a radical increase in demotion and development.	Flip chart note
07/20	Portland for Everyone Who Wants to Be a Renter: Metro study showed 80% of Portlanders want to live in a detached house. Who exactly wants all these housing choices – A: Developers. I don’t know of one house destroyed that resulted in less expensive housing.	Flip chart note

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07/30	If we want to move toward a city with more transportation options (other than cars) we need to consider how the built environment communicates our priorities - Take the parking requirement away and reward families who choose a car-free life with ALL the space on their property.	Flip chart note
07/30	Agreed. We cannot accommodate this density if every new unit brings another car onto our roads.	Flip chart note
07/30	Cars aren't going away. Some of us need them to get jobs done	Flip chart note
07/30	Stop building housing and apartments without parking, and begin building new neighborhoods for the transplants rather than over-stressing historical neighborhoods.	Flip chart note
07/30	Encourage a diversity of housing types and remove current barriers to promoting development of duplexes, triplexes, garden apartments, ADUs, etc. High-rise apartments and McMansions don't serve the needs of everyone, and more importantly discourage strong communities.	Flip chart note
07/30	How do we incentivize car-free living if we don't require parking? Currently people typically have cars in most "car-free" zones.	Flip chart note
07/30	Stop building density where you have no infrastructure (quality paved roads with sidewalks). Limit infill in areas that have intersections that "fail" - if you can't move traffic through a neighborhood at a reasonable rate during peak times then you have no business developing in that area or adjacent to it.	Flip chart note
07/30	Sellwood already has a huge concentration of high density and commercial zoning. Currently 21 apartments are being built. There is still plenty of capacity for high density in Sellwood that the community is struggling to accommodate. Why would we rezone nearly every home in Sellwood to be more dense when we have already agreed to a very generous zoning plan? Some less complete neighborhoods may benefit from increased density but applying this one size solution will change balanced neighborhoods like Sellwood to be less desirable in the name of equity.	Flip chart note
07/30	Do an environmental impact statement on infill impact on the SW Portland ecosystem!!	Flip chart note
07/30	Keep neighborhood feel of mixed use and community building	Flip chart note
07/30	Keep design to retain old Sellwood feel	Flip chart note
07/30	We have to think about water/climate stability - the SW USA will be uninhabitable at some point. Emptying it out slowly is much more desirable	Flip chart note
07/30	Change is hard, but it cannot be stopped	Flip chart note
07/30	We need to build for PEOPLE, not cars. Let's get beyond thinking about parking. Fewer cars means BETTER livability.	Flip chart note
07/30	Our SAC representative for CNN did NOT represent us - did not survey and went against what people wanted. Also, this is a done deal - you say you want input but you already have an end point and that will not change.	Flip chart note
07/30	The hypothesis that increase in population density will lower housing costs is not proven. Do not impose this unproven hypothesis on current livability. This should not drive proposals for increase in population density. Why not include all of Portland in these proposals. Note that NO city commissioner lives in East Portland.	Flip chart note
07/30	Thank you for attempting to increase density. Duplexes, triplexes, and small-scale apartments are an important part of Portland's architectural history AND its future!	Flip chart note
07/30	I was pleased to see suggestions around parking and trees at this session. I agree with these comments. Fee and incentive both adding parking and giving variances to save tree canopy. With rising heat indexes we will need tree cover.	Flip chart note
07/30	Permeable parking lots seem like a good compromise.	Flip chart note
07/30	Proposal will convert a lot of the city from homeowners to renters with negative impacts on property maintenance and stability - we are sacrificing a bigger up-front cost for long-term investments. We will become a city owned by landlords. This made NE Portland more vulnerable to gentrification - because it was easy to evict lots of residents quickly.	Flip chart note

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07/30	Parking is infrastructure. If there is not enough a building moratorium should exist. If the reason for restricting off street parking and garages is to reduce the number of cars then equity must be applied by taxing biking and transit fares to pay for infrastructure.	Flip chart note
07/30	Please consider green corridors (bike lanes) that are near boundary areas (Duke St. in Mt. Scott for example). Quarter mile as the crow flies is not representative of how people actually travel to reach metro transit centers. Thanx.	Flip chart note
07/30	What's the deal: 1. Rezoning most of the east side with no comprehensive process - data - or studies to back the "promise" 2. Why are not the large house-lots of the SW and NW hills included - even though they hav access to best schools and are predominantly white and upper-middle class?? 3. Shouldn't equity be a huge concern with this rezoning idea? Shouldn't everyone have an opportunity to benefit from increased density/diversity and shared public schools? Healy Heights should be rezoned too!! In other words, if you intend to rezone the city w/o process, rezone the entire city for equity, diversity, and opportunity. :)	Flip chart note
08/15	The additional units proposed near Centers and Corridors will incentivize demolitions. Also will likely be ugly.	Flip chart note
08/15	Density is good. Living like rats in tiny stacked cages is not.	Flip chart note
08/15	Disagree (with above comment). Apartments/dense housing is great!	Flip chart note
08/15	Limiting size of new houses to avoid McMansions is good.	Flip chart note
08/15	Tell everyone in the permit office they are doing a great job!	Flip chart note
08/15	Homelessness/houseless matter more than neighborhood "character." Look at all these beautiful historic neighborhoods I can't afford to live in!	Flip chart note
08/15	Stop destroying roundabouts. Preserve legacy neighborhood aesthetics. Replace the guts beneath the street if we must. Leave the trees if they're healthy.	Flip chart note
08/15	No developer "incentives." *angry face*	Flip chart note
08/15	What about for affordable housing? (in response to "No developer 'incentives.'")	Flip chart note
08/15	We need to increase supply to meet the demand and make housing more affordable.	Flip chart note
08/15	Many beautiful houses in Ladd's Addition would be illegal to build under these regulations - that's a clue they've got problems (size limit is way too low).	Flip chart note
08/15	Permit/development PROCESSING is by far the no. 1 factor in house pricing. Half the time double housing supply. Fees/taxes/jobs/SDCs.	Flip chart note
08/15	I like the plan. Biggest concerns are how transportation plan relates. If we add density to SF areas there needs to be a corresponding investment in transit, biking, and walking and NO MORE PARKING MINIMUMS.	Flip chart note
08/15	Like the approach. Please coordinate with PHB on incentives to promote affordability of at least some of the units. Even if value capture may not pencil out now, what about 3-5 years from now? (another noted: "+1 for value capture!")	Flip chart note
08/15	Please allow RF antennas on poles and rooftops to keep us connected!	Flip chart note
08/15	This plan will NOT open neighborhoods to all, it will DESTROY them. There are many other solutions and voting against this is NOT an indicator that homelessness isn't important. I can't remember the last time anyone takled about new parks, community centers, or transit options, while they're stuffing in all of these ugly buildings that narrow the sidewalk and exclude parking. Is this Portland or what? We can do better.	Flip chart note
08/15	Imagine: Portland Shopping Zone. A zone designed to allow single local businesses, pedestrian/bikes, and nearby parking/handicapped access. Individually owned smaller units.	Flip chart note
08/15	For 1500 homeless you better count on a huge ratio of mental health counselors, cops, fire, etc. This will be a ghetto	Flip chart note
08/15	*someone drew a picture of a 2-story house labeled "skinny" next to a 5-story mixed-use building with a line representing the R2.5 zone between them, with the title "proposed zoning."	Flip chart note
08/15	Faith is being sure of what you hope for and certain of what you cannot see!	Flip chart note
08/15	Reduce complexity - complexity reduces affordability	Flip chart note

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08/15	Q - of the new waterfront development: # new units, # new units occupied, # new units held as investment/AirBnb, # new units affordable housing	Flip chart note
07/07	:) Thank you for proposing to limit housing size, increasing front setbacks and changing how maximum height is measured. This is where I think your proposal is heading in the right direction. :(Where I feel your proposal is heading in the wrong direction includes: concentrating development near but not actually on a main corridor (e.g. allowing a million dollar duplex one block off N. Interstate Ave.) Historically single family homes should remain as single family homes and not build duplex/triplex infills, especially outside the urban core. Multi-family developments look out of place and diminish the character and environment of single family neighborhoods. There are too many demolitions and I don't see how this proposal will reduce this. I would like to see the following changes to your proposal: 1. Focus density in the urban core as opposed to neighborhoods 2. Some density along MAX lines (e.g. Interstate Ave.) seems appropriate; however, development is getting out of hand. Too many 4-6 story apartments are being built adjacent to small homes and businesses. These developments exacerbate parking and add little community benefit. Continuing to focus new developments along these corridors, I believe, is a mistake. 3. Limit ADUs on single family lots. I am ok with having an occasional internal ADU because it doesn't add to the overall size of the house. However, external ADUs decrease available space for greenery and trees. Because external ADUs increase the overall area of development I don't see how this is consistent with city goals. Note: Allowing 2500 sq. ft. houses means most new houses will be 2500 sq. ft. Although likely outside the scope of the RIP, the following are VERY important: 1) Decrease demolitions!!! 2) Increase availability of affordable housing to low and lower-middle classes. Most houses being built are for wealthy residents. 3. The architectural style of the current homes being built is horrendous. Please regulate design. These modern box homes are destroying Portland's character	Comment card
07/07	Why is it a basic assumption that we have to accommodate 125,000 people? We DON'T have to grow. The city seems to have these goals, not the population of Portland. The beauty of our city is in the solid, historic housing stock. You will destroy the character of the city. I feel like business interests and capitalism will destroy the city. This proposal is way to liberal in changing to R2.5 zones. Don't allow so much of it. OR Limit the total size of duplexes in an R2.5 zone to 2500 (including all ADUs) to dis-incentivize demolition. It is not clear what the total size of a duplex is in this proposal.	Comment card
07/07	Morgan spoke of reducing transportation costs by using transit. However, transit is subsidized over 60 cents per passenger mile, and fares only cover approximately 25% of the operating costs. So who pays for this? Additionally, transit on average uses more energy per passenger mile as measured in BTUs, and create more emissions per passenger mile as measured in CO2 than driving an average car. (Per a federal govt report) If the context of the neighborhood has driveways and garages facing the street, then equity requires that any infill must require garages and driveways. Saying a front loading garage on a skinny house is ugly is STRICTLY an opinion! Long term parking on the street is illegal. Replacing aging in place with aging in community is still displacement.	Comment card
07/07	What assurances do we have that the "middle housing" won't just result in very expensive (though smaller) housing. In my neighborhood, they are tearing down affordable homes and putting up expensive housing on small narrow lots. Density DOES NOT equal affordability, in spite of what we've been told. Related to this: just how many new units do we have to build to put even a dent in affordability. It would probably be 10,000+ units. If that is the case be honest about it. That should be part of the presentation.	Comment card
07/07	These proposals seem like mostly incentives for developers and anyone who wants to make a buck developing their own property without regard for neighbors, traffic or liveability	Comment card
07/07	1) This proposal encourages demolitions on multi-family lots. Demolitions are a huge concern which will be made worse with this plan. 2) This plan should contribute more to address Portland's housing affordability crisis. We can't rely on developers to build our way	Comment card

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	<p>out of this! Developers are driven by profits alone and shouldn't be considered a community partner. 3) I don't like the idea that triplexes are going in in historic, single family zones. This plan will promote the construction of duplexes and triplexes in all areas where they're allowed. Most of these are market rate houses. I'm only ok with more multi-family housing if they are affordable. 4) Don't require developers/homeowners to build two homes on R2.5 lots when a single family home gets demolished. 5) Incorporate design standards! I'm fine allowing more and bigger homes if they have historic character and quality craftsmanship. Most new houses lack character and are built cheaply. 6) Stop encouraging people to move to Portland. If we didn't have 123,000 new people moving here, we wouldn't have to sacrifice our integrity and historic character to appease transplants. 7) Discourage demos at all costs!!</p>	
07/07	<p>I support allowing internal conversions of existing houses, but not the proposal to allow duplexes and triplexes in single-family zones. This will increase demolitions and not increase affordability.</p>	Comment card
07/07	<p>1) 25x100 lots in particular, but any "wasted" space too, use the lot for a useful use by having it made into a tot-lot, a gathering place for yourmothes, or for a childcare center. 2) Broadening that idea out, have the original community about to be evicted by gentrification decide what they would like to have there and have it installed before the residences are started. Give the original occupants a sense of hope that their real needs and desires be respected. The new [illegible] could be rented out to some facet of the original community. It could be a laundry or laundromat, a flower shop, or a "reading" room - a quiet space used by old age groups where the density of their home is intolerable. I'd be happy to pursue these thoughts with you.</p>	Comment card
07/07	<p>I was most interested in ADUs. I would like to see this housing alternative offer more options for people to move into existing neighborhoods. Also, the city should encourage and support this mode of development. What about a property tax break for property owners?</p>	Comment card
07/07	<p>Thank you! The information presented was very clear. Please consider allowing more units citywide, rather than in centers and corridors. These changes present opportunities that should be available to all, especially low income communities in East Portland. Consider basic design standards if allowing new homes larger than 2500 sf. Think about allowing 3000 sf for triplexes. Design standards could include projection/recessions so the front facade is not one flat plane. I basically agree with the framework for height, setbacks, and units, but would encourage</p>	Comment card
07/07	<p>To increase affordability perhaps smaller square footage on smaller lots (i.e. single level cottages but maybe 2 allowed). Decrease square footage allowances. Keep high density near the MAX line to reduce traffic. I love the cottage idea or create smaller lots with smaller homes (ideal for elderly). I'm not a fan of ADUs all over, I think condos/apartments are a better use of land. Request developers contribute to low income housing, parks, streets, etc. How about income tax incentives to remodel existing homes if ADUs are added? Some homes should be torn down but as I've noticed some of the large older ones need expensive fixes. In older neighborhoods heights were more uniform. Don't lose your trees/green space. Developers are greedy. Make them save this valuable space. I moved down from Seattle. The haves are rapidly replacing the have nots. Some is inevitable but huge mansions replacing affordable housing doesn't seem right. New houses on narrow lots is fine but why do they have to be tall and skinny? Why not single level on basements? Design is also important overall - of houses, of neighborhoods. Thanks for asking.</p>	Comment card
07/07	<p>I think there are some good ideas that are being proposed. I'm not a fan of enacting more rules dictating what, how, cost etc. Let the market provide.</p>	Comment card
07/13	<p>1) Please check Metro survey that showed 80% of Portlanders want to live in SF detached house. 2) ADUs already allowed but seem to have exacerbated housing costs... 3) Issue is solar access, ability to grow/retain mature tree canopy 4) Re: lowering roof heights -- Protecting against "manufactured tree canopy grade" - already a problem? 5) Re: increased</p>	Comment card

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	setbacks -- Blocks already denigrated by aggressive infill will suffer further 6) Re: less expensive housing types -- Such as already existing modest homes that are now being demo'd by the hundreds? 7) Re: question about where development should be focused -- Where is the "no" blank? We haven't even built out fully per comp plan provisions - why open up neighborhoods to even more destruction? 8) Re: allowing triplexes on corner lots -- maybe only if oversized lot 9) Re: bonus unit for internal conversion -- Just allow but no "bonus" - bonuses seem like a developer gimme when we already have such a bunch of lawless/noncompliant players and projects. w/o enforcement as faith in integrity of future process 10) Re: not requiring off-street parking for narrow lots -- Require parking - irresponsible to offload residents' belongings to community space 11) Re: allowing flag lots when keeping existing house -- What about open space and ability to maintain/grow mature trees? Just because we have space doesn't mean we have to fill it.	
07/14	If we're concerned about narrow houses being built on platted narrow lots underlying existing single structures, can we please just re-plat those underlying lots. There must be a way to either erase the plat lines and make that one lot or replat for three lots that would cause squarer houses to be built when subdivided.	Comment card
07/14	Why isn't the BPS proposing to build more housing in areas like the Lloyd District - high rises - where affordable units can be required as well? Just because a wealthy person wants to live in Sabin, doesn't mean we should demolish a small affordable house to accommodate the wealthy. Let them buy in another neighborhood such as Lloyd District.	Comment card
07/14	If the garage door on a skinny house is ugly, maybe the whole idea to do skinny houses on narrow lots is ugly. Ugly is strictly an opinion! Parking is a necessity not an opinion.	Comment card
07/14	Thank you for a thoughtful proposal. I support allowing 2-3 additional units on R5 lots. I would also support stronger incentives, or a requirement, to retain the existing home in order to get the additional units.	Comment card
07/14	Developers, development "on spec," and design choices that align with the character of the historic/existing neighborhood: Owner-occupied development tends to acknowledge the character of the neighborhood better than "as much as code allows" development built on speculation. What if we had a program where new or re-development must be guided by owners who were committed to occupying the new development for at least 5 years? The people moving into a neighborhood would want their developer to build a house that their new neighbors would be comfortable with.	Comment card
07/14	We should invert the property tax structure. This would incent people with empty lots, flat on the ground, to build. There is, presumably enough space in Portland to house people, but much of it underdeveloped. Thanks for the presentation.	Comment card
07/14	When flag-lot infill is developed it is important that new structures orient the same direction (or 180 degrees) as existing structures, not perpendicularly (90 degrees). When we moved into our flag-lot home, adjacent to a single house on its original long lot, we anticipated that our neighbors might eventually split off their back yard - we expected we'd get new "flag lot" neighbors, in a single family home that faced the backyard of the house in front of it, like ours was built. Instead when the lot was split the new construction faced our back yard. Not only did 4 times the density we expected get built, it was oriented perpendicularly to all the existing structures around it. Not ok.	Comment card
07/20	Will the permit process for plans be a lot easier to get through in order to get projects off the ground? Policy through City Hall to change the policy to have designate policy on set aside of accessibility units for rental/housing	Comment card
07/20	What will you "the city" do to educate the public and property owners about the opportunities to add ADUs or infill projects? Industry standards that when building new property or codes include a set aside.	Comment card
07/20	Are there basic guidelines for ADA compliances that all have to follow?	Comment card
07/20	With the aging population are these infills going to be something that will work for that population? The market is being driven by newcomer incomes.	Comment card

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07/20	There are many big houses that are near the things that people with disabilities need, like transit stops and services, and the people in those houses have cars and don't use the things that are near them that we need. We need to be able to live near those things.	Comment card
07/20	Develop visitable units as often as possible. Build homes with off street parking! Parking homes do not work for people with disabilities and add to our traffic issues. Utilize universal design principles - they work for everyone.	Comment card
07/20	I generally support the proposals from the Residential Infill Project, especially the provisions relating to allowing more "middle housing types", which will help provide more affordable housing options for older adults, and will provide more options for aging in place – either in the same house or in the same neighborhood. I have one thought relating to the proposed increase in front yard setbacks: as we age, it becomes important to have all essential living spaces at ground floor level without any steps (i.e. living room, kitchen, bedroom, bathroom, laundry). Increased front yard setbacks may conflict with the need to accommodate more ground level spaces. Please pass this on if you have opportunity to do so. Thanks!	Comment card
07/20	"There is a lot of intersectionality of issues around housing." To make a statement by Todd Borkowitz BPS - that to try to not get off topic is not appropriate. When you have people with special needs	Comment card
07/30	Why is the City of Portland suggesting that there be spot up zoning in R5, R7, and R10 zones? Based on residential capacity summary in the newly adopted Comp Plan, "enough land in Portland is currently zoned to accommodate the projected numbers of new households" in the next 20 years. But just at the last year of a 10+ year plan development process, the city "just somehow discovered" that more housing capacity is needed. It is stated in the City Infill Summary that 1/2 of it's housing stock are single family dwellings on individual lots which it is claimed on pg 12 "presents a barrier to greater diversity". It also states "code changes to allow more housing types in Portland's single family dwelling zones and other areas are KEY to increasing a housing supply that is affordable to a broader spectrum of households". This logic is faulty. If the City wants to allow duplexes and triplexes in R5 and R7 and R10 zones, it can do that without incrementally allowing spot up zoning in these low density residential zones. I have no problem with some duplex and triplex structures being built (under infill housing scale standards) in my neighborhood that is designated R7. But, I do object to up zoning my neighborhood. If the City wants "diverse and possibly lower cost units" in single family residential zones, but only if the diversity is adhered to. For example, a duplex in an R7 zone only be allowed on a 14,000 square foot lot. A triplex only be allowed on a lot at least 21,000 sq ft. The City can allow more "affordable and diverse housing" in low density zones, but it should conform to its own contract with existing residents in those zones by recognizing that density not be increased. According to the comp plan, additional incremental up zoning in low density zones is not needed to accomodate projected growth.	Comment card
07/30	Priority should be affordability, which means increasing density. I love proposals for limiting single family house sizes, height.	Comment card
07/30	Equity is important - increasing density throughout PDX (not just in certain areas) is an issue! The scale of houses was a wonderful idea. Changing the zones instead of the regulations within existing zones was an idea I preferred (with regard to infill, not scale).	Comment card
08/04	Issue - narrow lots within 1/4 mile of centers and corridors. Comment: When I look at the map I see tha a significant majority of the existing narrow lots are within 1/4 mile buffer bubbles (80-90%? Do you have a figure?). Why not just allow development on all of them? The few outside the 1/4 mile buffer are still close to transit service. The argument that this denser development type [narrow houses] needs to be closer to transit is not compelling when you consider that other proposals in the package (allowing duplexes with ADU - 4 units total - for example) are a denser form of development, but would be allowed outright with no tie in to distance from transit. The proposal seems arbitrary and intended more to	Comment card

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	show that something is being done to punish an unliked development (houses on narrow lots) than addressing a real problem.	
08/04	Infill is great! Heights should NOT be lowered it's hard to CONVERT attics and garages to MEET code as it is. Setbacks SHOULD BE reduced where possible.	Comment card
08/04	This is so great! I love the proposal for additional ADU allowances on R5 lots.	Comment card
08/05	Provide requirements for a tiny house (on trailer) to meet ADU specifications	Comment card
08/05	More density. Allow developers to build more, but require more of them in the process e.g. excise tax-like policy	Comment card
08/08	Please don't limit the size of the ADU to a proportion of the primary residence. In neighborhoods, like Montavilla East, with small homes (750 sf) this essentially eliminates ADUs even though lots are big enough to accommodate them (5,000 to 6,000 sf).	Comment card
08/08	Think about dispersing/limiting density to x number of units per block face. # lots x ____ = max. units allowed. I live next to a duplex, 3 lots from 3 plex and 4 lots from a small apt. bldg. Tolerable but would be issue if all extra units were grouped together. The duplex next door has 4 adults, 4 cars, and 3 dogs. Time to merge single-dwelling and multi-dwelling residential zones in interest of "truth in zoning?" Can you give examples of how you will fit in higher density, more cars, and on-site parking and space for trees?	Comment card
06/03	<p>I live on and own property on SE Insley St in Westmoreland. I wanted to let you know that I oppose the reduction of building height maximum from 35' to 30' in R2.5 that is being proposed by BPS staff as part of the Residential Infill project.</p> <p>I've been looking into a number of redevelopment concepts for my property that will allow us to stay on the property while providing some additional housing units. These concepts rely on having a 35' building height to provide design flexibility in constructing attractive, functional, 3-story homes. In addition, reducing the building height maximum would be the second time my property has had development potential reduced by zoning changes - the first being the downzoning from RHd to R2.5a that is part of the recommended Comp Plan.</p> <p>Please keep the 35' foot maximum. Alternatively, as one SAC work group proposed last month, allow 35' if the development will result in more than one home on the property.</p> <p>Thank you for your work,</p>	Email
06/07	<p>*****</p> <p>"Outside of a few lots, no Comprehensive Plan map changes are proposed within Sunnyside's single-family neighborhoods." - Dan Rutzick, Chair Land Use, Sunnyside Neighborhood Association News, January 2015</p> <p>*****</p> <p>I am the current co-chair of the Sunnyside Neighborhood Association Land Use and Transportation Advisory committee. This letter is my own opinion. Like many I am looking forward to the draft report and upcoming open houses by the Residential Infill Project Stakeholder Advisory Committee (RIPSAC)</p> <p>From various sources I have heard of proposals that would introduce some fairly aggressive rezoning in the spirit of "Missing Middle Housing." In terms of some of the overlays or rule changes involved, the reach of this project could well be construed as Comprehensive Plan level in scope.</p> <p>A slow and steady approach is needed: Concepts for applying Missing Middle will require an extensive vetting to explore collateral impacts. As the RIPSAC Project Summary and Timeline states:</p>	Email

"What's not included? This project won't be addressing a number of related issues, including rules for demolition/deconstruction, historic preservation, systems development charges and fee structures, moveable homes (e.g., tiny houses on wheels) or changes to community design standards."

These "related issues" are of paramount importance if we acknowledge that some Missing Middle zoning models are in fact designed to have a huge impact on Portland's single family neighborhoods, most of which work and thrive today as "20 minute" real life models. The historic value of these neighborhoods, which trace all the back to Portland's core formative roots, has not been given adequate due. The annual pace of demolitions is approaching half of the structures that would have been lost with the Mt. Hood Freeway. Many corridors have limited capacity to improve transit times, as witnessed by the clawback of the Powell high-speed transit initiative.

To the extent that new models are proposed that in effect overturn single family housing as we know it, extensive economic modeling is required to ensure what's proposed does not have unintended impacts in the market.

It will take time to achieve a consensus on what exactly constitutes "Missing Middle" and more importantly, how it functions. Is it a transition tool? A density tool? An affordability tool?

I believe much early support for "Missing Middle Housing" is expressed and motivated as an alternative or substitute to "big box" apartments appearing on corridors, not in addition to them.

Finally, the quotation from the Sunnyside Newsletter above underscores a major point - as part of the Comprehensive Plan process - the Map App and BPS representatives communicated that many single family neighborhoods - like Sunnyside - would not be rezoned. Instead the emphasis expressed clearly communicated change would come to the corridors through the Mixed Use Zones Project. BPS risks considerable erosion of trust following such declarations if major new middle housing initiatives are unleashed on an accelerated timeline.

My recommendation is to apply the best ideas of RIPSAC in a conservative fashion. Primarily that means applying FAR limits to single family zones (Ideally .5 FAR for R2.5,R5, R7, excluding basements) with a .65 FAR for an attached duplexes in the R2.5 zone only.

I support contextual setbacks.

I continue to support Accessory Dwelling Units (ADU) in zones R5, R7. These should be limited to one per lot (whether attached or detached) and setbacks from the front lot line should be more stringent than those applied to primary structures. Both lot lines on a corner need to be considered front lot lines.

I support planned Cottage Style housing. It should be noted that Metro proposes a model .35 FAR on such projects.

I oppose applying multi-dwelling approaches (condosizing) ADUs on single family lots.

	<p>It is outside of the scope of RIPSAC yet I wanted to state that Community Land Trusts represent the best, long term approach to purchasing existing housing stock and preserving its affordability for future generations. It is in this area that the greatest effort will be required.</p>	
<p>06/11</p>	<p>To Whom It May Concern:</p> <p>I have a novel idea, apparently. If developers remove a house on a lot, they must build a house of the SAME NUMBER OF SQUARE FEET. Period. All over Portland and throughout Portland neighborhoods, multiple unit building are being constructed (and have been constructed), that HAVE NO RIGHT TO BE THERE. These buildings are destroying the quality of our neighborhoods.</p> <p>Further, in their small number of square feet, they discriminate against families. Not everyone moving to Portland is young, white and rides a bicycle.....often times with their car parked/ left out on the street for long periods of time. The so-called “planning” that is going on is short-sighted. It’s accommodating only one segment of our population.....and guess what, these folks are actually going to grow older, have families and there’s not going to be any place for them to live, since too many of these (often times) poorly constructed buildings squeezed into neighborhoods have apartments that are too SMALL.</p> <p>May I suggest, having lived as an adult in Chicago, Boston, and DC, that “Portland” powers that be, pull their heads out of the sand, and cease destroying this city by squeezing more and more into spaces, replete with no parking, while eliminating car travel.</p> <p>Further, on your Advisory committee, I see only younger people. Hello! Not everyone is young and rides a bike, especially in a climate such as this one. Please have some consideration for older people, who are often the most impacted by such changes “you” are proposing.</p>	<p>Email</p>
<p>06/15</p>	<p>I am appalled at the wild, unceasingly irresponsible development by greedy developers</p> <p>yes we need more housing but we need prices to come down as salaries have - salaries for middle to low level workers have stagnated for 30 years housing has gone ballistic - people who (like me) were priced out of home ownership due to maintenance and mortgage combination being not doable, are now priced out of renting as well.</p> <p>these monster multiple rabbit hutch nightmares springing up everywhere are NOT affordable, not livable, and MOST OF ALL THEY ARE TRASHING THE NEIGHBORHOODS AS THEY HAVE NO PROVISION FOR PARKING.</p> <p>People who invested in homes in nice single family neighborhoods where visitors could park to visit them, now are squeezed on all sides by this irrational, dense type of building, and their friends can't even park to visit. and in some cases where homes originally built with no garages, no parking is available for even the homeowner, while these transplants from other states are moving in and occupying land that was rightfully owned by someone else.</p> <p>I implore to stop this madness. Before you overrun the streets, the air we breathe and the sewers as well. There is no quality of life with this abominable trend. Just look at the freeways - no longer a rush hour challenge, they are a slow to non moving nightmare all day</p>	<p>Email</p>

	<p>long.</p> <p>commutes to jobs that used to take 20 minutes now take 45 min to an hour.</p> <p>stop this deluge - please - as a life long resident, born in Portland Oregon - I beg you to stop this ruination of our once lovely city with many lovely close in single family neighborhoods being destroyed all over by this irresponsible greedy developing and over-use of land.</p> <p>I don't have any clout; I am a modest resourced person who has had to rent most of my life, and even that is endangered as I am now a sr. citizen less able to earn a decent wage.</p> <p>I ask you to think about life in Portland and work to correct this horrendous situation.</p>	
06/15	<p>Dear Elected Official,</p> <p>We now hear the latest news from the City of Portland about rezoning so that duplex, multifamily dwellings and apartments could be placed in residential, single family home neighborhoods, all in the name of residential infill.</p> <p>Let me just say this, I have lived in southwest Portland for 42 years and our area (Multnomah Village) is well known for its charm and historical significance. My property taxes are HIGH and more taxes just keep piling on top of others. The city of Portland has had one scheme after another, all of which will cost me even more money. My family and friends who live in Washington and Clackamas counties can't figure out why I stay here. This scheme to ruin our neighborhoods and decrease our property values will drive homeowners out fast. What you are proposing will be just another slum in no time because there will be no reason for families to stay. These proposed zone changes should not only have citizen input but the people who pay horrible taxes to live here should have a vote.</p> <p>Last comment- when will you all realize that while people may ride mass transit to and from work and into the city etc. , they still need cars for vacations, weekend outings, driving a baseball team etc. Mass transit does not go everywhere people want to go. They will still need and want cars and they need someplace to park them. Every time some planner gets it in his/her head that structures can be built with no parking, they think they just won't have cars. Not so, they will just park them along narrow side streets where residents have to vie for the same space. We have seen this over and over again and someone needs to wake up and realize that parking is a HUGE ISSUE! Planners can't just plan cars away so why don't you all take a serious look at reality and figure out a reasonable plan instead of foisting apartment dwellers with cars onto neighborhoods that are already over parked.</p> <p>We do NOT approve of rezoning to allow residential infill and object strongly to even attempting to shove it off on the property owners across the city. When will someone realize there has to be a better way than planners are trying to shove down our throats.</p>	Email
06/16	<p>Hello,</p> <p>I'm reading online about the residential in-fill project and the upcoming community meetings. My questions are:</p> <ol style="list-style-type: none"> 1. To what extent, if at all, do these proposals address large scale development like apartments and condos in historically single family dwelling neighborhoods? 2. To what extent, if at all, do the draft proposals deal with concerns about over-saturated 	Email

	street parking and how that has impacted quality of life in historically single family dwelling neighborhoods?	
06/20	<p>Hello RIP team,</p> <p>I am unclear how the draft RIP proposal will affect my property, which is 5,000 sf, not on a corner, and slated to be zoned R2.5a as a result of the Comp Plan.</p> <p>Two questions:</p> <p>1) What will be the dimensional requirements in R2.5 with an 'a' overlay?</p> <p>[Name] sold me on the downzoning from RHD to R2.5a on the premise that I would still have significant development potential for my investment - I could build 3 homes. Sellwood-Moreland is immensely popular with families with children and in order to implement my intention to build 3 quality homes for families, they need to be of a certain size. The proposed setback, height and FAR limits have me very concerned. What will I be able to build under the proposed rules?</p> <p>2) If privacy and sunlight were big issues for some people, why was the front setback changed instead of the side and rear setbacks?</p> <p>I think 10' front and rear setbacks would have made more sense than 15' front and 5' rear. Under the proposal, people will be shoving homes as far back as they can because of the increased front setback, while mandating larger (though not useful) front lawns and wider-looking street corridors.</p> <p>Please understand the situation that is being created in Comp Plan downzone areas in north Westmoreland, east Portland and elsewhere. We're now living in the shadows of numerous new apartment buildings while having the ability to create our own wealth taken away - first through downzoning, second through downsizing.</p> <p>Thank you for addressing these questions and please reply all for the benefit of those cc-ed.</p>	Email
06/20	<p>I attended the first public presentation of the Residential Infill Project in Multnomah. There was a comment from a woman in the audience that the 2500 square foot limit was too small for a large family. Several others chimed in agreeing with her.</p> <p>In your response to her comment, you did not mention that houses over 2500 would be allowed on larger lots (many of which are found in the southwest neighborhoods). I think this is an important thing for you and other city staff to point out to the audience. I know the proposal itself says this but you can't necessarily count on people reading the proposal that carefully.</p> <p>I have some other comments but they are more about the actual proposal and not about the presentation so I will address those separately.</p>	Email
06/21	<p>Morgan and Julia:</p> <p>Why is the email for each of you the same?</p> <p>I tried to get on this panel last year and was told that it was an informal panel but was full. I</p>	Email

	<p>was worried that it was being stuffed with developers, real estate people that would push for more of a certain kind of development and less choice. I was told that it was a citizen advisory panel and not as official as you are now making it.</p> <p>I think that it has gone in the wrong direction. I live in the Cully neighborhood and have seen what living cully, orange spot and some other development people are sucking on the teat if the city in the name of displacement, homelessness and people of color. All of which are issues but they are using these issues mostly to further their ends not for the people they are saying they are doing this for.</p> <p>Living Cully has already gotten Portland to pay for the cully plaza which will benefit living cully, they are trying to get \$1.5 million for a trailer park that will generate \$15,000 a month living cully, They are only paying \$1.5 million for the place. What will they do with the \$15,000 a month?</p> <p>Orange Spot is building 14 houses on property that had two houses on it and cost them \$500,000 together. They want money \$120,000 from the city if they are to build 2 of the houses "Affordable". Then sell those two for \$180,000 each. The other 12 houses will sell for 350,000 each or more. Is this affordable infill? They are taking two houses that sold for \$250,000 each with 12,000 sq ft lots with trees and building 14 houses that will average over \$325,000 each with no yards. Is this how we want to grow up our children?</p>	
<p>06/21</p>	<p>Morgan:</p> <p>Thank you for discussing the proposed compatibility regulations today with me at the NW Library. That was idea to be able to talk in person. I'll submit comments in writing later on.</p> <p>Main reason for this email--as you know, the project pamphlet has a photo of a blue house on p. 8, and a dormer diagram on p. 9 showing "dormers" covering the entire halves of gable roofs, and the house's caption says,</p> <p>Without limits, dormers (currently not measured for height) may begin to look and function like an entire additional story, resulting in a height that is taller than the maximum allowed.</p> <p>http://www.portlandoregon.gov/bps/article/580581</p> <p>That is the reason for the proposed "50% limit" for dormers.</p> <p>My view, as you know, is that when a "dormer" covers the entire half of a gable roof, it's not a dormer, it's just a higher roof, so those two examples are incorrect, because their heights would have to be measured to the midpoint of their own roofs, not the midpoint of the hypothetical roof implied by the fake eaves stuck onto the wall below them.</p> <p>But even if those "whole-roof dormers" aren't dormers, the caption still states that dormers don't count in height measurements.</p> <p>However, I'd asked the zoning hotline yesterday how to measure height of a house with a gable roof and a dormer. The reply (in a message I got right after we met) was that dormers DO count, and that you have to measure to the midpoint of the "highest roof" (which would be the dormer roof) to get the height of a house.</p> <p>If that's true, that would make the 50% dormer limitation of your project irrelevant, because</p>	<p>Email</p>

	<p>the hotline answer is that you have to measure to the top of the dormer roof, no matter how small the dormer is.</p> <p>I hope it's NOT true, because it would mean one small dormer would increase a house's height measurement by several feet, which would be a huge penalty for adding a dormer.</p> <p>In any event, the pamphlet info says dormers don't count, and the hotline answer says they do, and both answers can't be correct.</p> <p>I'd think a reasonable thing would be dormers over some certain measurement (such as your proposed 50% idea) should count in the height measurement.</p>	
<p>06/23</p>	<p>To whom it may concern,</p> <p>Can you direct me to where I can find the slide presentation that was presented at the Multnomah arts center. Also where could I find the minutes from the meeting please? I needed to get some clarification on some things.</p> <p>Also does the city plan to video tape any or all of these presentations so people that aren't able to attend can watch them from the city website.?</p> <p>I'm out of town on business and can't attend the next open house and would really like to watch it or have it taped so I can watch it later. Please let me know if this is even possible. Just wondering why these aren't taped presentations? It would be very helpful if the city considered taping these informational sessions. I had asked this about the new tree code policy as well. Still wondering why these are not more widely distributed and made available to those that can't attend in person.</p> <p>This is a city wide issue and it would be helpful to see what the issues are for each Neighborhood.</p> <p>Also the open forum question and answer period was extremely helpful and useful and would like to recommend it be allowed at each open because many people don't know what questions to ask.</p> <p>Will this be an options for the rest of the open houses coming up?</p>	<p>Email</p>
<p>06/23</p>	<p>Morgan/Project Team:</p> <p>Can you tell me if this project has considered if the size limits (the 2500 sf proposed limit for new houses on standard R5 lots, or similar restrictions) would apply to enlarging existing homes?</p> <p>With the theory for the size limit being that houses over a certain size will not be compatible, then the limit does need to apply to enlarging existing houses, since size is the issue, not date of construction. That means the owner of a house already 2500 sf (or whatever the limit is) will need a zoning adjustment to enlarge, or for that matter, even to convert unfinished interior space to living space. The same is true for an owner of a house under 2500 sf who wants to enlarge to greater than that.</p> <p>This means thousands of existing houses will be made nonconforming, and will need a land</p>	<p>Email</p>

	<p>use approval in order to expand. That will be an expensive mess for owners and BDS, even if adjustments are readily granted (and there's no guarantee or particular likelihood they would be).</p> <p>People who own existing houses--especially those over or near whatever size limit is approved--will assume these compatibility rules won't affect their own existing houses. They will need to be informed that is wrong, and that the size limitations could have potentially huge negative impacts on their existing houses' potential and value.</p> <p>But if the answer is that these limits would not apply to expansions of existing houses, then the City would have to justify telling a property owner he or she will not be allowed to build a new house greater than 2500 sf (or whatever the limit is) because that is too large to be compatible, while meanwhile defending giving that owner's next door neighbor a permit to enlarge his existing 3000 sf house, or to enlarge his 2000 sf house to something over 2500 sf. That would be illogical and unfair.</p> <p>And thinking of the size limits applying to existing houses also points out more problems associated with another part of the proposed size limit--allowing extra floor area only if it's in the form of a detached structure. Imagine telling someone who wants to add a bedroom or enlarge their kitchen that they can only do that (without a land use approval) if they put it in the backyard in a separate structure!</p> <p>All these problems would be solved by increasing the size limit to something much higher than what's being proposed, and eliminating the incentive/requirement that allows floor area over that limit only if it's in a detached structure.</p>	
<p>06/27</p>	<p>The online survey offered to facilitate feedback on the Residential Infill portion of the new Comprehensive Plan does not have enough room for the things I would like to say.</p> <p>So, herewith are the notes I took while reacting to the Infill Project materials online. If there is someone else who should be reading this, please forward appropriately.</p> <p>Where does the magic 123,000 number for new residents in the next 20 years come from? Why must Portland turn into Los Angeles for these hypothetical newcomers? Why do Portland planners seem simply to rubber stamp developer proposals? Why has no apparent consideration been given to the traffic congestion that comes with increased density, especially if parking requirements are reduced? How about the congestion caused by on-going construction? How fair is it for the city flip zoning from R5 to R2.5 or to dig up ancient plats to OK transforming neighborhoods? Why do old neighborhoods with some charm have to turn into canyons of cookie-cutter apartment blocks or rows of skinny houses or "traditionals" perched on super steep front stairways?</p> <p>Where does affordability come into the picture? And earthquake hazard -- should people be packed into hazardous areas? How about addressing issues of air quality and noise levels when permitting construction? Here I am thinking about the infill going on right by I5 where N. Michigan meets N. Prescott: can this be a healthy place to live?</p> <p>I would like to see a snapshot set of statistics showing dwelling units under construction now in Portland, and ranges of rents or sales prices being asked.</p> <p>The UGB includes other places besides Portland; if we must have infill, why can't it happen in Gresham or Hillsboro or Milwaukie? Or even Dunthorpe and Lake Oswego? Why</p>	<p>Email</p>

	<p>remove the charm from "Inner Ring" neighborhoods? TriMet and light rail serve more than the Inner Ring and Central City.</p> <p>What about trees and open spaces -- how can the city rubber stamp rampant development and still protect air and water quality? Can the city mandate deconstruction, if there must be removal of good old housing stock, vs. to-the-landfill demolition? Can the city insist on tree and open space preservation?</p> <p>Is the city leaning on the legislature to quit letting property owners remove their buildings from local historic building inventories?</p> <p>Vic Remmers on the SAC??? The guy who would have cut down the Eastmoreland sequoias? One of the most egregious old house demolishers? Any thought that this guy might be exploiting the city's perceived need for more housing for his own gain?</p> <p>ADUs ... has any one in the planning department done a survey of the extra vehicles ADUs might bring into a neighborhood? Any parking requirements for ADUs?</p> <p>Ever tried driving through a little local feeder street near one of those doesn't-need-to-provide-parking apartment blocks, where drivers must thread their way single file on two way streets? Does not look like folks are giving up cars for public transportation,</p> <p>Re minimum number of units in R2.5 Sounds like if there's "underlying lot lines" people would be forced to build ADU's to conform to new regulations. Am I misconstruing? Would something like this kick in for people as they buy vs. whamming the current residents?</p> <p>I truly wish someone reading this could provide answers to the questions I have, but for now I only hope you will take my questions and doubts seriously. Thank you.</p>	
<p>06/27</p>	<p>Hi, I see references to the questionnaire in the email and on the long presentation on the various infill options, but the link on the latter page then leads to a second page that does not appear to have any obvious link to the questionnaire (it simply mentions that it is available).</p> <p>Can you please help me out by sending me a direct link to the questionnaire? Thank you,</p>	<p>Email</p>
<p>06/28</p>	<p>Morgan:</p> <p>Thanks for the dormer measurement info. It makes it clear how gabled dormers are measured. What about shed dormers on a gabled-roof house? Are those also ignored if the top of the shed dormer's roof is below the ridge of the main roof? And also NOT ignored if the shed dormer's roof is joined up at the house's main ridge? And if they're not ignored in that case, then is the height of the dormer (and the height of the house) the topmost part of its roof, since shed roofs are measured at their highest point?</p> <p>Note that the BDS article I mentioned shows shed dormers that attach at the ridge of the house's main gable (on p. 8 and 9) but the text states that dormers are not measured for height. Is that true with shed dormers? If it is true, then gable dormers whose ridge aligns with the house's main ridge are horribly penalized by the code, because they'd count in the height calculations, while the shed dormers would not.</p>	<p>Email</p>

	<p>The reason I'm asking for clarification is that this all goes back to my opinion that flat roofs will be penalized unduly by the proposed regulations, and part of the reason for that is that dormers can increase the wall area of gabled-roof houses to the point that those walls are close or even equal to the wall area of flat-roofed houses. But I don't want to be wrong in my comments about that, so want to be sure I'm understanding how shed dormer heights are measured.</p> <p>PS In regard to the size limits applying to existing houses (as I'd assumed they would), that's one more reason to consider increasing the proposed area limitations. The tighter the limit, the more existing houses will become non-conforming, and the more difficult it will be to do even simple, small additions on hundreds or thousands of homes. It's also important that people be made aware that existing houses will be impacted by the size limitations.</p>	
06/28	<p>Julia</p> <p>Thank you Julia do you have a list of the Q&A questions and the responses that Sandra wood and Morgan gave from Multnomah meeting?</p> <p>Also we have been asking for the maps of each Neighborhood that show the 1/4 mile areas that would be affected. The map in the Ripsac web site currently doesn't give enough details with streets and pin point location. We want one that you could put your address into and then see how far our the 1/4 mile radius went. A map like what Multnomah got from Joan show be available to each Neighborhood. Is that possible?</p> <p>We really could use these before tonight's meetings.</p>	Email
06/28	<p>I would like to request all economic analysis done for the RIPSAC Project and copies of any contracts in issued in producing any economic analysis for the RIPSAC Project. The request is being under provisions of Goal 1, Metro's citizen involvement policies and ORS 192. Please note ORS 192 has time limits or formal processing will proceed.</p> <p>Thank you for your attention to this matter</p> <p>Here is a link on housing affordability that is inconsistent with staff presentations http://portlandtribune.com/pt/9-news/312877-190544-new-poll-numbers-help-city-rethink-roots-of-homelessness</p>	Email
06/28	<p>At least two parts of the slide show are deceptive.</p> <p>1) The pie chart showing 46% of the lots in Portland are large lots. That 46% includes 5000 square foot lots which most people consider standard lots and are described as standard lots in some of the published info.</p> <p>2) The two slides showing skinny houses the first with garages and driveways with cars parked in them, and second slide without garages and driveways with no cars parked on the street. Maybe it is because the people with driveways and garages commute to work using another mode of tansit and those without off-street parking commute by driving.</p> <p>These deceptions and any others need to be questioned at the up coming public meetings</p>	Email
06/28	<p>How will house size limits apply to duplexes and triplexes?</p>	Email

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	<p>Will a duplex in a 5,000 square foot lot be limited to 2,500 square feet for both units (i.e. 1,250 per unit), or will it be 2,500 square feet per unit (i.e. 2,500 per unit).</p> <p>Thanks,</p>	
06/28	<p>Hi Julia, Is there a better map, or one that can be enlarged to accurately identify the specific streets that could be impacted by the proposed new housing development types and also those near centers and corridors? Or maybe I should ask to see a map of what streets on the eastside NOT impacted by this proposal! It is impossible to tell from the map on the website but important to know as the scope of this proposal as the public input meetings begin.</p>	Email
06/28	<p>Dear Julia:</p> <p>I have been on this mailing list and I am planning to attend one of the public open houses. I have a couple of questions about the process and the proposals:</p> <p>—I'm unclear about proposal #1, re: limiting house size to 2,500 square feet: Does this refer to the total floor area of the house on all floors (the normal way people talk about a house's square footage), or only its ground footprint? The language on the PDF document leaves that vague. (e.g., a 3-story house with a ground footprint of 2,500 sq ft. could have a floor area of 7,500 sq ft.)</p> <p>—Will the open houses have opportunity for residents to speak and make comments about the proposals? If so, how much time will be allowed for public comment?</p> <p>Thanks very much,</p>	Email
06/29	<p>Julia and Morgan,</p> <p>I attended what I assumed would be an open house last night at TaborSpace, but what I really attended was an unmoderated rally for wealthy homeowners who want to pull up the drawbridge to Portland.</p> <p>I am a busy father of two who is chair of my neighborhood association (Sunnyside) volunteers on stakeholder advisory committees (Centers + Corridors & Central City Parking Policy Update) and runs a newly formed advocacy group (Portlanders for Parking Reform) and my time is limited. I had planned to come to the "open house" learn about the RIP proposal, give my comments, and leave.</p> <p>Instead the staff were bullied into allowing the open house format to be changed to a town hall where dissenting voices were made very uncomfortable and angry neighbors were applauded for promoting ill-informed conspiracy theories.</p> <p>This is not how public involvement should look. This is not how the city should take the temperature of its constituents. The feedback from these open houses is tainted by a format like this. You can ask the staff, I was in several groups speaking to staff where people who were supportive of the proposal stated that they were afraid to speak up in the mob.</p> <p>Please retain the OPEN HOUSE format. If you have a presentation or Q&A, please bring a moderator who can keep people on topic and on time. Please reschedule events in inner SE and in SW Portland that can be a more informative and less intimidating format.</p>	Email

	<p>I would like a response about this topic.</p>	
<p>06/29</p>	<p>Dear Staff (sorry, I don't remember the names of the people who presented last night),</p> <p>Thank you for an informative session and for all your hard work on this very complex, contentious, and high-impact project. I appreciated your handouts and displays and also your systematic organization of the time. I especially appreciated your diplomatic handling of some very rude people, including the "professional speech coach" who kept yelling instructions to the presenter. (They were good suggestions, but she was very rude.)</p> <p>I completely the online questionnaire as best I could, but I realize my understanding is far from complete, so I may attend another session to fill in some gaps.</p> <p>If you will permit me, I'd like to make a couple of purely process, rather than content, suggestions for the remaining public input sessions. My guess is that after last night and your first session, you've already thought of some of these. But I'll toss them out anyway - and you can toss them out if you don't agree! TaborSpace was crowded, to be sure, but I think the flow could be smoothed out a bit even in tight quarters:</p> <p>*Place the registration table so that people can get in the door and line up in an obvious way as they approach the table, rather than having to double back to the other side. When those two steps of the process compete, it starts the whole experience out on the wrong foot by causing a crowd clog right at the beginning.</p> <p>*Have staff wear very visible badges and line up to one side of the room so that as we enter we can see right away who they are. That way, if we want to seek someone out with questions, we know where to go.</p> <p>*During the first "circulation period" allow people to walk through and read for themselves, on their own, unimpeded *If participants have a question at a station, they can seek out a staff person. Or, if you want to have a staff at each station, have them position themselves to one side so that others trying to cruise the displays can get in to look and then move on. Also, have them limit individual discussions to two or three minutes and then politely disengage. The first station last night was completely blocked for most of the pre-presentation half hour by one staff talking with just two people, all three standing directly in front of the poster. It was frustrating. *People with a lot of questions should be asked to first listen to the presentation and then stay after the presentation if they want more individual attention.</p> <p>*Allow staff more time to make the presentation itself. Even for those of us who've tried to familiarize ourselves with the basics beforehand, there are fine points, implications, and ramifications that need to be explained.</p> <p>**Continue to stop a person who's trying to hijack the presentation process - just as ordinary citizens are trying to prevent developers from hijacking land ownership and development.</p> <p>*After the post-presentation open discussion, strongly encourage people - whether they have spoken up or not - to write their comments on the flip charts and also complete the online questionnaire when they get home. People often thing their spoken points are captured, and in a large and diverse group, it's hard to keep up. Also, this would give staff more info. re: how many people feel which way about issues. So often, one person speaks and many</p>	<p>Email</p>

	<p>others agree but don't speak. This would better capture all of them.</p> <p>Thanks for considering these thoughts. I did large employee training sessions for year, and I just can't help but notice the "flow" in situations like these.</p> <p>All the best to each of you,</p>	
<p>06/29</p>	<p>Julia and Morgan:</p> <p>I would like to second what I heard others expressing:</p> <p>The Residential Infill Open Houses, both in Multnomah Village on June 15, and last night at Tabor Space on SE Belmont, quickly became a sort of "town hall", except with the audience members shouting at the presenters about how they hated the proposal. Folks who tried to express support for the proposal, or had an innovative suggestion, were intimidated from speaking up, or in one case, shouted at by other attendees.</p> <p>At last night's 2 hour meeting, there was only 15 minutes at the end where attendees could actually walk around and look at the display boards, and be able to talk one-on-one with staff. Even attendees who were writing on comment sheets found others standing there debating their points as they wrote them down.</p> <p>Neither of these meetings were conducive to gathering public input from the cross-section of those attending. The time for folks to talk one-on-one with staff should be kept free of intrusion of the "presentation", and the presenters need to have a strong moderator (and security guards?) to keep the unreasonable, angry crowd of detractors in check, and quiet while others talk.</p> <p>I hope you will be able to devise a format for future meetings that keeps some of these members of the public from intimidating others who came to be informed.</p> <p>Thank you.</p>	<p>Email</p>
<p>06/29</p>	<p>Hi Julie and Morgan,</p> <p>I attended the "open house" on the residential infill project last night at Tabor Space. I want to thank you both and the staff from BPS for your hard work on this project. It was a pretty tough audience and I applaud you for standing in front of the room and answering difficult questions.</p> <p>I would like to provide some feedback on the format of the meeting. I was expecting it to be a real open house where people could visit different boards/stations, learn about the infill project and talk to BPS staff one on one and provide input. I was not expecting a town hall type of meeting that was dominated by angry homeowners who, quite frankly, were misinformed and aggressive to people who supported density and more housing choices. I know this is a contentious issue and you want to give both sides a chance to provide input, but what happened last night was not productive or inclusive.</p> <p>I would like to ask BPS to retain the open house format that allows people to speak with staff one-on-one for all future residential infill open house events. If you have a presentation, please bring a moderator who can keep people on topic and on time.</p>	<p>Email</p>

	<p>Thank you so much again for all your hard work to make this city more inclusive and more accessible to all people.</p>	
06/29	<p>Julia</p> <p>The meeting Monday night went very well and there was lots of light with very little heat - just as should be the case for reasonable discussion.</p> <p>The complexity of the issue, the suggestions being vetted, and the difficulty of addressing some of the other impacts of changes has made us schedule a second discussion at our July 25, 2016 meeting.</p> <p>I would like to have someone from the Residential Infill Project at our meeting. By that time most areas of the city will have had opportunities to hear the proposal but we will be discussing some questions regarding infrastructure funding mechanisms, school impacts, inadequate transit support in man neighborhoods, and other “how can we live with this” issues.</p> <p>I will be sending out weekly “white papers” regarding some of the data in back of these questions and also invite others to send me their own Neighborhood Association and Coalition issues. Fortunately the two month preparation before staff begins to digest the public comments will give us the opportunity to both identify issues but then to begin to suggest solutions that might build more acceptance for the draft proposal due next year.</p> <p>I am especially interested in anyone who has done some economic impact study of the costs of these proposals. I can - and will - get information from builders and other people familiar with the costs of this method of infill but if there is already data I would appreciate a contact person to speak with.</p> <p>Thank you, Julia. I look forward to hearing from you - hopefully to verify staff attendance for the July 25, 2016 meeting and also to identify who, if anyone, has done any economic study of the proposal.</p>	Email
06/30	<p>Attached is an information document I prepared back in April, 2015, after the United Neighborhoods for Reform Summit IV meeting where we broke up into focus groups dealing with various topics of concern to the 150 or so folks who attended. I was the "scribe" for the Land Use and Zoning group, and after the meeting I provided some background information on each of the most urgent areas of concern expressed by the folks during the break-out session. That background information is contained in the attached document, which I handed to Todd in paper form at Monday's Citywide Land Use Group Meeting. During the CWLUG meeting on Monday, I quoted a number of the statistics from this document -- hoping to stimulate a re-think of some of the basic assumptions in the RIP initial proposal, much of which I find to be extremely disappointing.</p> <p>Also attached is speaker notes from a lecture I presented at the Architectural Heritage Center in 2015 and have repeated in other venues more recently. I'd call your attention to pages 4 and 5 which make the case, contrary to view expressed in Monday's meeting, that Portland is NOT a "NEW" city, but is in fact an old city, confronted with important questions of what to preserve of a city core that is comparable in percentage of pre-WWII residences to cities like Baltimore and Philadelphia, as distinct from Phoenix, Houston, or Denver, which are much newer.</p>	Email

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	<p>As Chairperson of the Portland Coalition for Historic Resources and a member of the Irvington Community Association's Land Use Committee, I expect to continue to speak out on this subject, marshaling the facts that have been so grievously missing from much of the RIP's discussion an position-taking.</p>	
06/30	<p>Julia and Morgan,</p> <p>I intended to attend the open house last night at Tabor Space to better understand the proposal being made by staff, but what I really attended was an organized effort by an unruly group to usurp and control what is intended to be an equitable and democratic process. Rather than Question & Answer it appeared to be more of an Inquisition & Answer.</p> <p>I was uncomfortable that angry neighbors were using the town hall format to hijack the presentation to promote their own agendas and were applauded for making accusations and promoting conspiracy theories. I can only assume others who supported the proposals by staff were likely afraid to speak up. This is not how public involvement should look.</p> <p>I suggest an alternative format.</p> <p>Thank you for your work on this project,</p>	Email
06/30	<p>I am confused about the criteria for transit corridors used in determining the 1/4 mile areas that will be subject to the Alternative House Type rules. How are you defining frequent transit service?</p> <p>Thanks</p>	Email
07/01	<p>Thank you for taking the time to talk with me this afternoon. I'd like to take you up on your offer to make an appointment to discuss this further in person. I believe that this is going to pass in some form, and I'd really like to direct energy into providing constructive comments. I think that the best way for me to do that is with some interactive feedback from BPS staff working on this project. I understand that you're going to be out next week. I'm available next week, but not July 11 -- 13</p> <p>Again, I'm grateful for any time you're prepared to spend talking with me about the draft infill proposal.</p>	Email
07/02	<p>Thanks for having an online open house. I filled out the survey and took notes along the way. Then I went to submit my notes in the comment box at the end and — there was a 150-word limit. Please expand that so you can hear thoughtful, thorough comments.</p> <p>Given that the comment box is not big enough, please accept my comments via email and consider them as part of the project.</p> <p>Thanks.</p> <p>Survey comments:</p> <p>It is not the size of the house that matters so much. I don't mind a larger house next to a</p>	Email

	<p>smaller house, for example. What matters is the design of the houses. So many of the new single-family homes have no relationship to the street. Often they have a garage and no living space or very little living space on the first floor. They have small windows or now windows on the first floor. If they have balconies or porches, they are quite high off the ground, so they do not provide an opportunity to interact with neighbors and passers-by.</p> <p>If this continues, there eventually will be a wall of garages and nearly blank walls all along the street. This means there will be no eyes on the street to promote safety and no community built through serendipitous interactions.</p> <p>So, forget about house size and focus on what is important. Require garages to be detached. Require a certain amount of the frontage to be living space with windows. Use the rules to ensure Crime Prevention Through Environmental Design and opportunities for interactions among neighbors.</p> <p>I will add that this is especially a problem in streetcar neighborhoods where things were originally designed for walking. I have not thought as carefully about how this should be applied in hilly terrain or in the more auto-oriented designs of East Portland. So be careful about citywide application of these thoughts.</p> <p>Regarding the height and setbacks. I oppose your ideas. What you can do is stop giving adjustments willy nilly for single-family homes. Do not give adjustments to setbacks. Enforce them. They are there for a reason. I live right next to the picture you have above with the blue house and the gray house. For the gray house, they requested adjustments, as I recall, on all four sides. Staff was going to hand them out without even thinking about it. I managed to object and have the houses moved back to the 10-foot front setback. But adjustments were still given with no reason. And the application for the adjustments did not even address the standards. The houses would be smaller, for example, if you didn't let them stick the eaves way out into the setbacks. They can still have the eaves, they just need to keep them within the setbacks that are within the code.</p> <p>Keep the eaves and everything else out of the setbacks!</p> <p>Regarding housing types, I support everything but the minimum unit standard for R2.5. The market will take care of that. Just allow it and they will come where it makes sense.</p>	
<p>07/05</p>	<p>Hi-</p> <p>Thank you for the additional map details. It looks like our home is located in a zone referred to as a potential "R5 tax parcels with 25x100 and 33x100 underlying plats inside Inner Ring areas and within 1/4 mile of Centers, MAX " area in hot pink.</p> <p>What does that mean exactly? How would that impact us and our neighbors? Does that mean our properties would be eligible for additional housing types if the lot size allows?</p> <p>Thank you.</p>	<p>Email</p>
<p>07/07</p>	<p>Portland is being ruined by incompatible infill and this plan is going to accelerate that. Preserve neighborhood characters by downzoning most of Portland (R2.5 to 5, R5 to R7, and so on). I do not buy pave it to save and see this whole project as an attempt to line the pockets of a few developers. I do not have time to sit and be lectured to and not listened to at any more of these meetings, but please take note that I do not agree with the direction this is going or how it is being done.</p> <p>I have a survey (with similar validity):</p>	<p>Email</p>

	<p>1: do you love puppies {circle one} (No, NO!, or HELL NO!!!!)</p> <p>2. Given that you hate puppies, would you support</p> <p style="padding-left: 20px;">A – killing all old dogs</p> <p style="padding-left: 20px;">B – giving all kids a cat</p> <p style="padding-left: 20px;">C – raising residential speed limits by 2.5 Kilometers per Hour within a quarter mile of a park</p>	
<p>07/07</p>	<p>Hi Julia (cc Ted Wheeler, cc BPS),</p> <p>I hope you had a nice holiday weekend.</p> <p>Thank you for this update. I am sure you are getting a lot of feedback, and, from what I have seen, not all of it necessarily very politely shared. I am sorry about that. I am sure you and everyone at BPS are doing the best they can. I have tried to remain informed on the Comprehensive Plan and infill project as best I can. I read the entire original comp plan, attended meetings, have attended multiple open houses, etc. I was happy to hear that residents of Portland would have an opportunity to give feedback. I wanted to share my reaction to the survey that was sent out and is open until August.</p> <p>In a nutshell, I was deeply disappointed and highly frustrated. I understand that a group of 30+ committed individuals from multiple "sides" of the growth issue wrestled with issues for a long time to come up with the plan. But, to be blunt- the survey is a sham. I am a professor of business who creates surveys on a regular basis. I do not believe that this particular survey is fair nor do I think it was generated to truly get a pulse of what residents think about it.</p> <p>As I went through, it was clear that my choices for feedback were very narrow. I could choose, a, b, or c that I didn't like. Too much was "assumed into evidence" in each question. There were items that had multiple points included (called double-barreled items) so that agreeing to that item was a problem if you only agreed with part of it, there was no opportunity to say what we felt or generate alternatives, and in the end, after a survey that gave me no real voice, I only got 150 words to share my thoughts.</p> <p>There is no way that a group of 30+ people who represented some extremes and with specific personal agendas could generate a plan this complex that would have no room for improvement with the hundreds of thousands of Portlanders who might have another view or ideas that meet the goals even better than this one. And, maybe not ignore the issue of affordable housing which is invoked and then discarded by the infill proposal.</p> <p>When you see all the anger and frustration, I know it can be hard to take but "managing" the citizens of Portland like this is disrespectful and disappointing. For the first time in 22 years in Portland, I feel like I have no voice and that what any of us thinks does not matter to the City of Portland.</p> <p>I truly hope that your group will reconsider the survey and ask for some real feedback rather than asking people to choose between sub-optimal choices. The phenomenon of "group think" seems to be alive and well with this group. Here is a summary of signs of groupthink below. Asking for true feedback and considering that those who disagree aren't the enemy and might have good ideas, maybe even better ideas, is key to avoiding this problem. These are taken from a draft of my textbook on Organizational Behavior.</p> <p>I remain hopeful that it is not too late and that the great civic engagement and pride of those</p>	<p>Email</p>

	<p>of us who have made Portland what it is will not be alienated and "replaced" and displaced to make room for people we have never met. Sacrificing thriving neighborhoods such as Multnomah Village and Hillsdale to cram in more houses is just wrong. We moved here from John's Landing specifically to get away from such zoning. With the corridors and centers being so dense given the new comp plan, the impact on these neighborhoods will be immediate, detrimental, and irreversible. Rather than helping with affordable housing, it will only create a few more expensive houses at the expense of everything we hold dear in Portland.</p>	
<p>07/07</p>	<p>Hi there,</p> <p>I'm wondering what this proposed requirement means.</p> <p>It says one unit is required, and an ADU counts toward the requirement.</p> <p>I own a vacant, never developed, r2.5 lot that's 33.3' x 59' in a transit corridor.</p> <ul style="list-style-type: none"> - what does it mean to build an ADU without a house? - are you somehow going to force me to build on this lot? <p>thx</p>	<p>Email</p>
<p>07/11</p>	<p>Hi Morgan,</p> <p>You really need to correct the maps or better yet change the definition of frequent service to match Trimet's definition "buses that run every 15 minutes or better most of the day, every day." That is a much better standard of frequent service. The City standard you quote of "Service provided by public transit to a site, measured on weekdays between 7:00 AM and 8:30 AM and between 4:00 PM and 6:00 PM" is biased toward professionals who work 9 to 5 jobs, which is biased toward a whiter population with higher incomes.</p> <p>What about restaurant workers and other service industry workers or people in the trades like the roofers and landscapers or other shift workers? The City's definition of 20 minute peak does nothing for them yet they are vital to this city. Where is the equity in that? And then you have to consider females who might be afraid to wait at a bus stop in the dark. I like to ride the bus but I would not feel comfortable waiting for a half hour or more at a bus stop alone in the dark. And then if the job is not downtown, or the job location changes (house cleaners, trades people), then the transit system really falls short.</p> <p>Transit service is such a flimsy criteria for basing zoning decisions and also waiving parking requirements, because routes and schedules change or may not accommodate a large part of the population. This is not just a city for young, white millennials who can ride a bike or work downtown. There are seniors, families, shift workers who still depend on cars or who have job locations that are not served well by Trimet. You are proposing a monumental change to this City when the transit system is not ready for it.</p>	<p>Email</p>
<p>07/12</p>	<p>Hi Julia, Morgan and Sandra:</p> <p>Just now getting into reading today's emails.</p> <p>Like you, I have had a busy day with two medical appointments for my husband, attending the RIPSAC open house at Tabor Space, reading the RIP materials as well as the citizen's Residential Infill - a breach of Public Trust statement. So I'm just now getting into reading today's emails.</p>	<p>Email</p>

	<p>So back to [Name] concerns.</p> <p>Surely, you are not too late to start video taping the remaining open houses for people who work during the day, or swing shifts or graveyard shifts. I'm thinking with current no cap on rents, numerous individuals are working two jobs. So within the City that Works, whose task is it to schedule video the taping of City Council, PSC, and community events on Channel 30?</p> <p>...Residential Infill Program Manager, Morgan Tracy? ...RIPSAC Chair? ... Matt Grumm in Commissioner Dan Saltzman's Office? ... Tim Crail in Commissioner Amanda Fritz's office? ...ONI Director, Amalia Alarcon-Morris?</p> <p>I attended two open houses, where individuals fielded similar concerns and issues outlined on the citizen's Residential Infill - Breach of Public Trust.</p> <p>Take for example, the gentlemen tonight, when reminding everyone how we already spent over five (5) years reviewing the Portland Plan and Comp Plan, and now we are expected to review citizen's comment on the in-fill-middle project within two months... ?</p> <p>He asked a simple question! I also, would like to know long will We-the-People will have to respond to the Staff's RIC Summary Report?</p> <p>Lastly, during the RIP open house at Multnomah Art Center, an Attorney stood up and challenged Morgan and Sandra facilitators who did not want an open-floor Q&A. He said, "These Open Houses are in fact public meetings, and as such minutes must be taken." With that in mind, I trust at the very least, those pubic's comments posted on those flip-charts will be made available one-line throughout the next six-weeks.</p> <p>Something to think about... .</p>	
<p>07/13</p>	<p>Hi Morgan,</p> <p>If I ever think I'm going to a lot of meetings, I can just remind myself that you're going to way more (and probably more contentious ones). Thanks for doing it!</p> <p>I've been thinking that it's kind of strange (and scary to neighbors) to say that the alternative development options could include 2 ADUs, duplexes and triplexes. Is there really a difference? If we just allow 2 ADUs, could we drop the duplex and triplex language entirely (except, perhaps, at corners)? Seems to me that perhaps we could.</p> <p>Attached is an attempt at a short & sweet implementation approach that rolls together a reduction in allowed home size based on FAR and allows up to 3 units (or 4 if affordable) on a single family lot that piggy-backs on existing rules for ADUs - without using the language of duplexes or triplexes that, I think, gets people thinking about bigger and bigger structures (when in fact, the FAR limit would say those additional units have to squeeze into the same volume as a single home, perhaps with a slight amount of bonus area).</p> <p>There are plenty of pieces of the RIP that this doesn't address, like cottage clusters, R2.5 lots, row houses, skinny/narrow lots, and off-street parking. But maybe this could be part of the puzzle. And it fits on less than one page, which has to be worth something.</p> <p>Cheers,</p>	<p>Email</p>

	<p>PS - I used the red text color to indicate numbers that could easily get tuned/tweaked based on policy objectives.</p>	
<p>07/14</p>	<p>Hello, ***Please take the following comments into formal consideration as part of the City's review of its Residential Infill Project (RIP).***</p> <p>Thank you for attempting to address the concerns that the community has over residential infill developments. I've attended your open houses and have been engaged with neighborhood associations, realtors, developers and City officials along the way. From what I've gathered in my research, the proposed RIP will (among other things): limit new single family homes to 2500 sq ft, address density issues where zoning allows by allowing different development types, and regulate "skinny lots". I have reservations about the City's current proposal. I believe this proposed plan has numerous shortcomings and will result in a variety of negative, unanticipated outcomes:</p> <ul style="list-style-type: none"> • Fails to address Portland's housing affordability crisis in a proactive manner • Incentivizes demolitions of small affordable homes, especially in multi-family zones • Lacks mandated design criteria for new developments • Contributes to gentrification • Sacrifices the character and "soul" of existing neighborhoods to accommodate out-of-town buyers. <p>To elaborate on my concerns above, I've included three case studies with photos (see attached) of actual recent developments in North Portland. The first case highlights concerns over rapid demolitions in multi-family zones, the second addresses housing affordability issues, and the third takes a look at the need for architectural design criteria. I am requesting a written response about how each of these scenarios are expected to improve/worsen under the City's proposed infill plan. I would also appreciate a response to each bolded question below. Thank you!</p> <p>Case #1) 6113/6115 N Concord</p> <ul style="list-style-type: none"> • Zone: R1 • 2013: 864 sq ft single family home sold for \$190K and demolished • 2016: Rebuilt two 1990 sq ft split lot condos; each unit sold for ~\$600K • Problem: Small, affordable homes in historically single family neighborhoods are being demolished and replaced with expensive multi-family dwellings that don't match the existing character. Adjacent neighbors are concerned every time a house in this zone goes up for sale because of the likelihood it will be demolished and replaced with a very large, multiple dwelling housing unit. These types of developments look out of place, shade out small, historic single family homes and drive up property values for adjacent homes making it harder for long-term residents to stay in their homes. Your proposed plan seems to incentivize this behavior by mandating that new developments in certain zones be replaced with two units, instead of one. How can you reassure small, single family property owners in R1 zones that they won't be driven out of their neighborhoods due to accelerated demolitions and replacements with multi-family developments? <p>Case #2) 1806 N Alberta</p> <ul style="list-style-type: none"> • Zone: R5 • 2015: Small single family home sold to developer for \$235K and demolished • 2016: Rebuilt one 3200 sq ft single family home; asking price \$1.4 million • Problem: Small single family homes are actively being sold to developers who are interested only in maximizing their profits. New homes being built are too large, do not fit in with existing character of neighborhoods, and are available only to wealthy buyers. <p>While I appreciate your proposed plan will cap the size of future homes to 2500 sq ft, I</p>	<p>Email</p>

	<p>think this is still too large, as it doesn't consider basements in the overall square footage. I surmise this regulation will result in a homogeneous mix of 2500 sq ft homes. How will your plan prevent small, affordable single family units in the R5 zone from being demolished and replaced with large (2500 sq ft) homes that are out of the majority of buyers' price ranges? To ignore Portland's housing affordability crisis would be a serious missed opportunity for the RIP.</p> <p>Case #3) 6226/6248 N Concord</p> <ul style="list-style-type: none"> • Zone: R1 • 2014: Small single family home sold to Dozer Construction LLC for \$260K and demolished • 2016: 2200 sq ft home built on split lot with plans to build external ADU on other half • Problem: In addition to the aforementioned problems with small, affordable housing giving way to large, unaffordable housing, this development highlights the urgent need for mandated design criteria. Put mildly, this house is an eyesore (please see before and after photos). Will your proposed plan prevent short-sighted, horrendous designs from being built in historic, charming neighborhoods? If not, I strongly urge you to incorporate design standards in your RIP regulations. Without them, we will continue to witness the degradation of the character of Portland's classic neighborhoods. <p>Thank you very much for your time responding to my concerns. I am hopeful the City will land on a final proposal that will serve existing residents and will allow for long-term growth without sacrificing Portland's integrity.</p>	
<p>07/14</p>	<p>In the Residential Infill Project Update of June 2016, the Stakeholder Advisory Committee initially acknowledges the problem current residents have asked the City to address.</p> <p>At P. 4 it states:</p> <p>“The average size of houses built in 2013 was nearly 2,700 square feet, more than 1,000 square feet larger than houses built forty years ago.”</p> <p>“While older houses are generally smaller than those being built today, it is rare for new houses to be as large as what is allowed by current code. If the trend towards larger houses continues, under current rules, future infill could be much larger than the size of typical houses today. Resulting impacts are often cause for public concern, including loss of space for yard, gardens or trees; more shading on adjacent lots; greater energy and material consumption and less neighborhood compatibility.”</p> <p>I would add that present infill built in the last 3 years has resulted in the demolition of hundreds of typical houses that are smaller, affordable and habitable. This is not a future infill problem. Just look at the good condition of the homes that are being destroyed on the portlandchronicle.com website. And with the demolition of nearly every home the lots are cleared of all mature vegetation including trees. The footprint of the new infill (one or two homes) is so large that there is little room for yard, gardens or trees. There is also more shading on adjacent lots. These new structures are often not compatible in size, scale, design or quality with the houses of its neighbors. Moreover, the most energy efficient way to provide housing is to retain the existing structure.</p> <p>In addition to the problems with demolition of current homes, the SAC acknowledges at P. 6 that the design standards need to be changed to prevent even worse development allowed under the current code.</p> <p>“Per current allowances, the maximum size of a new or remodeled house on this lot is 6,750 square feet (2,250 times three stories). However, even newer houses are not being built to this maximum allowable size. The average house built on a 5,000 square foot lot in 2013 was 2,680 square feet, while the largest house was 4,461 square feet.”</p>	<p>Email</p>

Proposals 1-3 should reduce these concerns: “Limit the size of houses while maintaining flexibility in form. Lower the house roofline. Make front setbacks consistent with setbacks on existing, immediately adjacent homes.”

While the Residential Infill Proposal of June 2016 does not address the present demolition crisis, it will only make it worse. At p. 12 of the Residential Infill Project Update of June 2016, the Stakeholder Advisory Committee puts forth its proposal for “middle housing,” proposals 4-7. The SAC claims at p. 12 that the typical houses and neighborhoods of today that current residents want to protect are the problem the City needs to address.

“The city’s housing stock, more than half of which is single houses on individual lots, presents a barrier to greater diversity. Code changes to allow more housing types in Portland’s single-dwelling zones and other areas are key to increasing a housing supply that is affordable to a broader spectrum of households.”

The SAC would expand current limited exceptions to one dwelling unit per lot to units within a quarter mile of designated centers, transit corridors within the inner ring neighborhoods. The scope of the radical rezoning of the Portland’s older neighborhoods is made clear on the map on p. 13 of the June Proposal.

While this proposal may delight developers of new infill, it undermines any faith neighbors had in the Residential Infill Project. Moreover, as the SAC acknowledges, the new houses are 1000 sq ft larger than the older homes that characterize our inner city neighborhoods. And the SAC fails to point out that the prices on new infill can be two to three times the cost of the homes that are demolished. In part this is due to the size of new infill as well as the fact that two units often occupy the former single family lot. As Restore Oregon has pointed out:

“The city has begun hosting a series of public meetings to discuss the Residential Infill Proposal that the Stakeholder Advisory Committee produced. The primary concern voiced at these meetings so far and throughout the community is that the current proposals will in fact exacerbate the demolition epidemic already occurring in Portland. If this proposal is enacted, the rezoning of neighborhoods throughout the city for infill housing, particularly “middle housing,” will change the character of Portland’s neighborhoods. It will dramatically increase infill housing with an allowance of up to three housing units on an R5 zone, a 5,000 square foot lot.”

United Neighborhoods for Reform (UNR) also opposes the middle housing proposals. A central goal of UNR is to prevent the demolition of viable, relatively affordable houses in our neighborhoods. 43 neighborhood associations throughout Portland support our resolution that includes this goal.

In its April 19, 2016 Testimony Re: City Council Comprehensive Plan Amendment P45 Middle Housing its first two objections (of 7) are:

“1) This amendment regarding middle housing is a huge change that potentially affects most of the city. To bring it into the Comp Plan at this late date is irresponsible. Middle housing deserves the same consideration as mixed use, residential infill and institutional zoning.

2) Opening this change to wide areas of the city will make thousands of smaller, viable, older, relatively affordable homes vulnerable to demolition. We question whether even

	<p>smaller new houses will be as affordable, or as well built, as many currently existing houses.” The middle housing proposal should be dropped from the Residential Infill Project now.</p>	
07/15	<p>It was not easy to submit comments online so I am sending them directly.</p> <p>In general, I support the staff proposal for the Residential Infill Project. I think it is smart policy to limit the scale of new homes while proposing to allow smaller, more affordable units within a smaller building envelope. From an affordability, historic preservation, and neighborhood livability perspective these are good code reforms. I would support expanding these reforms to make all single-family zones in the City more inclusive while making it more financially feasible to reuse existing, historic structures.</p> <p>However the proposal does not address issue of preserving of large healthy trees in residential zones. I think it is a mistake to not address tree preservation while the City is making such a significant change to residential zones.</p> <p>I urge the City to incorporate the following into Residential Infill Project staff proposal:</p> <ol style="list-style-type: none"> 1. Allow an additional bonus dwelling unit within allowed building footprint or additional square footage within the allowed building footprint in exchange for extra tree preservation - preserving one or more large healthy trees (30" or greater including root protection zones required by Title 11). The staff proposal already allows bonus units in exchange an affordable unit, a handicap accessible unit, or that preserves an existing house. The City should also allow such a bonus for tree preservation too.] 2. Instead of simply "retaining current side and rear setback minimums allow adjustment of setbacks in exchange of preservation of one or more large healthy trees (30" or greater including root protection zones required by Title 11) that would otherwise have to be removed. 3. Instead of simply "retaining current parking requirements for all houses on standard lots" allow for parking requirements to be waived in exchange for preservation of one or more large healthy trees (30" or greater including root protection zones required by Title 11) that would otherwise have to be removed. <p>A version of all these reforms were part of the Title 11 Oversight Advisory Committee recommendations to eliminate the barriers to tree preservation.</p> <p>Finally, the City Council needs to move swiftly to develop a site review process for large healthy trees, also proposed by the Title 11 OAC. Where we have exceptionally large or unique trees, the burden needs to be on the developer to demonstrate a large healthy tree needs to be removed in order to meet desired density. This would be entirely consistent with the stated purpose of Title 11 to preserve trees that can be preserved with new development. Ideally this would have happened or at least started before the RIP reforms go into place.</p> <p>"The real work of planet saving will be small, humble, and humbling... Its jobs will be too many to count, too many to report, too many to be publicly noticed or rewarded, too small to make anyone rich or famous."</p> <p>- Wendell Berry</p>	Email
07/16	Morgan,	Email

	<p>i haven't heard if the format worked any better at the other open houses, do you think it did?</p> <p>I did see that BPS has a specific event to reach out to older folks and people with disabilities. This is great.</p> <p>I felt that the majority of the crowd I saw at the open house was older white homeowners. I think that BPS should be doing outreach specifically to: young people, renters, people of color, and low income households. I suspect you have an idea of the demographics you are reaching and I would bet my weekly pay that older citizens are far more disproportionately represented than any of those groups.</p> <p>Thanks for your reply.</p>	
<p>07/18</p>	<p>This supplements my July 14, 2016 letter opposing Proposals 4-7 in the Residential Infill Project Update of June 2016. I attended the July 14, 2016 BPS meeting at the German American Society. BPS staff seemed more concerned with accommodating the preferences of future residents over those of present residents by referring to the future residents' rights to buy new houses in old neighborhoods.</p> <p>To accommodate future residents, BPS offers Proposals 4-7 for middle housing. At the meeting BPS admitted that these proposals would increase density in one-half of the 45% of the city area zoned for single dwelling development (see map on p. 13 of the June Update). This will encourage demolitions in these neighborhoods.</p> <p>In a January 28, 2014 article entitled "The Impact of Oregon's Increasing Demolition Trend" By: Brandon Spencer-Hartle on the restoreoregon.org website, Mr. Hartle documents the negative impact of Oregon's increasing demolition trend on our neighborhoods. "Because design review isn't required in most established neighborhoods, much of the new construction that follows the demolitions is not compatible with the character of the neighborhood around it. . . The average residential building demolished in Portland in recent years was built in 1927."</p> <p>"Retaining the integrity and continuity of traditional neighborhoods is a significant concern for Restore Oregon," says Executive Director Peggy Moretti. "We need to be careful that in the name of density, we aren't sacrificing quality, character, and our unique sense of place. Without thoughtful urban planning and community involvement, some of Oregon's most livable neighborhoods could be lost in the next ten years."</p> <p>"The current tear-down trend across Oregon should cause pause for any environmentally-conscious Oregonian because the demolition of buildings amounts to a staggering amount of embodied energy that is literally being thrown away. Every time we raze an older house and replace it with a new, more energy efficient one, it takes an average of 50 years to recover the climate change impacts related to its demolition."</p> <p>"According to a recent national study, "If the city of Portland were to retrofit and reuse the single-family homes and commercial office buildings that it is otherwise likely to demolish over the next 10 years, the potential impact reduction would total approximately 231,000 metric tons of CO2 – approximately 15% of [Multnomah County's] total CO2 reduction targets over the next decade."</p> <p>In an Oct 7, 2015, article entitled "The State of Demolition in Portland" By: Brandon</p>	<p>Email</p>

	<p>Spencer-Hartle on the restoreoregon.org website, Mr. Hartle updated his January 28, 2014 letter.</p> <p>“Using data compiled from the demolition applications, PortlandMaps, and the Bureau of Planning and Sustainability, the 172 demolitions that occurred from April 27 to October 5 had the following average characteristics:</p> <ul style="list-style-type: none"> • Built in 1930 • 1,340 square feet in size • Generated 58,558 pounds of landfill waste upon demolition (not including recycled materials) <p>Assuming that 400 houses are indeed demolished in Portland this year, it will mean that 23 million pounds of waste will end up in Oregon’s landfills. That’s the equivalent of sending 2.5 billion pieces of paper to the landfill!”</p> <p>The City’s first priority should be to reduce the avoidable climate change impacts of development and preserve our existing neighborhoods, homes and vegetation. Back yard habitat certification of existing homes should be supported and encouraged. Before considering Proposals 4-7, the City should update its historic resource inventory, begin public review of demolitions, require deconstruction when a home cannot be saved (not just for pre-1917 homes), adopt Proposals 1-3 to reduce the pressure to build larger homes, tax landfill waste, remove hurdles to relocation and provide financial incentives for preserving existing homes. See Mr. Hartles January 28, 2014 article cited above.</p> <p>Only after these actions are in place should the City consider adopting only the first element of Proposal 4, allowing two ADUs per house existing in 2016, one internal and one detached, not for new construction. This should encourage the preservation of existing houses rather than their demolition. The City could also assist with fee waivers, such as the current ADU waiver, for houses existing in 2016 only. This will result in more affordable housing than continuing to demolish existing homes and building pairs of \$600-800,000 townhomes in their place.</p> <p>If the City is serious about providing low income families housing in the inner ring neighborhoods, it will do so by supporting Proud Ground and equivalent housing subsidy programs. It could also apply inclusionary zoning in current multi dwelling zones to subsidize housing in buildings of 20 or more units.</p>	
<p>07/18</p>	<p>I have lived in the Belmont/Sunnyside area for 33 years. This neighborhood has gone to hell in a hand basket. We have a 138 unit apartment building with 30 parking spaces a block away. PARKING IS NON EXISTENT. Most of us in this area have no garages or driveways because the homes were built in the early 1900's-1930. I know of one 2 bedroom apartment that has 4 tenants all with cars.</p> <p>We have glass boxes on every arterial in inner SE most with no parking. We have fine restaurants in this area but there is no parking for patrons. They are so screwed if they have a 5 year lease.</p> <p>We do not need more skinny houses. The houses that were originally built were quality built and fit the neighborhood unlike the Craftsman wanna-bes that Vic Remmers or Randy Sebastian are building. That is one of the main reasons people desire to live in our inner neighborhoods. We receive many letters to buy our houses for cash--one company told me</p>	<p>Email</p>

	<p>they send out 1000 per month. I told them as a Realtor they would have to pay me a commission of 10% and a price tag of \$1 million and I may consider it. My lot is 50 x 50 and would not be able to be developed.</p> <p>Those of us that live here are trying to maintain some semblance of quality in our inner neighborhoods and are vehemently opposed to Vic Remmers building a skinny house on Peacock Lane. Instead we have stolen cars, stolen items off porches, rampant homeless, theft of all kinds. Larceny alone is now 61% in Sunnyside. It is not a nice place to live anymore</p> <p>By the way I am a Realtor of 34 years so I know better than most what is happening in our area. Violation or skirting of codes for demolition, lead and/or asbestos abatement, destruction of our tree cover are rampant. I also have a deaf daughter whose subsidized rent is 70% of her SS. One of her deaf friends would be homeless but she lives with me. Two of her other friends live in his parents heated garage. This is too damn close and personal. This is people's lives you are dealing with and the quality of that life.</p>	
<p>07/18</p>	<p>Mary Ann, Here are a couple of thoughts. Feel free to pass them on. One of the arguments against requiring an off-street parking pad is that a curb cut takes away parking on the street, but for who? The car that belongs to the house it is sitting in front of or a car stored there from the 50, 60 or 70 unit apartment house around the corner that has no or inadequate parking? The city needs to require off-street parking not only for skinny lots but also for large multi-unit residential buildings.</p> <p>The argument for not allowing garages with skinny house on skinny lots is they are ugly. In who's eyes are they ugly? Ugly is a subjective opinion. If the garage door is insulated with windows and the opening is sealed from the outside, the garage space could either be used to park a car in or as a multi-purpose room giving the household a choice of use.</p> <p>Finally, one reason given for allowing middle housing in single family home in neighborhoods is because that is where people want to live. So instead of destroying and demolishing homes in reasonably dense neighborhoods that have taken decades to develop, why not create these same kinds of neighborhoods in areas that have flag lots and other available land. That certainly is better than destroying a village in order to save it.</p>	<p>Email</p>
<p>07/19</p>	<p>Dear Mr. Tracy and Ms. Gisler,</p> <p>When I first read about the proposed zoning changes, in the online survey, they seemed like reasonable proposals that would affect a few high-traffic areas. ADU's provide housing, and the house-size limits are a good idea, but they could be tweaked to fit different neighborhoods. However, I'm concerned after seeing the Maps section, where it's clear that an overwhelmingly-large proportion of the city would be affected, as shown below in a copy of the interactive map that results from selecting options for all four proposed changes (see note "*" at end of letter)</p> <p>he survey states that the "new Comprehensive Plan encourages relatively smaller and more affordable housing near Centers and Corridors and within Inner Ring neighborhoods." These changes could unleash a frenzy of demolition and development that would irreparably destroy the city's "livability" while preparing conditions for an epidemic of foreclosures in the next economic downturn. Neighborhoods would be changed beyond recognition without any assurance that the supply of affordable housing would increase. There has to be a better set of rules to promote affordability—the current proposals leave too many loopholes that</p>	<p>Email</p>

	<p>provide opportunities for a quick-buck at the expense of livable neighborhoods.</p> <p>I specifically oppose the expansion of “Centers and Corridors” to include all areas within a quarter-mile of them, and the proposal for “Cottage cluster development”, since those together cover almost all the city. In addition to specific concerns about “infill,” the whole project is premature, if not unfeasible, because there is no equivalent attention to the infrastructure that is needed to accommodate the large predicted increase in population. Infrastructure includes “public facility systems [that] provide water, sewer, transportation;” access to “public services [that] include ... public transportation and police, fire, and emergency response; in addition, services such as access to broadband technology, electricity and natural gas, and comprehensive waste, recycling, and composting services are essential for households and businesses.” [quotes are from page GP-1, 2035 Comprehensive Plan, June 2016].</p> <p>* People who read the maps quickly might not notice that the use of colors changes on the interactive maps. The basic map includes a KEY to the map’s colors, but some colors on the interactive maps indicate different categories than they do in the KEY. The color yellow, which is keyed as “Single-dwelling Residential” on the basic map, indicates “Centers and Corridors” on the interactive map for that potential change, and green, keyed as “Open Space” on the basic map, indicates “Cottage cluster development” on the interactive map.</p> <p>Two proposed changes, “Centers and Corridors” and “Cottage cluster development,” affect almost the entire map of the city, with most of the unaffected areas being non-residential categories such as Industrial/Employment, or Open Space (parks, etc.). What does this mean? It seems to mean that, in most areas of the city, the proposed changes could allow someone to replace a single-family house with multiple units. According to the survey, areas “near Centers and Corridors” could “allow duplexes on all lots and triplexes on corner lots” [<u>underline added</u>]. And, for any lot over 10,000 square feet, “cottage clusters” would be allowed, and the review process for them would be “reduced.” The remaining category for proposed conversion to multiple housing units is the now-invisible “narrow lots,” which were doubled or tripled in the past as one lot with one house. Again, these four categories together cover almost the entire residential area of the city, overlapping in many neighborhoods (e.g., see Sunnyside).</p>	
<p>07/21</p>	<p>Hi Julia, hope you are well.</p> <p>This isn’t about the Port, but rather about zoning and my role as co-chair of the NWDA Planning Committee. The committee is trying to understand this “housing in the middle” conversation and struggling with the lack of empirical data and analysis that would show that increasing the density in R5 zones would do anything toward alleviating the cost of housing in Portland. Can you point me to any economic studies that have been done for the infill housing project or other projects that address the housing economic conditions in a qualitative way? The City has a huge capacity for additional housing of many types given the current zoning, as born out in the EOA. What does adding more capacity in the single family R5 zone do when capacity is already beyond sufficient?</p> <p>One example that comes to mind involves the discussion of courtyard housing and the like in R1 or R2 zones. Has the City done an analysis of how much R1 zoning there is and how much of it has been built on to the density standards? My anecdotal experience is that we have plenty of R1/Courtyard housing zoning in NW and no one is utilizing the zoning. I think much of the hesitancy has to do with the structure of the lending market, the price of property, construction costs and the complexity of condo ownership vs. single family vs. apartments. The question to ask is why isn’t more being done in the zones we have? I’d</p>	<p>Email</p>

	<p>want a thorough answer to this before messing with the foundation of Portland’s very successful single family residential areas.</p> <p>I am struggling to believe that additional density allowances in the R5 zones will result in lower housing costs. It would seem that the experience of Vancouver, BC, would indicate that this tool (allowing 2-3 units on a site that previously held only one) is not useful in lowering for-sale housing costs. What data is BPS, PSC and City Council using to pursue what seems to be a wishful thinking approach to housing mix, supply, and costs?</p>	
<p>07/22</p>	<p>Hi there,</p> <p>I am a resident of the Maplewood Neighborhood. My husband and I just spent part of our evening reviewing the infill plan. We can't find info about home demolitions or anything about the environmental impact of increasing density to this level. Currently we enjoy a fairly dense tree canopy and all of the benefits trees provide. While I am a proponent of infill in order to preserve Oregon's farm and forest lands, I don't think it should be done at the expense of nature within the city - and park space isn't enough to provide for habitat to sustain birds and wildlife in the city.</p> <p>Please direct me toward this information or let me know what I can do to advocate for a balanced approach to Portland development.</p>	<p>Email</p>
<p>07/26</p>	<p>Dear Morgan Tracy and Members of the Residential Infill Project team,</p> <p>Having read the online materials regarding the Residential Infill Project, filled out the online questionnaire, and examined several public responses to the current proposals, I write to encourage the project team to give additional, serious consideration to incorporating the preservation of our urban tree canopy to all of your proposals.</p> <p>I note with dismay, the general lack of large, healthy trees in any of the graphics included in the only materials provided by the project team. While this may call attention to house size & height, or setback from the street and property lines, it also infers that suburban designs in previously cultivated fields were the models for your infill proposals.</p> <p>To make my point regarding the vital role that residential trees (and certainly not just the street trees) play in preserving and sustaining Portland's livability, I submit for your consideration two photos of a lot in southeast Portland. Until only recently, it was the environment captured by the first photo (taken in 2011). At least eight trees can be counted on the very border on the lot (which is probably a 75 x 100 lot). None of those trees reach the diameter of exceptional trees covered by recent changes to Title 11. However, take away half or all of those trees, and you dramatically change the entire environment of not one lot but the whole block.</p> <p>Maintaining the original house (in photo 1) might have been possible had the project team's new proposals been in effect. However, as you can see from photo #2, that sound and spacious house was demolished.</p> <p>Currently, the developer also plans on cutting down all of the trees, when only one of them reaches onto the property at any distance.</p> <p>I sincerely urge the project team and the City Council to bring our urban canopy back into all of your planning and proposals. A very simple thought experiment should help one understand why this is vital: Just erase 1/4 of the trees in Portland's residential neighborhoods (as developers are</p>	<p>Email</p>

	<p>currently doing in many) and note seriously how that changes not only our immediate, but the long-term economic viability and sustainability of the city of Portland. Please long beyond immediate profits for developers and plan for a Portland that is NOT "stump town."</p>	
07/28	<p>Thank you for the opportunity to learn and respond to work regarding residential infill. I did complete the survey but I want to also add a voice to concerns over Parking and our Roads.</p> <p>As we add infill housing, how do we accommodate new drivers on our already very busy roads and streets?. We apparently don't have the money to fix what is already broken and in disrepair. Potholes and inadequate safety routes are now the norm. And all those potholes lead to log jams of cars trying to navigate.</p> <p>The interstates are packed and slow. but add 200,000 more cars to that mix! Yes public transportation is available but people STILL drive. All the great transportation wont solve that.</p> <p>Parking in neighborhoods especially around business centers is almost impossible in some areas. Off street parking for infill should be a priority.</p> <p>We cant work on infill issues without addressing transportation. Thanks for all of your listening and for the opportunity to do so</p>	Email
07/28	<p>Hello,</p> <p>I live in Eliot and my large lot (9,375 s.f) has been changed from R2a zoning to R2.5 in the new comp plan.I have an existing 1910 duplex on front side portion of this lot. There is a lot of empty land that could provide housing on my property.</p> <p>With my current zoning and bonus density I would be allowed up to 6 units on this land without dividing it. I would like to see something in the infill project that will preserve the right to build on this property without dividing it. This could be as simple as allowing more than 1 external A.D.U. for duplexes on large lots depending on the square footage of their property. Another option might be reconsidering the firm 10,000 sf guideline for cottage clusters. I do believe there should also be reconsideration for height limits in R2.5.</p>	Email
07/29	<p>I recently heard about the infill changes being proposed for Portland and found that the comments I was gathering as I went through the presentation did not fit in the 150 spaces allotted. I would like to give them to you to pass on. Please let me know if you can do that, and if not, where I can go to voice my concerns.</p> <p>Thank you, Sue</p> <p>Comments on Infill Proposal July 2016</p> <p>I am wondering why there is an estimate of 25% less households with children in Portland in the next 20 years? Portland has always been known as a good place to raise kids. I'd like to do what it takes to stay that way, not plan for a childless city.</p> <p>Will all single dwelling neighborhoods be effected or just some (mostly with less income)? How is this decided and what can we do to make sure that this does not mostly allow for overcrowded development for poorer neighborhoods while wealthier ones remain untouched and unconnected to this process?</p>	Email

	<p>I understand not forcing skinny houses to have garages and parking, but in many cases, the parking helps. There is already not enough parking in this town given our current transportation system. Skip the forced, unattractive garages on skinny houses but keep the parking spots unless they really do interfere with street parking- maybe take measurements on an individual basis to make sure it makes sense instead of a one size fits all approach.</p> <p>We happen to have a 2.5 lot in a neighborhood of .5 houses. It is not on a corner, it is one in from a corner. I would hate for anyone to "force" me to put another house on what is currently my garden and back yard, where my kids play every day. That is an unfair burden to people who really want to live here long term and let their kids grow up here- but again, the fact that this plan estimates that there will be 25% less families in Portland and no one seems to think this is a problem is a problem in itself. I think the future of the human race depends on the type of kids we are raising here in portland who are part of an urban area, yet mindful of the earth. This doesn't happen on concrete slabs and infill, it happens in natural backyard spaces. I always want there to be room for kids in my neighborhood. I don't want it to be only single people or couples who move in and move out every two years and airbnb travelers coming and going constantly, which is what this kind of planning pushes our neighborhoods towards. Lets be honest, do most adus help with providing "equity" or do they just help people cash in on all the great things that Portlanders have built over the years without providing more housing? We should plan for the future we want, not what the graphs and pie charts are telling us we should swallow.</p> <p>I am concerned in general with planning for increased population growth in housing without an equally significant increased roads, highways and transportation. Big cities like NY can have so many dense residential buildings largely because they have an extensive subway system that does not take up above ground space. We have nothing like that here and keep imagining that bicycles will solve this transportation problem when in reality it still rains most of the year, making full time/no car bike commuters a rarity. Unless people can truly ditch their cars in this town, why are we clogging our already skinny roads and small highways more by creating more housing that's still hard to get to even close in? This amount of housing/development is unrealistic, mostly beneficial to developers and very damaging to the quality of life that people want to move here to experience.</p> <p>If we over develop, all we'll be left with here is another typical American city with poor planning, irritated residents and more pollution, and then people will just move somewhere else anyway. I'll be honest, if I just wanted to build up and cash out, I'd be so happy with this plan right now. Unfortunately, I don't. I've raised my kids here and want to grow old here, and I think there should be a place for that too.</p> <p>This is one of the best places on earth. Please don't ruin it.</p> <p>---</p> <p>Thanks for listening. I'd love any kind of feedback you could provide, and involvement in future events.</p>	
07/31	<p>I have read and evaluated the residential infill proposals with a perspective on the historical development of Portland, that transportation drives development. Portland downtown developed because the western bank of the Willamette River could moor deep draft ships. The east side languished until the railroads were developed, and the "complete" neighborhoods of SE Portland in highest demand today developed along streetcar lines. Post World War II neighborhoods and suburbs grew with total dependence on the automobile. I believe Portland is at a historical turning point, where population density, congestion, and the availability of other forms of transportation will make personal auto use undesirable. Other city endeavors have encouraged this transition- light rail, streetcar, bike lanes, and pedestrian improvements. I believe that the Residential Infill proposal must</p>	Email

	<p>continue this trend in order to be successful for the next generation. My sense is that it mostly does, while protecting neighborhood livability.</p> <p>I think the proposal fails when it limits its “middle housing” recommendations to areas within ¼ mile of Centers and Corridors. This is an error because density drives development of local centers and transportation options increase only in dense neighborhoods. If “middle housing” is limited to current centers and corridors, only those neighborhoods will develop the qualities of the “streetcar” neighborhoods that are so much in demand today. Portland may not lack housing as much as it lacks desirable neighborhoods to locate homes. Give areas such as far Southwest Portland and all of East County a chance to grow into desirable neighborhoods; apply the “middle housing” proposals to the entire city.</p> <p>This is also an equity issue. Restricting the location of “middle housing” will put the burdens and benefits of density onto fewer neighborhoods.</p> <p>The narrow lot proposals are focused on only a small number of neighborhoods, but they will have a large impact, particularly with parking. Nevertheless I applaud the elimination of front garages and driveways. More and more homes need only one car, and street parking is preserved by eliminating curb cuts. This proposal effectively limits each skinny house to one car. This is appropriate; more parking also means more cars on the road.</p> <p>The concept of “Floor Area Ratio” is brilliant. It solves problems of scale in an easily understandable way. However, the devil is in the details, and I want to see clear descriptions of when attic and basement space must be included in the square footage totals. Loose regulation will make Floor Area Ratios meaningless.</p> <p>I also approve of the flexibility in front setbacks. The proposal would be improved by allowing flexibility for significant tree preservation, as well as to match the appearance of adjacent homes. It should require greater setback to preserve trees at the front of properties, and allow less front setback to preserve trees in the rear.</p> <p>Overall I commend the Bureau of Planning and Sustainability and the Stakeholder Advisory Committee for developing a proposal that responds to the public’s concerns about affordability, oversized houses, and lack of housing choices. It returns the city to a growth pattern that formed our most desirable neighborhoods independent of the automobile. Not everyone will like this, but I feel it is the right direction to guide city development for the next generation.</p>	
<p>08/01</p>	<p>Greetings!</p> <p>Please regard this brief note as a statement of categorical opposition to the proposed infill plan as it pertains to neighborhoods currently zoned as single-family (with a small number of currently permitted duplexes in specific locations).</p> <p>There are many reasons why I do not support it, but in the interest of brevity, I will note only a few. These primarily pertain to the effects of increased population density and unaccounted costs:</p> <ol style="list-style-type: none"> 1). School enrollment: how will expansion of classrooms and hiring of additional teachers be paid for once higher-density has been achieved? 2). How will sewer-line capacity be paid for? 3). How is the city planning to deal with the increased automobile traffic on side-streets 	<p>Email</p>

	<p>currently designated as bike routes?</p> <p>4). How will cyclist safety on bike routes be assured if more vehicles are parked on both sides of the streets and traffic is therefore funneled into a smaller passageway? Anticipating a possible answer, it's not reasonable to assume that all/most/many new residents will not have cars and off-street parking is not required in most cases.</p> <p>5). What plans does the city have for dealing with increased use of parklands?</p> <p>6). If new, high-density construction is permitted along current "transportation corridors", how will these arterial traffic conduits be expanded when future needs demand it?</p> <p>7). If new and "low-cost" duplexes, triplexes, court-apartments are allowed in neighborhoods currently considered "high-value" for tax purposes are built and property values for adjacent or nearby single-family homes decrease, how will the city adjust property taxes and what steps will be taken to compensate for the lower municipal tax basis?</p> <p>Finally, and importantly, the plan fails to consider sentiments of the single-family neighborhoods primarily impacted. It seems dubious that, in the interest of potential residents of Portland, that the interests and concerns of current residents should be ignored. Certainly, before implementation, the consequences as well as the putative benefits of the proposal should be carefully considered, a cost:benefit analysis should be performed; alternatives should be considered; official city representatives should attend neighborhood association meetings; and a more concerted effort at publicizing the program in non-technical jargon should be made.</p>	
08/01	<p>One of the critical aspects to building a highly energy efficient home is through the use of super-insulation. Oftentimes designers and builders of these types of homes- homes that can use up to 90% less energy for heating and cooling than comparable code homes- run into barriers with building size restrictions when trying to add additional insulation. Adding an additional 12" of space for insulation in a roof assembly and trying to squeeze it into a height setback can result in small ceiling heights, adding extra insulation to a wall assembly can limit the amount of space for a typical floorplan- especially in smaller buildings or ADU's thus rendering it impossible or extremely hard to create a truly energy efficient home that people want to live in.</p>	Email
08/02	<p>Task 5 Comp Plan 2035 slated to change the minimum density of the single dwelling per lot zones across the 95 neighborhoods. New Residential single homes will be required to be in lots of 10 units per acre. I'm thinking great for Gateway and Cully Neighborhoods.</p> <p>While I can't speak to RNA number of units per acre, SNA has 19.2 units per acre. This is one more fast tracked agenda to finish prior to Mayor Hales leaving office. Note, BPS Project Timeline, July 2015 to January 2015. Public Participation for public feedback is between June 15 and August 15. Furthermore, many ONI 95 neighborhood associations do not meet during the summer.</p> <p>Personally, I felt blindsided attending the recent quarter-mile (5-blocks) mapping Mixe Use Zones Projects, eliminating drive-thru, a 180 flip-flop on building structures -- no step backs to allow sunlight into the immediate neighbors kitchen garden. Think about 50 years out -- knowing a four story condo/commercial building shadow preventing solar energy heating their home. When I asked the SB 5133 inclusionary housing MFI 80% bonus question -- I was told that was a State Issue.</p> <p>In Sunnyside Historic Neighborhood served by the Trolley, we wanted building heights along SE Belmont Street not to exceed 3 floors. Albeit, thanks to inclusionary housings bonus written within the SB 5133, depending on the # of subsidized housing units,</p>	Email

	<p>Developer "by right" can add up to three additional floors. ANYWHERE IN THE CITY!</p> <p>Made worse recently, when PSC voted to eliminate condo's design whereby, the roof stepped down toward immediate neighbors back yard(s). Why? Once again, Developers highly skilled Lobbyist were heard — very few citizens pay close attention to the PSC agendas.</p> <p>Take for example: Everyone for Portland, a project of 1000 Friends of Oregon have resources to hire highly skilled Attorney and Project Manager to attend RIPSAC open houses.</p> <p>VS United Neighborhoods for Reform volunteers. Most of whom work full-time therefore unable to attend day-time events.</p> <p>In my humble opinion another socioeconomic equity issue. Where the Neighborhoods get TRICKED and the Developers gets TREATED.</p> <p>In closing, rumor has it, the Grinch will sell the remanent lot for \$350,000. Peacock Lane is in process of fundraising to keep a three story cereal box from being constructed between two English Cottages. I'm sharing this article on Peacock Lane!! It's not looking good for 522 SE Peacock lane.</p> <p>Mayor Hales needs to stop this nonsense and he needs to go he has done more than enough damage to Portland. http://www.antiquehomestyle.com/primary-...”</p>	
<p>08/02</p>	<p>What I find missing in the photos below were parks, schools, and bright orange Nike Biketown Stations.</p> <p>But then BDS and PSC focus has been “in-fill-middle” Developer’s “by-right” to welcome 260,000 new comers to Portland by 2035. Let’s stop the clock, and start working to create 20-minute walk-able commercial hubs within the Cully, Gateway, and East Portland neighborhoods.</p> <p>Let’s not let BCA’s losing a full-service grocery history repeat itself. Did I fail to mention when Mr. Yann, Kienows owner died, QFC purchased 12 of his 14 stores? The two serving 0-30% households were his “community service gift" to the Buckman and NW 23rd retirees. In fact, when a Mr. Coffee pot left on over heated in the East Burnside store, — until repairs were completed, Mr. Yann provided Tri-Met bus service twice-a-week to the Buckman Store.</p> <p>Fast-forward: For some 20-years and counting, short of quick pick-up items in the Plaid Pantry — many Buckman residents continue to shop Safeway, Fred Meyers and New Seasons on Hawthorne Blvd. Yes, as evidenced by the number of shopping carts on the Tri-Met #14 Hawthorne Bus. Surely, eagerly waiting the full-service store opens on the Goat Blocks.</p> <p>Please let’s work to provide full-service grocery stores, libraries, and parks to welcome METRO’s 260,000 newcomers moving into condos, single family dwelling in the Cully, Gateway, and East Portland sooner than later.</p> <p>Worth repeating: Did you know? Although is may not be readily apparent, middle housing is not new to</p>	<p>Email</p>

	<p>SUNNYSIDE. In fact, this type of housing is prevalent in several of Portland’s historic neighborhoods. [— including “Proud Past — Bright Future” 1888 — 2016 Sunnyside]. However, in most cases, the current [post WWII Baby Boomer 1958] zoning doesn’t allow middle housing to be built in areas zoned for single dwellings today.</p> <p>Recently, City Council approved adding detached ADU’s on single dwelling lots, and approving rehabbing the garage. Parents live in the new smaller unit, and their adult children move in the main house. Yes, this concept has served many families living in the HAND neighborhood for many years.</p> <p>In closing, let’s find a grant to hire and teach visual arts students how to create beautiful murals featured in the link below. And let’s hope the Arts in the Schools Tax is able to provide mural paints to visual arts teachers in middle and high school in the near future... . Whoops, I digress ; >))</p>	
<p>08/02</p>	<p>Good Morning Commissioner Saltzman, et al:</p> <p>Yes, I understand that City Council is now considering what areas of Portland could accommodate middle housing options in the future. No [ORD] rezoning is being proposed at this time. The good news is knowing Council may direct staff to begin studying potential areas to broaden opportunities for middle house development. Meantime, the public’s input is needed by 5:00 p.m. on Monday, August 15, 2016.</p> <p>Lets bring back the MORE "Affordable" Housing topic front and center. Yes, this is what I would term social engineering when Portland's politicians on all levels of government fail to listen to those of us Voters who put them into office. For starters, take City Council, for example. Housing Commissioner Dan Saltzman screened those “volunteers” serving on the RICSAC based on their expertise. In nine months, no mention about impacts on classrooms in neighborhood schools. Granted, of the 24 RIPSAC selected 18 were Developers who will benefit financially by the "in-fill-middle policy they designed — Something BCA Chair Susan Lindsay stated during their last public hearing in the 1900 Building. Did I fail to mention including the Grinch on Peacock Lane?</p> <p>To their credit, BPS Planners did their best to invite the public to attend RIP open houses between June 15 - August 15. I might add, despite the fact most Neighborhood Associations do not meet over the summer, open houses were well attended.</p> <p>One take-away worth repeating: Did you know? Although it may not be readily apparent, middle housing is prevalent in several of Portland's historic neighborhoods. However, in most cases, the current zoning codes doesn't allow MIDDLE HOUSING to be build in areas zoned for single dwellings today.</p> <p>Now, as for today’s Missing Middle, — City Council — DID YOU KNOW that since 1958 post WWII post baby-boomers, former Planner, Lloyd L. Keefe sited many pubic school and parks throughout 95 neighborhoods — yes, centered away from traffic corridors. He also established the current areas zoned for single dwellings. Surely, you remember approving ADU on single dwelling lots several months ago... .</p> <p>Currently, Developers “BY-RIGHT” have been constructing ADUs. Planners suggest we wonder the streets around Hawthorne, Laurelhurst, or SUNNYSIDE, and you will see the reminders of earlier plans that allowed for duplexes, bungalow courtyards, and small (two-</p>	<p>Email</p>

	<p>story) apartment buildings nestled comfortable alongside single-family homes. I fully support, dwellings generally [indicates loophole for Developer] built at the same scale — SIZE, HEIGHT, SETBACKS — as single-family homes, so it feels integrated into the neighborhood.</p> <p>Did I fail to mention five (5) realtors have been fishing for the Schwab’s remanent size CORNER lot? I can’t imaging the Developer de-constructing this 1908 bungalow and replacing it with a three story triplex with no on site parking. We "Older American" are not aware that our lot is worth more than the house. The gold rush is on with Developers mining for Cheap Dirt. Nor can I image the Grinch “by-right” plans to construct a three-story cereal box between two English Cottages on Peacock Lane. Blindsiding the magic of the holidays when children walk through the story book pages of Hansel and Gretel. Nor are their young voices taken into consideration, or acknowledge that for generations Peacock Lane property owners have hosted Portlanders during the holidays between December 15 - January 1st.</p> <p>Sharing this article on Peacock Lane!! It's not looking good for 522 SE Peacock lane. http://www.antiquehomestyle.com/primary-sources/american-builder/peacock-lane.htm</p> <p>By the way the Grinch is the same Developer who held three sequoias hostage in Eastmoreland — penciled out expected profit — walked to the bank — without picking up a hammer hitting a sixteen penny nail. Rumor has it, his \$15,000 remanent lot penciled in at \$350,000. Peacock Lane property owners are now fund-raising. To quote, when Commissioner Steve Novick was voting to approve welcoming UBER taxi services on Portland Streets — “... let the market decide on fares ... !” So much for his respecting the character charm on Peacock Lane.</p> <p>Today, we are at a threshold = to when in 1970s citizens stopped the Mt. Hood Freeway while single family homes were demolished and replaced by two-block-long driveways along SE Powell Blvd. Yes, Portland is growing and our housing needs are changing — but not to the point destroying historic inner-southeast neighborhoods; e.g., Sunnyside 19.2 pre acre now. So might I suggest Mayor Hales, City Commissioners, Novick, Fritz, and Fish join MAS efforts to strongly encourage Commissioner Dan Saltzman to instruct the BPS and PSC to shift their Residential Infill Project focus toward the Cully, Gateway, and East Portland neighborhoods? Thank you.</p>	
<p>08/03</p>	<p>I think the City's proposal is very good. I'm particularly fond of any regulatory techniques that can be used to help foster more small, infill dwelling units. My general sense is that it is perverse and ultimately exclusive to have such a dominant SFD zone in the center of a growing metropolitan region. Thus, I think the most important policies related to the allowance of duplexes and triplexes. However, it would be fine to simply use additional ADUs entitlements as a proxy to achieve this.</p> <p>In light of the taxation rule that was recently published, it appears that the addition of 2 or 3 ADUs would not trigger a land value reassessment, whereas a duplex or triplex would. https://www.oregon.gov/DOR/about/Rules/PropertyTax-Permanent_filing_20160728.pdf</p> <p>The only alteration I would suggest to the current scope is to remove the 1/4 mile from transit threshold, and make the changes City-wide, which creates more equity and opportunity for less well served parts of the city, east of 82nd.</p> <p>For those who truly wish to live in SFD exclusive area, most HOAs restrict development to</p>	<p>Email</p>

	<p>SFD, so there's plenty of housing stock and neighborhoods that will remain in this category. Or, future residents who seek that type of neighborhood can opt to live in a town where the economics better support this type of low density development. Given current and future land values in Portland, the economics no longer make sense to restrict to this single use.</p>	
<p>08/05</p>	<p>Please note my complete support for the increased density goal of the project. As an active and supporting member of Passive House Northwest I am concerned that exceptions be allowed for super-insulated structures and for overhang limitations to allow for proper shading.</p>	<p>Email</p>
<p>08/06</p>	<p>The underlying premise of the debate related to infill in single family zoned neighborhoods are the homeowners whom want to protect the livability and character of the neighborhood they bought into verses the outside developers that want to come in and make a profit by tearing something down and then building something else that doesn't quite fit in. Moreover, that something else is likely to have with an over all cost that is more than twice as much than what it replaces, and a tax assessment value that reflects the new selling price market value. The most affordable homes are he ones that are already built.</p> <p>Do the planners and elected officials really care about the homeowners in the majority of Portland's single family home neighborhoods, or do they just want to collect the property taxes and only care about the neighborhoods in which they live? Similar concerns have been expressed at numerous neighborhood meetings. For seniors facing gentrification, aging in community is not the same as aging in place. Unlike the direction of the RIP process stacked with developer interests and BPS staff steering the dialogue towards adding density, the preservation of single family neighborhoods needs to be top priority. There is currently plenty of land zoned for higher density that has not reached its zoned potential. The expectation that every person in Portland will have their optimum type and location of housing is unrealistic.</p> <p>Missing from the RIP process are any proposed incentives to reduce the number of single family home demolitions. The concept of reducing the maximum new house size to match the lot size is one of the only good things to come out of the RIP process. Adopting a standard front setback of 15 feet is a good start, however the flexibility needs to be in both directions so that when the neighboring properties have setbacks that are greater than 15 feet, any new development must be required to fit in with that same context.</p> <p>Middle housing options need to be limited to a much smaller area than within a quarter mile of centers, corridors and Max stations. With an exception of some small enclaves, the current proposal encompasses almost all of inner eastside neighborhoods. Limiting new middle housing to within a block or two of centers and Max stations, and only the properties lining and facing the corridors is far more acceptable. Then analyze the concept in three to five or so years to see how well the it is working. The smaller middle housing area reflects the same the step down concept slated for mixed-use development.</p> <p>Underlying lot lines should be merged if an existing home is built on two or more of these lots. Allowing underlying R2.5 lot lines to sub-divide and trump existing R5 zoning is a defacto zoning change and must not be allowed without a going through an entire transparent zoning change process. Additionally, corner lots should not be split without a zone change. Truth in zoning is the backbone of R5 single family neighborhoods. Internal conversions that don't change the character or fabric of the neighborhood are acceptable as long as there is one off-street parking place for each unit</p> <p>The reality is that the majority of households have one or more cars even though other</p>	<p>Email</p>

	<p>transport modes may be used for commuting. The street is no place for the long term storage of cars. Additionally, the city refuses to require large multi-unit residential complexes to require adequate off-street parking that in turn fills up neighboring streets with car storage. Likewise, often times on-parking is insufficient due to city policies that create curbside bike lanes, bio-swells and curb extensions all of which can contribute to a parking shortage. There should be enough room on any given residential street for guests to park.</p> <p>Off-street parking needs to be required for all residences (3 spaces for every 4 units for large multi-unit residential complexes). Front loading garages - on narrow lots or elsewhere - should be considered as not required, but optional or as a bonus to a required off-street parking place. Ten percent of the jobs in the US are related to the auto industry. The Federal Government would not have loaned the auto industry money during the recession if cars were expected to go away any time in the near future. Instead of profiling and targeting motorists as the enemy, it is time the City of Portland wakes up and properly accommodates these primary tax paying financial stakeholders that supply the funding for city wide transportation projects. Within the framework of most Portland neighborhoods, homes have driveways and/or garages. Any infill must fit in with that context and have-off-street parking.</p> <p>Finally, demolishing a neighborhood in order to save it is irresponsible. The city needs to do more to protect not just East Moreland and historic district neighborhoods, but also the fabric and character of all of Portland's single family home neighborhoods - including those near centers, corridors and Max stations.</p>	
<p>08/08</p>	<p>BPS Staff,</p> <p>Please consider the following background on the "history" of so-called "historically narrow" lots. My concern here is for the increased density that will be permitted in areas that are not particularly close to transit or amenities and that the relatively open character of many of our neighborhoods will be sacrificed.</p> <p>The concept of "truth in zoning" is also a factor.</p> <p>An implicit question here is whether the zoning amendments proposed in the Residential Infill Draft will super-cede the five year vacancy requirement after a building on a lot with 25' x 100' plats has been demolished.</p> <p>Recent Co-Chair of the Woodstock Neighborhood Association Land Use Committee</p> <p>“Historically Narrow Lots:” A Questionable Term with Implications for Infill Development and Zoning The recent draft proposal on Residential Infill Development disregards the relatively recent history of what the Portland BPS now misleadingly refers to as “historically narrow lots.” The draft proposal explains historically narrow lots as follows:</p> <p>“Like most cities, Portland requires lots to be a certain size (in order) to be developed. Standard lot in older parts of Portland are typically 50 feet wide by 100 feet deep. Lots less than 36 feet wide are considered “narrow lots.”But in some neighborhoods, lots were historically created in 25 foot wide increments. These are called “historically narrow lots.” The land was subdivided long ago into twice as many lots as is currently allowed in the R5 zone and (these lots) do not meet current minimum lot size or width standards. In 2003, the City of Portland established a minimum lot size of 3,000 sq.ft. and a minimum lot width of 36 ft for a lot in the R5 zone to be developed. An exception was made for lots smaller or</p>	<p>Email</p>

narrower than these dimensions, which can only be developed if they have been vacant for at least 5 years.” As an active member of the Woodstock Neighborhood Association Land Use Committee since about 1985, I have followed the evolving interpretation of what is allowed on these 25’ x 100’ plats. It is only in the past 25 years that they have been treated as “buildable lots. In the early decades of the twentieth century, some subdivisions were created with parcels consisting of 25’x 100’ plats. The general consensus is that this platting was intended to provide flexibility to the purchaser of a building lot. He/she could buy a 50’ x 100’ lot, a 75’ x 100’ lot or a 100’ x 100’ lot depending on need and preference. Until about 1990, virtually all the homes built in these subdivisions were built on parcels of one of those three larger dimensions. However, beginning about 1990, as building lots became scarce, developers began to apply for permits to build on individual 25’ x 100’ plats, and the City acquiesced. The resulting infill housing tended to be tall and narrow – generally out of proportion with fabric of pre-existing neighborhood homes. Nearby home owners were perplexed as to why such development was allowed since the zoning for the areas in which most of these plats existed was R5, which required 5,000, or at least 3,000, square feet of property area per dwelling at that time.

However, developers seized the opportunity and soon perfectly good ranch houses on 100’ x 100’ lots were being demolished to be replaced by four “skinny houses“ on underlying 25’x 100’ plats. Convinced that the premise of R5 zoning was being cast aside, neighborhoods challenged the city’s allowance of construction on underlying plats.

The Portland Planning Bureau responded by proposing to amend the Zoning Code to say that in the R5 Zone, the required lot width was 36 feet. Hotly divided testimony followed this proposal, first to the Portland Planning Commission, and then to the Portland City Council – developers arguing for allowing the narrow plats as buildable lots, and residents declaring that 25’ x 100’ plats were not acceptable given the required dimensions of a building lot in the R5 Zone (and the way these lots had been built on previously). While the Planning Commission recommended in favor of the neighborhoods’ position, it was over-ruled in a 3-2 vote of the Portland City Council. When neighborhoods threatened to appeal the City Council decision to Oregon’s Land Use Board of Appeals, a compromise was reached. The compromise was that if a dwelling was demolished on a parcel with underlying 25’ x100’ plats, only one underlying plat could be built on in replacement. Any remaining plat had to stay vacant for five years before it could qualify as a building lot. Neighborhoods believed that the compromise would stave off demolitions.

It now appears that the labeling of these 25’ X 100’ plats as buildable “historically narrow lots” is both a betrayal of the premise of R5 zoning and of the compromise – the requirement of 5 years of vacancy – that was made with the neighborhoods in 2003. If all so called “historically narrow lots” are now eligible to be built on, then the City and BPS need to acknowledge the fact that they have effectively rezoned, from R5 to 2.5, a substantial amount of residential area* in the city. And they need to notify affected property owners accordingly.

*In Woodstock, the area zoned R5 but platted in 25’ x 100’ plats is shown on the accompanying attached map. That area comprises about 25% of the single family residentially zoned property in the neighborhood. A good number of other neighborhoods contain subdivisions with 25’ x 100’ plats and R5 zoning. Among them are Concordia and Eastmoreland.

08/08	BPS Staff, Please make a note of my additional protest of your misleading designation of 25-foot-wide	Email
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	<p>plats as "narrow lots." These were originally defined so as to simplify the purchase of building lots by owner-builders, who I believe would combine 2 or more, depending on how large of a lot they wanted. You can see the result in studying the properties or the tax maps representing the properties in the section of the Woodstock Neighborhood east of SE 52nd Avenue, where there remain a fair number of homes built in the 1950s. Many of these are now being destroyed in the name of infill, with no regard for the natural features that true R5 lots afforded back in the day and that we are now in danger of losing, perhaps at an accelerated rate, if the city approves the zoning amendments now being proposed.</p> <p>Anyone truly interested in slowing gentrification in our "new close-in" neighborhood must seriously consider nothing short of a moratorium on demolitions made for the sake of lot splits, or where a stand of more than one mature conifer still exists. Our urban forest is disappearing at an alarming rate, and I couldn't help but notice that this is not being addressed at all in the proposal coming out of the residential infill working group.</p>	
<p>08/08</p>	<p>Residential Infill:</p> <p>PROHIBITING GARAGES ON DETACHED HOUSES ON NARROW LOTS</p> <p>As I explained to city staff at the July 6 meeting at Kenton Firehouse, I have huge concerns with element #8: not allowing garages for detached houses on narrow lots. I fail to recognize what this part of the proposal is even intending to accomplish.</p> <p>Instead of increasing parking (1.5 spots in front of a narrow house), it decreases parking (down from 3.5 spots: 1 in the garage, 2 in the driveway, and .5 between houses).</p> <p>If the intention is to encourage attached units rather than detached if people want to have a garage, than it may accomplish that, but it will not prevent this type of detached housing from being constructed on narrow lots. If the intention is to discourage cars and encourage biking and mass transit, then it will probably increase this on a very limited scale in the areas that are truly close to mass transit, and when that mass transit is a relatively short trip to city center (NOT the case in many supposed Centers and Corridors).</p> <p>Overall, it seems like it is an unnecessary limitation that wastes existing space-- middle income folks that buy and rent these narrow detached houses want yards and storage space, and most have cars, so why force everyone into attached housing who can't afford a larger house on a larger lot? Having another interior room inside the house at the loss a garage that most people use for storage anyway just doesn't give any real benefit. Space for more landscaping? Great, but there's nowhere to store your stuff or park your car. I think it's creating an affordability issue that wasn't there before, and I simply don't understand the point.</p> <p>Come to the last block north on N Burrage Ave in Kenton (one of which I live in, comfortably and somewhat affordably with 2 roommates and pets) and see for yourself how little street parking there is between these types of houses, and how silly it would be to cut out the driveways.</p> <p>HEIGHT LIMITS, SETBACKS, WINDOWS</p> <p>The new square footage reduction overall is a great improvement in reducing conflict between the scale of existing construction vs. new. Measuring height from the lowest point on the lot instead of the highest point is also an improvement, but it's far from the scale of</p>	<p>Email</p>

	<p>change that is needed, especially on relatively flat lots where it will make little difference.</p> <p>It seems like regulating the difference in number of stories versus the surrounding homes makes much more sense. When new construction is 1.5 stories higher than surrounding houses, it looms over them in a manner that's obviously out of character with the neighborhood. There are many examples of this in North Portland, where 2.5 story homes but right up against the property line of single story homes. Make it simple-- one story higher than surrounding homes maximum, end of story.</p> <p>It also seems worth addressing the placement of windows on new construction. There are also many examples in North Portland of windows on new construction that are both numerous facing close up to existing construction, and directly across from someone else's windows. The intrusion on privacy is crazy. Regulating both the number and placement of windows on new construction within a certain number of feet of existing construction seems to make common sense, and better neighbors.</p> <p>Increasing the setback distance of new construction from existing would also help mitigate this loss of privacy, as well as the loss of sunlight and views from existing homes. This setback should be greater for infill than when new construction is being built adjacent to other new construction-- people know that to expect in the latter case, and privacy can be planned together. In the former case, existing residents are literally being pushed out of the neighborhood by having their property imposed upon, always by a bigger home with more windows that's really close by. That's not right-- that's bullying. Seriously, and the city can stop it if you want to.</p>	
<p>08/08</p>	<p>Dear Mr. Tracy:</p> <p>I support the Residential Infill Project Proposal in the main. There are some points where I would allow taller buildings, less setback, and more units. I also support the Portland for Everyone positions, which go further than the Staff Proposal.</p> <p>I support the 2500 s.f. maximum house size, except for on corners. With the Triplex allowed, houses on corners should have a 3300 s.f. maximum house size, to get decent sized units inside.</p> <p>I oppose increasing the minimum Front Setback to 15'. It should be kept at 10' everywhere, in order to allow houses closer to the sidewalk, giving a more friendly, community feel to the street. This also allows more use of the rear yard for large trees, and/or an ADU.</p> <p>I oppose lowering the maximum height in the R-2.5 zones. Regardless of whether there is a single house on a 5000 s.f. lot, or houses on 2500 s.f. lots, the 35' height limit should remain the same as it is now. The R-2.5 zone is mapped as a "buffer" or "transition" between the 45' height limit along Corridors, and the 30' limit in the R-5 zones. This 35' limit allows a "stepdown" from one zone to the next. This should be true in all R-2.5 zones, whether "Narrow" lots or "Skinny" lots.</p> <p>I support Portland for Everyone's call for all these types of housing to be allowed everywhere in the city that is mapped R-5 or R-2.5. But if that is not adopted, I would support the "Near Centers and Corridors" geography that the project has proposed.</p> <p>I support eliminating any and all parking requirements in the R-5 or R-2.5 zone, wherever it occurs. Parking requirements drive up the price of housing and reduce the amount of housing that can be built. Parking is not required currently within 500' of Frequent Transit</p>	<p>Email</p>

	<p>Streets. Beyond that point, there is plenty of on-street space available, so there’s no point in parking requirements anywhere in these zones.</p> <p>I support the Staff proposal of a House with 2 ADUs, or a Duplex with one ADU, and Triplexes on a corner lot. I also support Portland for Everyone’s upgrade of this scenario, which would allow an extra unit in each of these cases, as long as one of the units on a lot is either “accessible” or “affordable”, using a metric between 60% and 80% MFI, whichever is chosen.</p> <p>I support a minimum 2 units per each 5000 s.f R-2.5 lot. However, I am concerned about the proposal to count an ADU as one of these units. Examples at 1407 SE 16th and at 902, 908, and 914 SE 28th Ave, supposedly used ADUs to satisfy minimum density requirements (on R-1 lots in these cases), yet there is no visible way to reach these units from the street without trudging across the front lawn to a gate. No mailbox is obvious, and it seems that these are just “studios” for the main house residents.</p> <p>So, any minimum unit requirement in R-2.5 should include having the front doors of both units visible from the street, with address numbers and mailboxes, and a requirement that one unit can be no more than 30% larger than the other.</p> <p>I support all the Historic Narrow Lot options, but everywhere, rather than in a limited geography.</p> <p>In short, we need to allow a variety of housing types in our “single-family” zones. I do not buy into the opponent’s cries that mass demolitions will occur. This plan will allow incremental increases that fit into the neighborhood, and should be written up as code and adopted.</p>	
<p>08/09</p>	<p>I am writing to provide comments regarding the Residential Infill Project, managed by BPS. I have read many of the documents including the proposal as brought to the communities via the stakeholder meetings. I also attended the meeting on July 30 in SE Portland. As I have followed the RIP process and proposal (as well as Metro and City of Portland planning over the years), I have come away with more answers than questions.</p> <p>As you know, the RIP plan includes 8 separate proposals. Most of my questions center around Proposal 4 which would allow duplexes on all lots that are within ¼ mile of frequent bus service, MAX or Streetcar service. It would also allow triplexes on all corner lots within the above areas.</p> <p>It is fair for me to provide some context for my input—my husband and I currently own and reside in a (modest) bungalow just north of Grant Park. So I have followed this process as a stakeholder that has committed significant financial resources to my largest investment—my home in Northeast Portland. However, I believe that the questions I pose should be considered as the Portland City Council moves toward discussion of the RIP proposal.</p> <p>As part of educating myself about the current zoning and the Comprehensive Plan, I have encountered some numbers that (as far as I know) are not in dispute.</p> <ul style="list-style-type: none"> • Current plans and zoning inside the UGB indicate room for an additional 650,000 residences. (December 2015 Metro 2014 Urban Growth Report, page 17). • The report estimates an additional 600,000 people residing inside the UGB by 2035 	<p>Email</p>

(December 2015 Metro 2014 Urban Growth Report, page 14).

- Portland estimates 132,000 new Portland households by 2035 (BPS Buildable Lands Inventory-Summary for Future Development Capacity; adopted by Council October 3, 2012, p. 6).
- This report also states “Zoned capacity in Portland is sufficient to meet projected household need; that is, enough land in Portland is currently zoned to accommodate the projected number of new households” (p. 18).

The current Comp Plan has a capacity of 231,500 new dwellings, which leaves an excess capacity of at least 100,000 new units JUST WITHIN THE CURRENT COMPREHENSIVE PLAN. This is before the proposed city-wide upzoning in current single family neighborhoods is even considered.

Thus, my questions begin to emerge: has the number of households projected to reside in Portland in 2015 changed? Have the number of potential new dwellings under existing zoning changed? (I couldn't find any evidence of this).

IF these numbers haven't changed, what is driving the RIP process? If existing zoning, by the City's admission, is sufficient to meet demand, where is the compulsion coming from to rezone nearly all the single-family neighborhoods in the city for duplexes and triplexes?

There are a few properties near my house that are on corners and have been redeveloped into duplexes. These duplexes sell for in excess of \$500,000 EACH. If the impetus for this process is to increase affordable housing, WHERE IS THE AFFORDABILITY? Developers will charge what the market will bear. No matter what the developer members may be telling the SAC, this proposal will NOT increase affordability.

The only way to achieve affordable housing is for the City to mandate it via inclusionary zoning and other measures. The market will simply not provide cheap housing in expensive areas otherwise.

I have a serious concern about the livability impact of rezoning nearly all single-family neighborhoods. It means that those of us who have invested into our properties have no way of knowing if a developer will suddenly build expensive duplexes (with no parking) next door. Most homeowners don't know about this proposal, but when the duplex/triplex development wave comes to their block, they will be livid. Their only question will be how much damage developers will do before the homeowners fight back.

I would ask you to consider NOT passing Proposal 4 in the RIP Plan. This is the proposal that would upzone entire single-family neighborhoods. The Centers and Corridors zoning plan we have in the existing Comp Plan is working. It may be that developers aren't extracting every penny they could from the market, but it is the most efficient way to bring new housing to Portland without seriously disrupting livability and quality of life for existing residents.

I also have questions about RIP proposal 7, which would allow new houses on historically narrow lots within ¼ mile of transit (as defined above) in R5 zones. The way I understand it, the historically narrow lots the proposal is referring to is the process developers follow to reopen historical lot lines. I find this to be a bizarre practice and I have to wonder why it is allowed by the city. If we know that these lot lines are a historical oddity that is superseded

	<p>by current zoning, why are developers allowed to exploit them to increase the zoning? No planner has ever been able to explain why this is allowed. In fact, it seems to be something that has been increasingly popular with developers as the housing market heats up. Please reconsider allowing the reopening of underlying lot lines.</p> <p>I hope that you can consider rejecting proposals 4 and 7 given the mandate of the current Comprehensive Plan to “continue development patterns in residential areas and their green-edged tree-lined streets.” Please also take to heart the statement, also in the current Comp Plan that “future development and public infrastructure should respect and enhance each area’s positive characteristics, strengths and assets.” Wholesale upzoning of huge swaths of SFR-zoned areas clearly does not respect or enhance the factors that make these areas loved by so many Portlanders, including myself.</p>	
08/09	<p>I have been a resident of Portland since 1988. Neighborhoods make Portland great. Zoning and building codes should protect Portland's unique neighborhoods. Changing zoning codes to allow duplexes and triplexes will alter the fabric of the city. Zoning codes ensure property owners that what attracted them to their neighborhood will be protected. Your plan will destroy the neighborhoods that make Portland great. Skinny houses, duplexes and triplexes are not compatible with my neighborhood and with most of Portland's neighborhoods. Your proposals for higher densities are bad for Portland. Zoning guarantees property rights are upheld, these rights should remain fixed, your obligation as a city is to protect the rights of the property owners. You should be protecting Portland's livability not destroying it.</p>	Email
08/10	<p>I purchased my home in good faith and it is my sanctuary.</p> <p>I do not agree with changing corner lots to triplex potentials.</p> <p>This process has not been citizen oriented. The number of appointees who are in the development field is disturbing to say the least.</p> <p>Please leave Portland neighborhoods intact. There is enough density to develop along Beaverton hills dale hwy and what we need are affordable houses, not expensive infill.</p> <p>The new huge homes that are infill are NOT affordable at \$7-900,000.</p> <p>Take a moratorium to plan thoughtfully with residents as a majority or at least equal to developers on your Advisory committee.</p> <p>Do not disregard my letter please. Instead, disregard this proposal.</p>	Email
08/11	<p>Hello Residential Infill team!</p> <p>Here are my unstructured comments on your first post-RIPSAC proposal. There are a lot of them. Please let me know if I'm unclear.</p> <p>On density: I like this part of your proposal.</p> <p>I lived in Buckman for ten years adjacent to two duplexes and a four-plex. It didn't create a problem, and that added density helped support a walkable neighborhood and frequent bus service. I think it's indefensible that this kind of neighborhood is impossible to create today (primarily due to zoning rules), and I desperately want whatever additional density I need in order to get more frequent buses and commercial services in the part of Mt. Tabor where I live, which is just at the edge of the 1/4 mile radius around centers and corridors.</p> <p>I would like to someday have an ADU in my basement, in addition to the detached above-</p>	Email

garage ADU currently in design.

On building height: I don't think this is a good idea. If the city "gives away" building height, you won't be able to get it back without incredibly strong political leadership. Based on the attention (and Council response) that recent comprehensive plan hearings garnered, I'm not optimistic.

On base points and dormer rules: In the last year, the city revamped its rules for accessory structures. This included raising the allowable height to 20 feet. On a lot with any slope at all, the new height measurement rule is going to pull accessory structures back down. The new dormer rule (if applied to accessory structures) will completely eliminate 2nd-story ADUs like the kind I'm building over my (fully-permitted) detached 2-car garage built in 2006.

On floor area: most new houses seem like they're on lots smaller than the "standard" 5000 square feet. I think a better aim is 2500 sq. feet on the minimum conforming lot (3000 square feet in R5), and scale accordingly. That suggests a FAR of ~ .8, which is large enough that you might be able to use it uniformly rather than making allowances for skinny lots. I would also think that a 2500 sq. foot duplex is going to be a little tight for three bedrooms and some family-friendly common space in each unit.

On roof height for flat roofs -- as a more-flexible alternative to the lowered roof height, consider changing the envelope that the roof must fit inside -- pretend it had a pitch, limit the flat roof extent at any given height to the extent of the pitched roof (perhaps with a dormer). I'm hope this idea is clear.

Please consider more floor area in R2.5. Also please consider floor area bonuses for ADA compliance, since IIRC, ADA rules don't automatically apply for two-unit buildings.

I have some general concerns on proposed limitations on the scale of new houses, many of which can be summarized by, "most existing buildings are constrained by decisions made long ago, and although any general modification may be reasonable, if it impacts the ground around the structure or the roofline, it runs the risk of being un-permittable." I've attached a photo of a house down the street from where I live -- "basement_garage.jpg," I didn't have to look very hard to find this. The ground is constrained. The lot isn't technically "steeply sloped" but there is a 10 foot rise from the street. A new house on this lot would... be 1 story? run the driveway up behind the house in a funny way? Completely regrade the existing topography?

There are many houses in Buckman that have a high square footage relative to lot size. While a lot of these houses are non-conforming due to setback requirements, they usually sit on conforming (36'-wide, 3000 sq. foot) lots. Making it impossible to expand the envelopes of these houses isn't going to aid in their preservation.

I am very concerned about ways in which my currently conforming house could stop conforming. My own property is at 420 SE 62nd Ave, and has frontage on both SE 62nd Ave and SE 62nd Pl (both are streets, but 62nd Pl is unimproved). The lot is a little unusual, since it slopes downward to the West, toward 62nd Ave, and -also- to the North (away from

SE Stark St).

Clearly, some impact on sloped lots is intentional, particularly lots that slope -up- from the street. The impacts seem too severe for houses on lots which slope down from the street.

I've attached a very crude 2-d drawing of a side-view of my property. It captures slope from East to West. I'm attaching a photograph of my driveway (garage_slope.jpg), which also captures the slope from South to North.

One suggestion, that preserves the "public realm" benefit of lower-scaled structures, is to let the street be the base point if it's higher than the low point around the structure. Another is to try to create a rule like the rule for steeply sloped lots that can apply in this situation. I don't have a concrete suggestion as to how to do this yet.

More about my above-garage ADU project, and how changing the rules would prevent it:

I have -significant- investment in grading, drainage, concrete (footings, foundation, slab, driveway), in exterior finishes (cedar siding), wiring, plumbing, etc. of my garage. The ADU budget for does not allow for demolishing the garage and redoing all these things in order to satisfy a new base point rule.

There are several conflicts between the garage and the lower base point:

Because my lot and driveway slope down from the street, the earth at the back of my garage is at least 3 feet lower than the garage floor, 5 feet below my base point today, and 8 feet below the street at the corner of my property. Today's base point is the lot level 5 feet South East of my garage.

My above-garage ADU is being built with Passive House and Earth Advantage standards in mind. This requires almost two feet of insulation between the garage ceiling and the ADU floor. I need another 18 -- 24" of insulation above the ADU ceiling. As you might imagine, doing this using today's relaxed base point rules is a challenge. With the proposed rule, I'd have to choose between 9' ceilings and energy efficiency. This could be ameliorated by exceptions (or height bonuses) for above-code insulation.

There is also a staircase leading to the basement of the main structure (my house) 3 feet from the garage wall, so in fact the "low point" under your proposal is closer to 5 feet below the existing garage floor.

If space allows, it should be possible to wind a staircase around the perimeter of the house so that it always within 5 feet of the structure. What is the public benefit of forcing this particular configuration over a straight staircase that goes away from the foundation wall?

There are lots of great reasons to want an exterior staircase for a basement including emergency egress and ADU access. New rules shouldn't prohibit them on existing tall structures (where the new base point would move the house out of conformance) or prevent them from being built on new houses. I think exempting (suitably defined) staircases, ADA ramps, etc, from the base point definition is an easy way to resolve this. If BPS wants to allow and encourage ADU construction, making allowances for separate entrances (via

	<p>basement staircases, for instance) is really important!</p> <p>My 1890s Queen Anne (two stories + an attic) is constrained by decisions made over a century ago. I want my house to be more useful, not less. I want to be able to invest in my house: in particular, I'd like to (eventually) add a dormer and reclaim a little attic space for another bedroom. I'd like to add insulation above the roofline. I believe that today's rules would allow me to do this, but if the base point rule changes, I don't know if it becomes un-permittable or just prohibitively expensive (due to regrading my lot around the house). My lot is fairly large, so I don't know if the proposed FAR is too severe, but I'm nervous.</p> <p>---</p> <p>And some final thoughts:</p> <p>Land is the scarcest resource in the city. What is the long-term policy benefit in requiring less intense use?</p> <p>Have you considered perverse incentives to combine lots and build bigger houses? Will max-lot-size rules completely mitigate this? I suspect that 20 years ago, the idea that a house would be bought and demolished to build two smaller houses was pretty absurd. Today, if I want a big house, I don't need a big lot. Under overly-strict FAR rules, I would need to buy multiple smaller lots and combine them.</p> <p>While it's hard to see this happening tomorrow, I don't like the tension this creates.</p> <p>Thank you for your time and consideration!</p>	
<p>08/11</p>	<p>In 1916, New York City adopted the nation's first Zoning Resolution. New York was spinning out of control with growth. The plan restricted building height and industrial development. Their aim was to reduce growth, and they succeeded. The NY Times states that: "The 1910 population of Manhattan was 2,331,542, or 164 people per acre. In 2010, the population was 1,585,873, or 109 people per acre."</p> <p>The City of Portland is doing the opposite: promoting growth. Right on the heels of the new Comprehensive Plan, you are starting the Residential Infill project to radically alter this new Plan for single family neighborhoods all across Portland.</p> <p>At first glance, it seems like a good idea for creating smaller homes to help with the housing crisis. Some of your ideas are worth consideration: reducing the scale of homes, allowing internal division of existing homes into flats, and encouraging the development of ADUs, Accessory Dwelling units or granny flats. However, it would also allow duplexes and sometimes triplexes and even courtyard apartments in areas that are zoned for a single home. Modest homes all over the city could be demolished and replaced with 3 living units per one 5,000 square foot lot. That will effectively rezone neighborhoods without going through the rezoning process.</p> <p>The problem is that the City of Portland just doesn't understand the concept of enough. You say you want to encourage a mix of housing, but you don't have any method to make sure it stays a mix of housing. With your plan, alternative infill could swallow up whole blocks, because you have no mechanism to stop it from doing so. You just leave it up to chance and</p>	<p>Email</p>

the market. You don't seem concerned with the possibility of too much infill. I know, because I live on a block that already has 3 duplexes, 1 triplex, and 2 fourplexes, plus three homes on flag lots. We are packed. I live right next to this dense housing. I don't mind. What I mind is that you want to add more. Right now my street has a good mix of housing types, but enough is enough. Your plan would allow more living units on my block than is wise (and in our case safe because of public safety issues and the fire code) because it is in one of these designated overlay zones.

You need to seek out ideas for controlling the amount of housing that will be redeveloped and use incentives to encourage the less destructive infill that will keep the rate of demolitions in check. One idea would be to use the existing code to restrict new infill while incentivizing the retention of existing homes (and therefore reducing demolitions). This would have two parts:

- 1) Allow the internal division of a house into duplexes or allow a second internal ADU to go ahead only when the existing home is retained.
- 2) For new housing, modify the existing code provision that allows duplexes on corners for R5 lots. According to Joe Zehnder, only 3% of these corner duplexes have been built. Use that allowance to regulate the amount of new infill by allowing that allowance of one duplex per corner to be shifted to anywhere on the two adjacent blocks. Once that allowance has been used up, then no more duplexes can be built. Block by block, we could get some new infill, but not too much.

Another idea is to use a percentage measure to allow a certain percentage of new infill on a block, say 25% of the lots. I am sure there are other ways to regulate the amount of infill, rather than to just open the floodgates and let developers rush in.

Part of the reason for starting this project was to help retain the character of neighborhoods. Without some way to control the amount of infill, the character of neighborhoods will be lost... some faster than others. By regulating the new infill the City will be making sure that the rate of development is controlled and dispersed so that one neighborhood is not unfairly impacted.

There are other areas of concern. The zones where alternative infill is proposed is quite extensive, consuming most if not all of many neighborhoods. These maps constructed by the City are not accurate. According to Morgan Tracy, Project Manager, frequent transit means service of 20-minute or less between 7-8:30 am and then 4 to 6 pm. Studying several routes, I know some bus routes have been left off the map, such as the #17. This route fulfills the parameters of this frequent service definition. Including this route would add transit corridors in Alameda, Brentwood-Darlington, and more of Woodstock. Morgan Tracy confirmed that the maps were actually drawn using Trimet's definition of frequent service route: ones which run every 15 minutes or better most of the day, every day. Which definition will the City choose when they draw up the maps? Will the definition of transit corridors mean that even more of the City is consumed by residential infill. Why aren't people being informed of this?

I would argue for the use of the Trimet definition to draw transit corridors, which is truly frequent service (every 15 minutes or better most of the day, every day). You have to keep in mind the City's definition of 20 minute peak service during "rush hours" discriminates against a whole class of workers who are shift workers, or who work at night in restaurants, retail, and entertainment venues. What about those who work in the trades and must move

	<p>from location to location because the job site changes, or are landscapers or house cleaners or those who have to work a second job and get from one to another in a hurry. The City's definition of frequent transit is geared toward 9 to 5 professionals who work downtown because that is where most of the transit routes head. It is a very white, affluent definition of peak service.</p> <p>Like your maps, your studies are inadequate. There is no provision for affordable housing. Morgan Tracy admitted at the Tabor Space Open House that the new infill housing may only be slightly cheaper than current prices. You just don't know because you have not studied it. Joe Zehnder, Chief Planner, told me he assumed that duplexes won't overrun neighborhoods because developers want to build single family homes instead, but that is pure assumption because you haven't done economic studies to confirm this. I don't think assuming that these neighborhoods won't be consumed by duplexes is not good enough.</p> <p>I am even concerned that your best proposal, the one for reducing housing scale, is not good enough. Los Angeles recently has had to move to revise their rules to reduce housing scale because their rules had too many loopholes. McMansions were still being built. Los Angeles is now reducing the square footage of new homes from 50% of lot size to 45%, and taking out exemptions and bonuses which allowed developers to still build huge homes (see: http://www.latimes.com/local/lanow/la-me-ln-mansionization-law-20160714-snap-story.html) Portland should understand where Los Angeles went wrong to make sure the same mistakes are not being repeated here.</p> <p>I also do not see anything that addresses unimproved streets, the complications of dead ends (which can't safely absorb as much density), and parking congestion. No matter how hard the City of Portland wants them to disappear, cars will not vanish overnight. Off street parking requirements can currently be ignored for ADUs and for lots within 500 feet of a frequent service bus line. In these new proposals, parking can be eliminated for historically narrow lots. That will create parking issues. Where is the plan to address this?</p> <p>Historically narrow lots are also another issue that is not well thought out or mapped. I don't think the mapping on those lots are accurate (like with the bus routes). In the past, the City of Portland promised local neighborhoods that historically narrow lots would not be developed too rapidly to prevent developer overreach. Only one portion of a subdivided historically narrow lot could be developed at once. The second half could only be developed after 5 years. Now the City is going back on its word with these proposals and allowing development to occur quickly. That is a black mark against the City for not being an entity that keeps to its word.</p> <p>100 years ago New York created a zoning plan to ensure that their city didn't have out of control development. The City of Portland seems to be racing in the opposite direction. You need to take more time to study this. If the City approves these proposals this fall, then the code and overlay maps will be changed in 2017. That is a mighty fast timeline. At the very least, I hope you consider ways to control infill to ensure whole blocks are not demolished to make room for this new infill, and that streets and transit can handle the new density.</p>	
08/11	<p>I am a long time resident of the city of Portland and I am so sad to see what our planners, city leaders and commissioners have allowed to happen in a city that I HAD loved. The infill project is just one more example of not listening to the people you are suppose to represent and assuming that you all have better intelligence and are saving us from our ignorance. I and my husband are college educated and value quality of life. The city appears to not care about infrastructure and allow large developers to do pretty much as they like (cutting down beloved old old trees and century old homes). I believe tax dollars are</p>	Email

	<p>your primary goal and the heck with the neighborhood! The traffic in the Portland area is abominable and has exponentially increased by the month yet you want to cram more people in with little regard for the neighborhoods that may have one story smaller and affordable homes for the large developers tearing them down and replacing with two or more that cost \$800,000 apiece. What is your thinking? No wonder we have homeless! In a couple of years our grandchildren will be on their own and we will definitely look at other places to live where people are the first consideration and the not the tax dollar. Fix the infrastructure, use some common sense and realize that when you build a building that is 3 stories and has 80 units with the requirement that it have .5 parking places that those who ride bikes still have a car and where will they and their spouse or partner or roommate park their 2 cars? I will tell you. They will park them in front of their neighbor's houses and once again destroy why people used to call this a great place to live.</p> <p>I have little hope that this letter will be read or considered but I had to write. I believe meetings and letters are a requirement so that you fulfill your obligation to post meetings and ask for citizen input with little plan to consider or change YOUR plan.</p> <p>How do you consider your job well done when you do what you do?</p>	
<p>08/11</p>	<p>Hello,</p> <p>I took extensive notes while viewing the material on changes to residential infill development thinking I would be able to share that feedback, but the survey at the end did not allow for extensive qualitative feedback on the proposals as it seemed it would. I've copied my notes below. The design of the webpage and the survey itself were pretty difficult to navigate.</p> <p>Thank you for undertaking this process and soliciting feedback.</p> <p>Notes on infill proposal: The proposal to limit house size to be in more proportion to the lot size makes a lot of sense. Some of the worst new development in my neighborhood are huge single family homes that fill an entire lot. These are totally out of character with the neighborhood and reduce green space, shade smaller homes, and even seeing the sky.</p> <p>The only problem with the new setbacks (which I think are quite reasonable) are that they allow new construction to match what is existing. Thus, it will encourage developers and builders to follow the very designs where they currently exist that are leading to a call for change.</p> <p>I think this proposal to allow more duplexes and ADUs is a promising way to increase density. My main worry with this is that the scale of these new structures or clusters of buildings would dwarf everything around. Increased density with provisions for setbacks for duplexes and triplexes and keeping ADUs to a small size could increase density but maintain the livability of our neighborhoods and actually diversity. What I see now are 4-plexes going up next to single family homes that seem to use nearly every available space (very little setback) and I worry this will happen with overly large duplexes, triplexes, and ADUs.</p> <p>I strongly disagree with the proposal for changes to garages and parking for historically narrow lots. The part where front loaded garages are not allowed and on-site parking is not</p>	<p>Email</p>

	<p>required are particularly problematic. This would increase density and take away more parking from neighborhoods that are already heavily impacted by this kind of development. It would not just take away garages, but driveways that people park their cars on as well. I don't believe that the reduction of curb cuts would offset the loss of several parking spots per dwelling.</p> <p>The worse kind of development in my neighborhood are when they tear down one or two single family homes and put in 30 unit buildings with no parking. These are often on narrow streets and it is clear that most of the new residents have cars. It really reducing quality of living for old and new residents.</p>	
<p>08/11</p>	<p>To: Bureau of Planning and Sustainability and City Council</p> <p>I tried to take the online survey and found it too biased toward demolition and new construction to accurately reflect citizen input. So I am sending you my concerns in letter form.</p> <p>The most crucial aspect and public concern that this plan is supposedly responding to was how to avoid demolitions when addressing our housing needs and yet the changes suggested incentivize demolitions.</p> <p>Preserving our existing houses is the answer to affordability; gentrification; keeping the aging population in their homes and neighborhoods; maintaining quality and more durable housing; increasing home ownership; keeping our city sustainable and resilient; preserving open space, sunlight, garden spaces (better than parks); providing homes that are healthier and more educationally beneficial for our children (their own yards). These are all the things the City says it works for and yet none of them were a sincere priority in the plan they are pushing for. Insignificant token statements were thrown in for ways to incentivize existing houses, but they are laughable compared to the incentives given to developers to tear down homes. The benefits will all go to developers, especially those that greenwash and try to present themselves as socially concerned. The citizens and community will pay the price and it is huge.</p> <p>If this were a sincere effort to change our land use to meet real needs, the City would have used the existing system of zone changes. Instead, this circumvents the law and dishonestly pushes a one-size-fits all plan. This is called corruption, not representational governing, and certainly not governing in the public's best interest.</p> <p>The RIPSAC was dominated by those who would financially profit from demolitions. There was no provision to not allow conflict of interest of those who supposedly represented the neighborhood coalitions even though the City is well aware that neighborhood associations are strongly influenced by realtors and developers since they can afford the time to participate and stand to benefit financially more than the regular citizen. The RIP was supposed to address the needs of the public and yet the developers were given equal footing, even beyond those who supposedly represented the neighborhoods. It is the City's responsibility to protect its citizens as citizens, not to protect business' profits. It needs to be clear that what the City is doing is not that they are protecting developers' rights, it is that they are subsidizing their profits through zoning laws.</p> <p>The RIPSAC meetings were so controlled by the City that the true citizen concerns, e.g. demolitions, were not allowed to be discussed.</p> <p>The plan says it is limiting house size but is actually incentivizing demolishing existing housing by allowing more units on the same amount of land instead of encouraging the flexible use of the houses and neighborhoods we have. There is no reason any needed new</p>	<p>Email</p>

	<p>housing cannot happen where demolition is not necessary. New housing will always be more expensive than retaining the old.</p> <p>The variety of types of housing proposed always have been available. Dividing large houses into smaller units or building ADUs alongside preserves the house and the neighborhood and is more affordable than any new structure could be. The only benefit of tearing down houses to build what is already available is to the developers. It is not true that we are missing our middle housing.</p> <p>It is flat out untrue that the most of the 25X100 lots the City referred to were historically platted to be used as separate lots. The City knows this and yet continues the lie.</p> <p>It is obvious to all that the old way of thinking that density needs to happen near transportation routes, does not work. One, we don't have any of the infrastructure for it and, two, it renders other neighborhoods unwalkable. We need to undo the 1980s codes that discourage neighborhood services and go back to the way our neighborhoods were designed originally, i.e., the neighborhood grocery, etc. The proposed plan means much of the city will have to drive to bus service to get to services.</p> <p>So far, this density focused on transportation corridors, etc. has resulted in fewer services in those corridors because the developers build housing clear to the ground level anyway (with no commercial services).</p> <p>The demolition of our small, even rundown, storefronts and incentives for multi-story buildings are destroying small business opportunities. Having to make rent each month rather than developing sweat equity in a building you own (and can live in) means middle- to lower-income citizens not being able to take chances as an entrepreneur or innovator. This approach to development is destabilizing our economy by concentrating wealth and control of jobs with the wealthy.</p> <p>The City cannot claim to be a victim of market forces when they incentivize demolition and subsidize development by developers and, often, out-of-state investors who have no stake in our communities, and then demand the taxpayers pay for affordable housing, and other problems caused by the City's policies. I have read the documents and participated in most of the open houses and have seen no thought, creativity, or even sincere concern for affordability, gentrification, and negative impact on our children and seniors. The City has ignored true options for supporting healthy housing options in existing houses or for incentivizing development in areas where it is not destructive. They haven't even done the research to verify how effective or how destructive this plan would be! I have to assume that these options and research are being ignored because they would not benefit developers.</p>	
<p>08/12</p>	<p>Dear Representatives,</p> <p>I am a homeowner in Sunnyside and am so concerned about the upzoning proposals. Upzoning will place so much economic pressure towards development. Upzoning leads to teardowns and threatens the historic integrity of our neighborhoods. I note that other cities (Berkeley for example) value the beauty of historic neighborhoods. I have been so discouraged to learn what Portland city planning already allows, before the proposed upzoning. Truly it is clear that the new construction is not affordable, and mostly favors developers. Expensive new housing in my neighborhood is attracting investors and folks from the Bay Area who think a \$700,000 tall skinny home is a good deal.</p> <p>Specific concerns besides general livability are such things as solar rights, infrastructure</p>	<p>Email</p>

	<p>stresses, pollutants released by teardowns (left by neighbors to monitor), environmental impacts of materials waste, lost tree canopy... I had so much excitement about my neighborhood and my wonderful neighbors. That feeling is being replaced by dread. What happens when my elderly neighbor who has been in her house over 60 years dies? What happens to the double lot kitty-corner from me? So much we love about our neighborhood is up for grabs for the benefit of developers and investors. Can you help before it's too late? I had thought of Portland as having enlightened public policies. Thank you so much.</p>	
<p>08/12</p>	<p>Four major issues:</p> <p>1 - We don't all want pitched roofs - flat roofs allow the architect some basic design latitude.....Please let it go.</p> <p>Flat roofs are design. Flat roofs are very active in all larger communities. Don't squeeze the design - modern is good.</p> <p>2 - Portland received perks for being a bike city = the bikes have taken over. Yes we need garages. You are squeezing out good traffic flow. What about the proposal for foster blvd. That was the most stupid suggestion this year....at least in the top two.</p> <p>3 - ADUs are great, but the back story is that the city gets more taxes. Another alternative is to chat with or discuss with the apartment associations or the state and stretch the law that says only two people per bedroom. That would solve some problems. Unique approach???</p> <p>4 - Even if you squeeze more homes in, the SDC/BDS fees in Portland is the real reason nothing is affordable. The big builders compensate with crappy quality materials that won't last like the historical homes.....A basic person can spend thousands before even one piece of wood is framed.....years in the permit cycle.</p> <p>I love Portland and have been here all my life.....</p> <p>One of the best things that has happened is the quality of the construction on the sellwood bridge.....contrast that to the concrete one on Grand.....great choice on the contractors!!</p> <p>One of the worst things has been the PDX apt house on the east side of the burnside bridge.....it truly looks like Batman built it.</p> <p>It's the bat house - all in black. It blocks out the sky. Worst this year by far!!.</p>	<p>Email</p>
<p>08/12</p>	<p>I have lived in the same house in southwest Portland for over 40 years. I grew up in Maplewood and was the 2nd class to go all 4 years at Wilson High School. My friends and family think I am crazy to stay in Portland and Multnomah county. At the rate your plans are going, you will drive many long- time residents out and will discourage potential home buyers from even considering living in the City of Portland.</p> <p>The latest plans will ruin residential neighborhoods by allowing multiple family dwellings to be be shoved in wherever they can find space. My property taxes are high and your plan will bring the value or homes down by ruining single family home designation.</p> <p>Building any structure without adequate parking is asking for trouble. Our narrow, unimproved streets of southwest Portland are already parked up with cars belonging to local residents.. People will use mass transit for going in and out of the core area but they will still want to use their cars for weekend activities, travel, emergent situations. Stop thinking that if you have no parking, there will be no cars!</p>	<p>Email</p>

	<p>There is no proof that this latest plan will actually make homes/residences affordable for low income families. The idea of forcing every neighborhood to have “low income or affordable housing” is not realistic and it will serve to lower home values.</p> <p>I am going to say it “There is a reason that we live where we do”. We wanted to live in a safe area. If we would have wanted to have less security and more opportunities to be shot, wounded or traumatized, we would be living in a different part of the metro area. People don’t want to be labelled as bigots and in reality, they are not. They/we are just being smart about where we live to keep our families safe and to get the best education possible. So stop making people feel guilty for making good decisions. A plan to bring in rental properties does nothing but bring down the quality of a single family residential community.</p> <p>Things have already gone from bad to worse with home owners having to obtain permits or approvals to do just about anything to their own property. The city has set things up so that builders and contractors can cut down just about any tree or other significant planting anytime they want. Preserving trees, buildings and other identified with historical significance is hard when builders are allowed to ignore protection of trees and green.</p> <p>The City of Portland has their priorities backwards and the cry of affordable housing will not be met with the plans to destroy residential neighborhoods. It is time for the home owner to be treated with respect.</p>	
<p>8/13</p>	<p>At the beginning of the info re infill there was a space for comments, but by the time I finished looking I could not find a space.</p> <p>Re infill: Yes, the maximum square feet for single family homes needs to be smaller; flexibility needs to be greater; on number 7 I liked the newer rules. On all - parking, or the lack of it, needs more thought, though it was obvious there had been concern about it. I have no easy answer.</p> <p>On the map showing open spaces, there are two very obvious areas where open spaces are missing, one is in North Portland, the other on the northern side of East Portland. I want to put in a word about the importance of open spaces, unimproved, where children can play. I was fortunate in living close to such spaces while raising my five children. They were important in helping develop creativity and independence. (I have been living in this house or within a few blocks of it since 1956.)</p>	<p>Email</p>
<p>08/14</p>	<p>To BDS RIP project management:</p> <p>After attending many of the RIP SAC work meetings as well as recent public informational meetings, I can appreciate the time and effort that many BDS personnel have dedicated to the Residential Infill Project. However, I feel that some have let the populist banners of affordability and density blind them to the significant potential harm the present draft proposal would bring to bear on many Portland neighborhoods. Rather than somewhat curtail demolition it would significantly encourage it. In addition, the large “de facto” rezoning of most of the existing residential sections of Portland is founded on a faulty premise that the new construction market will somehow self manage itself and balance the desires of existing taxpayers with developer’s pro forma and business models. I’m sure planners 20 years ago could not have dreamed of today’s developers buying \$700 - \$800K homes and turning them into rubble the next day! Sweeping changes always bring unintended consequences; and, therefore, need to be limited in nature until these unknowns</p>	<p>Email</p>

	<p>become better understood and effectively addressed. Creating a culture of developmental “open season” on small and modest bungalows (that only a few years ago were considered starter homes) in most existing built out neighborhoods, is not the answer.</p> <p>While most Portlanders would altruistically desire more affordable housing options for more residents and have a degree of understanding of density related to future forecasted needs, I believe they would also expect these goals to be in better balance with preservation of the city’s existing, irreplaceable resources. Focused, meaningful incentives to design and build internal conversions, along with compatible ADU’s, has to be part of the program to aid in maintaining this balanced approach to change.</p> <p>The cottage cluster concepts have one positive going for them in that they primarily create opportunities for ownership rather than replacing single family homes with rental units (duplexes, triplexes, detached ADU’s); but, yet again, at a cost to existing housing stock within built out neighborhoods. This reinforces that one size does not fit all and zoning considerations and language needs to be neighborhood specific in many cases. The argument that everyone should be covered under the same rules for equity purposes fails badly, when looking at the reality of the diversity of existing stages of neighborhood development exhibited throughout the city. Move towards creating more desirable walkable neighborhoods where none exist now; rather than erode the neighborhoods we have now by putting undue pressure on them.</p> <p>Portland needs a deft and nuanced planning touch not the bulldozer leveling approach! I remain hopeful in your reflective critiquing of the existing draft proposal prior to submitting to City Council.</p>	
<p>08/14</p>	<p>I tried to log onto the survey questions but nothing came up. Is this a subtle maneuver to squelch residents’ comments ? I attended one of the open houses and was flabbergasted at what the city’s proposal contained. It sounded like a slam dunk deal from the participating leaders. At one point, tension was so high in the room that I intended to leave as no matter what anyone suggested or questioned was dismissed by the meeting’s presenters.</p> <p>I did not fill out the questionnaire given to at the meeting because I felt the outcome had already been determined; the "city that works for you" was already set in stone. Having lived in this city for 70 years, I have never felt so railroaded as I did at that Open House . I have more to say, but as already noted: I cannot access your link by clicking on the residentialfill.participate.online/ . Anyway, it probably wouldn’t be read and noted for all others to see if I did.</p>	<p>Email</p>
<p>08/14</p>	<p>Hello,</p> <p>Thank you for the opportunity to take the infill code update survey.</p> <p>I also took a look at the detailed map for the NECN area and have some additional comments regarding areas with historically narrow lots, such as in Concordia where I live and own such a lot:</p> <ul style="list-style-type: none"> • The proposed boundary for these areas should take into consideration neighborhood character and consistency—not simply the radius from transit, etc., as currently proposed. For example, the boundary as proposed would allow a skinny house on one part of the block but not another. Perhaps a transition at the end of a block would make more sense. For example, on our street with the boundary currently proposed, we would still be allowed to 	<p>Email</p>

	<p>develop our vacant 25x100 lot (which we support and hope to retain our development rights) while someone a few houses to the north would not be. There are already two narrow lot homes on our block and a few more would fit right in if scale and design elements are updated as proposed.</p> <ul style="list-style-type: none"> • Existing infrastructure is available throughout many of the areas with historically narrow lots that are proposed to be restricted from development. So I don't think this should be a major consideration in terms of limiting development on these historically narrow, vacant lots. In our location, I don't think the public infrastructure two block to the east of us or a half a block north of us is much different than what serves our house in terms of being able to serve a few more houses on narrow lots. I assume SDCs would apply, so that'll provide funding for additional infrastructure needs. <p>Thanks for your consideration.</p>	
<p>08/14</p>	<p>Your form did not allow me to exceed 150 words and I have a bit more to say on the topic. Here are my additional comments.</p> <p>Although the 5' setback for back and side yards appears to be a given, increasing front setbacks will encourage decreasing back setbacks -- doing away with yards basically. While I'm not adverse to increasing front setbacks (in many places buildings appear to be up to the front lot line!), consideration should be given to overall green space needs.</p> <p>Visually eaves are a nice idea . But allowing dormers to extend into the setback further impedes people's privacy. Dormers should not project beyond the roofline of a house, that's standard for older homes. You're already allowing houses to essentially be built to the lot line (a 5' setback is visually and practically at the lot line) and basically minimizing setback to less than 4' by allowing dormers. (Eaves too but that doesn't seem to me to be as problematic.)</p> <p>"Code changes to allow and encourage more housing types in Portland's single-dwelling zones and other areas are key to increasing housing supply that is affordable to a broad spectrum of households." I'd like to see evidence that this is true in other cities.</p> <p>You've got to be kidding duplexes on ALL lots in a 2.5 zoning. ALL of them! That's how I read this anyway. Proposal: Establish a minimum unit requirement for all R2.5 zone lots. Require one unit per 2,500 square feet of site area Allowability of narrow houses: Absolutely a downside -- narrow houses often not reflective of neighborhood character with wider homes Comment about this: Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out. Tall houses are a problem w/ solar access. Increasing height has disadvantages for neighboring including loss of privacy</p> <p>This level of change, and development, ignores some of the unintended consequences of built environments. For example, more density = less green space (potentially fewer trees, and almost certainly fewer large trees). This in turn leads to the inability of the land to absorb rainfall culminating in creased flooding (combined sewer overflows, etc.). Taller buildings lead can lead to the inability of neighbors do to solar due to shadows cast.</p> <p>I can understand the good intentions to try to deal with the influx of newcomers and affordability. The plan however has approaches that will not solve these issues. In addition, it does not address the continued demolition of older, often well-built homes and the</p>	<p>Email</p>

	<p>concurrent environmentally impact and negative impact on neighborhood character. Basically we are selling Portland's lauded livability down the river.</p> <p>BTW how can I give you substantive feedback if I am limited to 150 words. Perhaps this is indicative of how much the city really values citizen input.</p>	
<p>08/14</p>	<p>Dear City Planners,</p> <p>We are offering feedback on the Residential Infill Project that does not fit within the confines of the online survey.</p> <p>Our primary concern is that we have just been through an enormous process with the Comprehensive Plan, trying to sift through the values that Portlanders hold important for the next decade and a half. The Residential Infill Project would ignore that process and proceed on zoning changes driven by only one goal, increasing density. The increase of this density is painted with a broad brush stroke, over most of the city, regardless of the underlying context and infrastructure.</p> <p>Portland has always been a city culture of distinct, livable neighborhoods. With a one-size-fits-all approach to zoning city-wide, the result will be the destruction of the values deemed important in the Comprehensive Plan and a more pervasive attitude of treating land and buildings strictly as investments, not homes for people.</p> <p>Relying on the free market to provide affordable housing and right-type housing will not succeed, because the free market wants to maximize profits. Supply will never exceed or meet demand, except in a recession.</p> <p>I would like to call your attention to this article: http://vancouver.sun.com/opinion/opinion-affordability-crisis-more-of-the-same-is-not-the-solution , from which I have taken the following quote.</p> <p>"There now is no such thing as 'single-family' zoning in Vancouver [BC]. Most every lot can have three units: the main dwelling, a secondary suite, and a laneway house. but rather than using these as an incentive to retain and upgrade solid older homes, they are leading to more demolition, waste and inflation.</p> <p>Older, more-affordable character and heritage houses that often had secondary suites are being replaced with monster 'McMansions' at generally twice the price. These are often left vacant and flipped multiple times, increasing land values that are disconnected from the local economy.</p> <p>So the pattern is upzoning for more housing supply, land speculation, demolition of older more affordable housing, and redevelopment to expensive units marketed as offshore investments."</p> <p>We do not yet have the same level of international speculation as in Vancouver, and RIP is trying to address the issue of the McMansion; however, we are in an extremely speculative real estate environment, and many people from cities other than Portland are investing in Portland real estate, because they see the possibility of local regulations enabling huge profits for developers.</p> <p>The other area where this proposal falls short, is that many of the city neighborhoods with this proposed zoning change are already dense, walkable and provide middle housing, all</p>	<p>Email</p>

	<p>with a variety of housing types, character, and historic significance. To propose such a sweeping change without first testing the results puts the entire city's stock of neighborhoods with character at risk, results in environmental harm from loss of embodied energy in existing structures, and will result in a monoculture of houses built in the twenty-teens.</p> <p>We would support a proposal that tests the RIP in one or two neighborhoods, which the Comprehensive Plan has already identified as needing more housing and development of centers. These test locations need to be in parts of the city lacking these qualities, such as Cully or Gateway. The success of the proposed zoning changes could then be evaluated after a year.</p> <p>Zoning is a tool to control where growth happens, and infill means filling-in areas not already occupied.</p> <p>We hope you will consider our concerns. We have heard many similar concerns at workshops and neighborhood meetings.</p>	
<p>08/14</p>	<p>Dear Residential Infill Decision-Makers,</p> <p>I attended several of the residential infill open houses, and came away better informed of the proposed changes the city deems necessary to address the housing needs of the future. I have many concerns about this that I have addressed at the open houses as well as the on-line survey, but I would like to point out unintended consequences that have resulted from this proposal:</p> <p>It is pitting neighbors against each other in ways that I haven't seen in my adult life. Home owners are now being characterized as the "owning class" by some renters, and there is now a strong divide between younger folks (around 40 and younger) and older. It has caused groups to form in resistance to the city's proposal on both ends of the spectrum. Those who want much more infill, and those who wish to slow down the infill. Thus, our city, particularly the inner neighborhoods, has become fractured.</p> <p>There is mis-information, strong opinions and accusations flying on Nextdoor sites and our Neighborhood Associations have become battlegrounds.</p> <p>According to the just-completed comprehensive plan, adequate space for infill already exists within the UGB, just perhaps not in the "desireable" neighborhoods. C</p> <p>an we not incentivize developers to build in neighborhoods that NEED walkable access to resources, rather than further stress the close-in neighborhoods that already are "complete"? (I'm thinking of Foster-Powell, Lents & Gateway).</p> <p>I continue to ask, what are the density goals for each neighborhood? I was hoping to age in place in my home, but I don't want to live in a city that feels that I, as an older resident, have nothing to offer and just take up valuable land that could be split up into countless residences for countless people. This is the only home I have ever owned.</p> <p>I hope the City leaders and the Bureau of Planning and Sustainability will take this into account as the process moves forward.</p>	<p>Email</p>

Appendix D: Comments from individuals

08/15	Hi thanks for that, but I think you left out many bus lines if that is the case. In my area it could be the 19, 10, 17, 71. Could you tell me what the exact times are for the am and pm peaks? That way I can check the bus schedules.	Email
08/15	Sorry to keep asking but is this Monday to Friday, or Monday to Saturday or 7 days a week?	Email
08/15	<p>To Whom it may concern,</p> <p>I attended five of the RIP open houses primarily to observe the public testimony. I appreciate the City's efforts, however I have many reservations.</p> <p>Personally I feel that the City of Portland, acted prematurely in publicly presenting the RIPSAC recommendations. There was no economic impact study performed and consequently other special interest groups have piggybacked on the public roll-out of RIP making affordable housing claims that would not result from implementation. This confusion has created strife and divisiveness within our community.</p> <p>In addition, RIP doesn't have specific and stated density goals for various neighborhoods. There are no incentives built into the proposal to help shepherd "walkable neighborhoods" into areas that currently need it most.</p> <p>In spite of the fact that RIPSAC was in great part a result of the public's concern about demolitions of viable existing housing stock, this concern was not addressed.</p> <p>Furthermore, Portland's Growth Scenario Report estimates that proposed zoning in the 2035 Comprehensive Plan will produce an excess capacity of 110,000 residential units within our city limits.</p> <p>Our inner SE neighborhoods need some time to absorb the tremendous changes that have occurred over the last few years as well as development that is planned and in-process. We know that the developers will in all likelihood double their efforts in the "desirable" neighborhoods leaving others behind.</p> <p>I believe the design guidelines proposed in the RIP have merit, such as internal conversions, building envelope, height, etc. in assuring that new construction is compatible with adjacent housing, but we already allow one ADU in R5 lots, which has not even had time to mature. I feel that we need to address demolitions before encouraging duplexes on all lots and triplexes on corners.</p> <p>I feel that we need to take more time and incorporate measures that encourage development in areas that need it most, discourage demolitions of viable housing stock and perform the due diligence that such sweeping zoning code changes demand before moving forward.</p>	Email
08/15	<p>In regards to Residential Infill Project Stakeholders Advisory Committee (RIPSAC) proposals I submit the following testimony:</p> <p>1) RIPSAC was created on the heels of an extended and intensive public participation process on Comp Plan 2035 where the messaging and mapping indicated most zoning changes and new growth would be located on corridors/centers and the SFR zoning (which already includes duplexes thru R2.5 and on corners) would mostly remain untouched. Launching a major new initiative that ending up proposing just the opposite is sewing distrust among citizens who had just participated in a major planning process.</p>	Email

	<p>2) RIPSAC occupied a confused perceived space in public policy. Much of the public understood this effort as one focused on better infill in terms of context and with at least some attention on deterring demolitions. While some of the former occurred, the perceived mission and focus of RIPSAC were not in alignment with public expectations.</p> <p>3) The impacts of the proposal were not clearly communicated. In particular, the potential of building (8) units on a 5000sf lot zoned R2.5 and how parking would be handled were never clearly communicated. 4) The RIPSAC timeline is too fast. It is ill advised to even think of concluding this process and writing code until Comp Plan 2035 is fully adopted.</p> <p>5) RIPSAC lost its one key representative for historic preservation at a crucial time in the process.</p> <p>6) There seems to be broad support for a modest scaling down of allowable floor area. Personally, I support a .5 FAR on all lots including R2.5 with a small bonus for attached units (with basements not included).</p> <p>I would like to see some of the modest reforms in scaling implemented sooner than later. However, overall, the entire RIPSAC timeline needs to be extended and the mission expanded to include a broader scope:</p> <p>1) Preventing demolitions and historical preservation 2) Impacts and management of parking 3) Clearer study of existing population density by neighborhood and how this proposal would impact different areas 4) More precise zoning approaches instead of broad brushes</p> <p>The RIPSAC composition needs to be adjusted to include more historic resources representation and representatives concerned about existing neighborhoods and context.</p> <p>Finally, we should step back and recognize we have more time than less. We have plenty of zoning capacity on the books today. These are Portland’s vintage neighborhoods. Let’s slow down and do it right.</p>	
<p>08/15</p>	<p>Dear Morgan,</p> <p>I am writing to express my position on the City of Portland’s proposed infill (RIP, Residential Infill Proposal).</p> <p>I, and my family, are completely and strongly opposed to the infill plan, particularly as applied to neighborhoods which are currently primarily single-family housing.</p> <p>The current infill proposal disregards the desires of residents currently living in neighborhoods with primarily single-family housing, such as Laurelhurst. I have spoken with scores of residents in Laurelhurst, all of whom seem vehemently opposed to the infill proposal. Neighborhoods such as Laurelhurst were never designed or intended to accommodate the ‘high density infill’ proposed by the RIP. Furthermore, these neighborhoods already have relatively high population density, and work just fine as they are – why would you want to destroy them, and in the process degrade the quality of life enjoyed by those of us who currently live here?</p> <p>Shouldn’t your higher priority be to those of us that currently live in Portland, rather than</p>	<p>Email</p>

those you are trying to attract who might move here in the future? We are the voters and taxpayers, and your primary responsibility should be to us.

Most importantly, the RIP is a misguided attempt at a 'one size fits all' plan for the entire city (albeit prejudiced against the east side). It disregards the historic character and architectural value of neighborhoods such as Laurelhurst. Neighborhoods like these are rare and precious gems, which should be preserved for future generations. Examples of neighborhoods with their early 20th century Craftsman architecture still largely intact and preserved, are rare, and disappearing. This historic significance is one of the defining characteristics of Portland, and should be protected. Once lost it can never be recovered, and an essential aspect of Portland's personality, and the very reasons many of us choose to live here, will be lost. A cost/benefit analysis must be performed to balance the relatively small incremental increase in population infill in single-family neighborhoods will accommodate vs. the irreversible loss of historically important structures and resulting loss of tourism. I believe that such an analysis would show that to impose infill and destroy irreplaceable historic neighborhoods would be sheer foolishness.

The current infill plan is also woefully deficient in that it does not consider critical aspects of infrastructure. The impacts on infrastructure - and the costs that would be needed to upgrade them - are crucial in determining which neighborhoods might be candidates for additional density, including:

1. School capacity – the need for additional classrooms and teachers.
2. Sewer capacity – and costs of needed upgrades.
3. Traffic congestion on already busy streets.
4. Parking on already crowded streets – it is nonsensical to assume that most new residents won't have cars, and I believe experience shows that most do indeed own vehicles.
5. Increased traffic will only result in increased accidents and deaths, particularly to bicyclists. How does the bicycling community feel about this?
6. City park capacity – park usage will increase – will they become over-crowded? What will the increased maintenance costs be?
7. Additional infill and construction should be focused on those areas that both currently have low population density, and where historically significant structures would not be threatened, such as Gateway and the SW waterfront. Why is there no attempt to identify specific areas such as these to be initial 'test cases' for infill?

Additionally, it is disingenuous to promote or even allow the perception that RIP will provide affordable housing. The RIP proposal was driven in part by the hypothesis that increasing housing density will lead to more affordable housing. While such a link between density and affordability might seem intuitively obvious, there is disagreement about whether this cause and effect really exists.

Below are a few different views on this.

The "Illusion of Local: Why Zoning for Greater Density Will Fail to Make Housing More Affordable" points out that local market forces of supply and demand are irrelevant in driving down market prices, because influx of folks with established wealth moving in from more expensive real estate markets (e.g. California, Asia) and foreign investment, lead to "a decoupling of housing from local labor market participation."

See: <https://psmag.com/illusion-of-local-why-...>

	<p>"Urban containment" (i.e. relatively inflexible urban growth boundary) is primarily responsible for the rising land/housing prices in Portland, and the reduction in its diversity as a result.</p> <p>See: http://www.newgeography.com/content/0038...</p> <p>Gerard Mildner (Director, PSU, Center for Real Estate) in "Density at Any Cost" argues that reversing the housing mix to (much) more multifamily dwellings would substantially increase housing costs in Portland over the next 20 years, making it the 4th most expensive metropolitan area in the country. He also points out that use of cars has not appreciably changed over the past 20 years despite development of light rail and extensive bus routes, and warns "we shouldn't base our land use planning decisions on commuting assumptions that won't happen". He also advocates for a more liberal --though thoughtful -- approach to the Urban Growth Boundary.</p> <p>See: http://www.pdx.edu/realestate/sites/www....</p> <p>I hope you will truthfully and genuinely consider all opinions on the RIP, particularly those in opposition - which to me seem to be in the overwhelming vast majority. At every infill related meeting I have attended, the overwhelming majority of attendees strongly oppose the RIP – I hope you will listen to our voices. I hope you will also honor your primary responsibility to the people who live in Portland today, the people whose taxes pay your salary – the majority of whom are opposed to the RIP.</p>	
<p>08/15</p>	<p>Hi Mr. Tracy,</p> <p>I'm writing as an architect and Passive House energy consultant to encourage the Residential Infill Project to consider ways to avoid dis-incentivizing well-insulated buildings (with thick walls) in any proposed square footage limitation rules. For example, a Passive House with walls ~12" thick is a significant contribution to meeting local, national and international carbon emission goals, but it will have about 5% - 10% less interior square footage than a conventional house of the same gross area.</p> <p>By allowing housing built to the Passive House energy standard a 5 - 10% square footage bonus this type of construction would not be penalized by square footage limitations.</p> <p>Thanks for your consideration.</p>	<p>Email</p>
<p>08/15</p>	<p>The City's proposed Residential Infill project gets some things right, but ultimately fails to recognize or learn from the varied housing types we already have in Portland's many neighborhoods. The project seeks to create more housing in single-home residential neighborhoods, but its significant downfall is that the proposed changes are not tailored to the unique character and diversity currently existing in each neighborhood. Instead, allowed or encouraged housing types are applied across the City regardless of whether they fit in.</p> <p>As proposed, the Residential Infill project focuses on three major categories: Scale of new infill housing; Housing types; and Narrow Lot development. There are a number of positive ideas within the proposal that seek to accommodate the future growth of Portland. One of these is limiting the size of new singlefamily homes, a proposal that may help to curtail "McMansions" and limit demolition. Another good idea is no longer allowing skinny lot houses to have a front garage, which would fix a policy that created some really sad street fronts. But the Infill proposal's housing type options are applied across the board,</p>	<p>Email</p>

with the only requirement being that sites are within a quarter mile from transit corridors and gateway nodes, and this is where the proposal loses its focused, thoughtful approach.

Over the last five decades or so, the growth of Portland has led to the development of neighborhoods with their own unique character and vibrancy. There are distinct differences between east side neighborhoods such as Woodlawn, Ladd's Addition, Buckman, Cully, and Alberta Street. These distinct characteristics attract residents that support that area's life style and features. Each neighborhood matters as a unique place. The Residential Infill proposal needs to use the major categories as base line strategies but then tailor the application to better fit and match the dynamics of the neighborhood.

Addressing the mass, scale, height, and set-back of new infill housing will go a long way to ameliorate the pace of demolition within existing neighborhoods. By regulating the scale of infill in direct relation to the surrounding context, new development will more likely be in harmony with the existing neighborhood fabric. Some neighborhoods currently are in plan districts with greater front set-back requirements than proposed by the infill project. Allowing new housing to sit closer to the street than currently permitted under many plan district guidelines would erode the existing streetscape that embodies the unique character in a plan district.

R5 residential zones are currently limited to one dwelling unit per 5,000 sf of lot area (a typical urban 50 x 100 foot lot) and Accessory Dwelling Units (ADU) are permitted. The Infill proposal seeks to overburden R5 lots by allowing more ADUs per lot. There is no proposed regulation on mass, scale, and height relative to the existing structure, or regulation on location of the ADU. Would an ADU be allowed in front of a house? There are neighborhoods such as Mississippi Avenue and Alberta that are synonymous with small houses, tiny houses, and multiple dwelling units on one lot where the proposal needs to be tailored to allow for multiple new units but regulated to fit the appropriate mass and scale of the neighborhood context. To retain character, some neighborhoods need to retain a limit of one ADU per lot.

Many neighborhoods (e.g. Alphabet Historic District) have existing older/historic homes that have been converted to duplex rental units. The conversion of these homes is readily apparent because of the multiple entry doors, duplicated balconies, and visual division of the street façade. In other neighborhoods, if you did not live in the neighborhood on the street near the duplexes, you would not know the duplex exists. Many neighborhoods may support the Infill proposal that encourages the conversion of older homes to duplex units, if certain stipulations were included: the conversion of existing homes should retain a primary single entry on the primary façade in the same location as the original front door; and basement apartments should be accessed from side entries away from the street façade. As much as possible, the City should add stipulations to reward retaining an older house and to discourage demolition.

Triplexes simply don't belong in some established single dwelling neighborhoods. The proposal encourages triplexes on corner lots, which tends to create more development closer to the street- not always a pattern which fits the neighborhood. There are transition neighborhoods, like the west end of Buckman and west end of Kerns, which already have triplex and quadplex units. Within some older neighborhoods, there are already models for higher density that work well in the context of that neighborhood; courtyard apartments and multi-dwelling units around a shared green space. These historic types as models for new development are far more sympathetic to existing development and more effective in reaching density goals than encouraging triplexes in the wrong locations and scattered

	<p>without discretion throughout the city.</p> <p>Density goals should primarily target transit corridors and close-in, underutilized commercial areas.</p> <p>While there certainly is room for increased density in older residential neighborhoods, haphazard development will damage these neighborhoods more than the increase in units will provide affordable development. Major transit roadways like Sandy Blvd, West Burnside, and West Glisan should have minimum height requirements to encourage higher density. Single story commercial structures or car lots along these corridors add to the development pressures within residential neighborhoods.</p> <p>The Infill project does not recognize that capitalistic market economics drive affordability. Rental rates for apartments in neighborhoods with high real estate values will not be affordable. However, the Residential Infill proposal is laudable for seeking a broad solution to the need to provide more housing options.</p>	
<p>08/15</p>	<p>Dear Residential Infill Project Staff,</p> <p>Residential infill Project Comments As the comment period comes to a close I would like to add a few more thoughts.</p> <p>It concerns me about where and how much residential development will be added to the inner Portland neighborhoods. Unfortunately the ideas about 20 minute neighborhoods with all the needed goods and services available within short walking distance from every residence is not possible to create without additional regulations for the private business sector and developers. This is almost impossible to do. Businesses go where the market dictates. In this economy it is to the higher income neighborhoods – where their volume is enough to make a good profit. This leaves lower income neighborhoods without the goods and services they need. In most cases the automobile will be the preferred mode of transportation due to convenience. Two other things are working against 20 minute neighborhoods. One is the big box retail. They dominate the markets due to their variety of goods and their low prices. The other is on-line shopping with its low prices and its home delivery. Both of these businesses models make small businesses difficult if not impossible in many places. And new buildings will have high rents making having a profit even more difficult. I am pretty sure you can see the problem.</p> <p>You should know that the least expensive housing is the single family home on a cost per square-foot basis. Thus as the apartment buildings get larger the affordability is reduced or the livability is reduced, a-la the tiny house movement. And single family homes are often the most attractive form of housing unless cost is no issue. The next thing is about the silo effect of so many different businesses and public services. With the higher densities people are giving up their private yards in favor of public recreational amenities. This is provided by public parks, but very few new parks are being created in the inner Portland neighborhoods and this is not likely to change. In fact many services provided by the public and the private sectors have financial limitations that prevent their spread to the neighborhoods where they are needed or wanted. This might include community policing, parking, utility changes, social services, schools, health care, etc. All these depend on profit and economies of scale dictate thus limiting the number and location of their facilities.</p> <p>You need to consider these issues in creating more density in Portland. From the start the Bureau of Planning stated that there was enough existing capacity in the zoning map to</p>	<p>Email</p>

	<p>accommodate all the projected population growth in the next twenty years. Therefor is seems best to limit additional areas of growth to only the most favorable locations. It is my fear that more than this will only feed a development and property owning community to make investments that are not in the best interests of the locations where they will be built and in addition lose the identity and character of many neighborhoods.</p>	
<p>08/15</p>	<p>To: Residential Infill Project Staff</p> <p>As a member of the Residential Infill Project Stakeholder Advisory Committee, I have submitted comments through SWNI (attached) and through the SAC Neighborhood Context Group. I am writing now to reinforce my positions of various aspects of the draft proposal.</p> <p>The draft proposals do not support neighborhood context. One size DOES NOT fit all. Mayor Hales initiated the Residentail Infill Project in response to citizens' concerns about the demolition of viable, affordable homes and their replacement by oversized and much more expensive houses. He stated his priority was to preserve and strengthen Portland's diverse and cherished neighborhoods and reduce the number of demolitions. These neighborhoods are the product of history, economics, hard work and investment by residents, and, according to BPS, good planning decisions made thirty years ago. Recognizing and preserving this diversity are also goals of the Comprehensive Plan. To repond to neighborhood context, the following are required:</p> <ul style="list-style-type: none"> • Scale standards of height, setback, bulk and floor area that respond the to the context of community pattern. (Note: this is not the same as the Comprehensive Plan's five pattern areas.) • Limiting development on narrow lots and resurrected historic lots only in the R2.5 zone. • Limiting the FAR of attached houses and plexes to that of single family homes. <p>One size fits all zoning will not lead to affordable housing. It will steer demolitions to areas of smaller, older, more affordable homes. Replacments houses, even plexes, will be much larger and more expensive than those lost to the wrecking ball. Displacement will be accelerated, driving those who are most vulnerable from their homes and our city. Standards need to include:</p> <ul style="list-style-type: none"> • System development charges that reflect the true cost of the services. • Incentives for the preservation of existing housing stock. <p>The proposed standards shift the burden of new development onto current residents. Homeowners have made investments in both their homes and neighborhoods. To protect the interests of current residents the standards need to provide:</p> <ul style="list-style-type: none"> • Predictability. • Standards which protect solar access, sunlight, privacy, mature trees, and curbside parking. • Limit density to that which is supported by available infrastructure. <p>The proposed standards do not demonstrate truth in zoning. Portland's zoning is based on density. The new standards will allow R5 density greater than that allowed in the R2 zone. To provide clarity and predictability, the standards should:</p>	<p>Email</p>

	<ul style="list-style-type: none"> • Achieve changes in density or use through changes in the zoning, not through exceptions and overuse of overlays. <p>Density should be focused around centers and corridors which are compact, complete walkable neighborhoods. The quarter-mile boundary for middle housing, consumes entire neighborhoods and almost the entire east side from the Willamette to I205. The current code provides much underutilized potential for higher density. Policies and standards should:</p> <ul style="list-style-type: none"> • Encourage development close, less than 500 feet, around complete centers. • Encourage development of more complete centers. • Protect areas adjacent to middle housing from negative impacts, eg. solar blocking, parking, etc. • Place middle housing only "where appropriate" as called for in the Comp Plan. These areas should be identified on a case by case basis. • At the present time there is no definition of "where appropriate" and no process for determining appropriateness. No middle housing should be allowed until these issues are resolved. <p>The draft proposals are not supported by modeling, economic analysis and infrastructure assessment. Proposing zoning changes and development standards without these studies can only serve to benefit special interests and not those of the entire city. Modeling and analysis need to be done hand in hand with proposal development.</p>	
08/15	<p>Morgan, Joe, and Sandra,</p> <p>I have noticed that BPS staff on the RIP and Portland for Everyone are using, what I would call, revisionist history when representing that there were no single family zones prior to the 1959 zoning ordinance. I wrote my master’s thesis on the development of Portland’s first zoning ordinance which began with work done by national consultant Charles H. Cheney (his proposal was narrowly defeated by a vote of residents in 1919) and ended with the passage of what has been called the “realtors’ code” in 1924.</p> <p>The thought then was that single family neighborhoods and, for that matter, industrial areas, were being invaded by other uses and that both single family and industrial lands were being economically undermined as a result. Cheney, using Sanborn Fire Insurance maps and field work, inventoried the entire city in terms of land use and developed his code accordingly. Cheney’s survey indicated that 86% of all buildings in Portland were single family dwellings (Cheney, 1919).</p> <p>The realtors’ board was opposed to zoning for Portland and lobbied for a vote of Portland residents – and, as I said, the proposal was narrowly defeated. Over time, however, the realtors began to see the advantages that the certainty of zoning would offer as a good thing so long as they were instrumental in drawing the map. In particular, they were interested in protecting the development possibilities for commercial and industrial activities and, some said later, overzoned Portland for both of those uses (the entire waterfront areas were zoned industrial and all major arterials, commercial).</p> <p>Like Cheney’s proposal, the 1924 code included a Class I zone (exclusive single family). Although smaller in land area than Cheney's proposal, for the 1924 code, approximately</p>	Email

	<p>19% of the city’s land area was zoned Class I. These areas included not only neighborhoods that had previously been protected against multi-family, commercial and industrial uses by deed restrictions (the Ladd Company’s deed restrictions are well known) but also areas such as parts of Sunnyside, not including major arterials. In fact, even Buckman, during this period, east of 26th was overwhelmingly single family according to the 1909 and 1924 Sanborn maps and Cheney's proposal would have zoned much of the eastern portion of Buckman single family. However, the 1924 code zoned it Class II, or multi-family and it is that that changed the character of the neighborhood.</p> <p>All of this is to say that it is factually inaccurate to say that there was no single family zoning prior to 1959. Because of public pressure, the 1959 code did promote single family zones and put into effect quite large minimum lot sizes especially on the west side.</p> <p>Here is the citation for my thesis:</p> <p>Merrick, Margrete. 1998. Patterns of Time, Place, and Culture: Land Use Zoning in Portland, Oregon, 1918-1924. Master’s thesis. Portland State University.</p> <p>Here is the definition for the Class I zone:</p> <p>The 1924 Ordinance (the “Realtor’s code”) Class I residential: covering 18.7 percent of the city’s land area (City Planning Commission 1924:3) – essentially all of Portland’s elite neighborhoods – was restricted to single family residences. A private garage, a pergola, a greenhouse for private use, and a “summer house” per residence were also included as were in-house offices for physicians, surgeons, and dentists (Oregonian 1923: August 5). The “local option” provision for this class required the consent of 40 percent of property owners within 200 feet of a property contemplated for business use.</p>	
<p>08/15</p>	<p>I live in the Arbor Lodge neighborhood of North Portland, and I feel the current infill proposal is lacking in some very important ways. Here are the issues I see that should be addressed in any approved plan:</p> <ul style="list-style-type: none"> - No proposed or required infrastructure changes to support infill. For instance, there is a 180-unit apartment building going up at Interstate & Ainsworth near our house, and I haven't seen any suggestion for how our local streets (most notably Interstate Ave, which is one lane each way) will be updated to support this sudden and massive influx of people, many of whom will have cars, despite the proximity to the MAX Yellow line. - Air quality is obviously an issue getting lots of press right now, and North Portland already has some of the worst, due to the nearby industry, proximity to I-5, abundance of railroad lines, shipping on the Columbia, and many other factors you are most likely aware of. Air quality ramifications should be taken very seriously, as adding infill population to an area will almost certainly have negative affects on the air quality. Again, if you are counting on all these new residents to use public transit exclusively, you have your head in the sand. With more people come more cars. And likely less greenspace as large multi-family units replace smaller houses with more trees and greenery surrounding. This needs to be factored in when deciding on a reasonable target for infill. - Simply adding multi-family requirements to zoning for certain areas does not constitute planning. This should be broken down further, rather than forcing a large area of the city to add infill organically wherever a developer can grab some land. Some parts of a 	<p>Email</p>

	<p>neighborhood are more strategic targets than others, but there is no weighting based on that factor with this plan.</p> <p>- Please don't read this as a NIMBY statement - I'm resigned to the fact that infill is part of the growth strategy for this city, and will be necessary to deal with the rapidly increasing population. But it's always painfully obvious that areas like the west side and eastmoreland get a pass, while other neighborhoods bear the brunt of handling the infill. I want to see an equitable distribution of the growing pains here, and this plan does not reflect that. So I'm ok with this happening in my backyard, but I don't think the real NIMBY's should get their way and put a greater burden on us.</p> <p>- Adding infill does not equate to keeping housing affordable. An example - there was a small house in my neighborhood that was for sale for quite a while, I think they were asking around \$250k for it (was on Concord between Ainsworth and Colfax, I can get you addresses if you'd like to confirm). I'm guessing there wasn't much interest because it was just too small, I think it was a 2-bedroom maybe. So of course it ended up going to a developer, who built a large 3-story duplex there. Fine, that's infill, much increased capacity for people to live there. The problem is, each side of the duplex went on the market for \$589k, and both sold for around that price. How exactly is that helping to improve the availability of affordable housing? From where I sit, it seems that wiped out one affordable housing option and replaced it with two unaffordable ones. More people, less affordability. This plan needs to implement expanded affordability requirements for the neighborhoods it affects, or else it is just helping further gentrification. Put the onus on developers that, for every \$1.2 mil they make on a duplex, they need to build low income housing elsewhere in the same neighborhood. Should be part of the same proposal if possible.</p> <p>That's my feedback. I hope it is considered.</p>	
<p>08/15</p>	<p>I generally agree with the proposals regarding size, scale, height, and setbacks. These proposals seem likely to improve the quality of development occurring across the city, and help newer structures fit with existing ones.</p> <p>I also support the notion of allowing (or requiring) adjacent skinny houses to intrude on the setback between them and be built as a single larger duplex structure. This idea could well help address most of the issues associated with this type of development, and would allow occupants to enjoy a larger living space while eliminating awkward design issues such as the "dead zone" between structures.</p> <p>As for the proposal for redefining the zoning in inner Portland to accommodate higher densities ("Housing Types" portion of the proposal), I would urge you to be cautious. I believe the measure will exacerbate issues related to affordability and equity.</p> <p>Affordability - While it may seem obvious that increasing development will relieve our current housing problems, the consequences in the short and medium term may be very destructive to the availability of affordable (or relatively affordable) housing.</p> <p>In HAND and other close-in neighborhoods, we are already seeing our most affordable housing being redeveloped, with the new units selling or renting for much more than the original property did. Increasing development pressure on these neighborhoods will only accelerate the disappearance of affordable housing options. One could argue that building more units will depress prices, but the new units being built are targeted at the high end of the market, and it will take a very long time to build enough capacity to lower prices</p>	<p>Email</p>

	<p>significantly; we may not have enough physical capacity to ever achieve that. In the meantime, the rental crisis will worsen as currently affordable housing is replaced with unaffordable housing.</p> <p>Building enough housing so that everyone can live in the inner city with affordable rent is probably impossible.</p> <p>Equity - The proposal excludes large areas of SW and NW Portland, as well as some of the most economically exclusive communities on the east side, including Alameda, Eastmoreland, and Reed neighborhoods, all of which enjoy good proximity to downtown Portland and are accessible by bicycle and other modes of transportation. Excluding these areas from the proposal will only increase economic and racial segregation, driving up the cost of housing in these neighborhoods, putting them and their high-quality schools out of reach of even more Portlanders. Any proposal for wholesale reinterpretation or reimplementing of the zoning code should include the entire city, not just the less-wealthy neighborhoods.</p> <p>Transit Accessibility – The ¼ mile buffer around transit lines used to generate the areas affected by the proposal does not take into account how far a person would actually have to walk to access transit. For example, on Division Street, Tri-Met is proposing eliminating a number of stops that would require some households that fall within your buffer to walk at least a half mile to access a transit stop. If we continue to use the buffer to define properties affected by the proposal, it should be redrawn to include only those households within a true ¼ mile walking distance of a stop. A revised buffer would be simple to generate using the City’s GIS.</p> <p>Neighborhood Amenities - Any proposal to significantly increase density in the inner neighborhoods needs to include a mechanism for upgrading streets, transit systems, parks, and other amenities that are stressed even by the current number of residents. I understand that infrastructure planning is beyond the scope of this project, but I feel you should highlight the need for additional planning and resources in your recommendations.</p>	
<p>08/15</p>	<p>For what it is worth, I’ve done my best to alert the general public.</p> <p>And I do acknowledge your patience in responding to my zillion questions and concerns. My fear? Portland for Everyone a.k.a. Portland for Every-Developer paid Lobbyists and Project Manager efforts to garner public support [in taverns/pubs] will actually blindsides 1958 Lloyd L. Keefe planners post WWII single dwelling on one lot. Peacock Lane is but the tip of the ice-berg. Should this proposed draft be fact tracked approved by the Three Musketeers again — Bungalows on every corner within 92 neighborhoods will be subject to demolitions and replacement with triplex and no on site parking or for that matter parking in the public street.</p> <p>I trust my comments directing in-fill-middle and mapping 0.25 overlay along transit corridors are seriously considered — Culley, Lents, St. Johns, Gateway, and East Portland.</p> <p>Your work has just begun — and I look forward to reading the RIP final proposal — to be reviewed by PSC for comments and their recommendations to City Council.</p> <p>Worth repeating:</p> <p>Should this proposed draft be fact tracked approved by the Three Musketeers again —</p>	<p>Email</p>

	<p>Bungalows on every corner within 92 neighborhoods will be subject to demolitions and replacement with triplex and no on site parking or for that matter parking in the public street.</p>	
<p>08/15</p>	<p>Thank you for the opportunity to comment. Below are my comments:</p> <p>I don't agree with a scale limit. This restriction does not allow for an elderly homeowner whom wants perhaps a single story home without the extra story to climb. In this example, if they would need to maximize their footprint and the restriction does not allow for flexibility. Or perhaps a property owner whom wants less yard due to disability issues for maintenance care. Individuals who want larger yards can have that now, simply don't require others to conform to these requirements particularly if special needs do not make it practical.</p> <p>I don't agree with the measurement from the lowest point for roof height. Roof pitch style should be left to the property owner to choose from. By lowering the standard does not allow the property owner to have flexibility in their design. Not all roofs should have a low pitch, particularly in the climate of the Pacific NW. I don't agree with the increased setbacks and to match existing homes. Many existing homes have reached their lifespan material wise and will be torn down. To match an adjacent home's setback which may not conform to a new development, poses challenges when creating a site plan to maximize house placement for sustainability purposes.</p> <p>I vote to keep the above existing code intact other than the changes to the housing types near Centers and Corridors and within Inner Ring neighborhoods. That offers more flexibility and makes sense to me for density reasons and I do agree with allowing new houses on historically narrow lots near Centers and Corridors within the R5 zone which offers more flexibility and makes sense to me for density reasons</p>	<p>Email</p>
<p>08/15</p>	<p>Hi,</p> <p>I wanted to leave feedback that I could not leave as part of the residential infill proposal. I do appreciate the efforts that are going on with zoning and related rules.</p> <p>I do want to express a concern with the survey instrument (the survey itself) that was used for the Residential Infill Proposal. It was apparent to me very quickly that there was not a professionally qualified person who constructed, reviewed, and tested the survey before it was used. Several questions were fundamentally flawed. Please ensure the Bureau requires as part of future public surveys has someone (employee or contract) who has been trained to look for survey errors (i.e. a sociologist, anthropologist, or some other equally qualified social scientist). Just so you can know that I am not trying to complain, but in fact be constructive, this was a repeated error in the construction of the survey (below). It is called a "double-loaded" survey question. A respondent may want to affirm or respond positively to the first component/question, but is conflicted because in fact a second component (or question) is forced into the sentence. It is really two questions in one--therefore there is no validity as to if the question measures what it intends to measure. This is an example of the double-loaded question--of which there were many in this survey. I was actually a little embarrassed that the City would send out a survey in this condition. Copied straight from the browser:</p> <p>"Allow taller houses with a smaller footprint or shorter houses that are more spread out, but not houses that are both tall and spread out. "</p>	<p>Email</p>

	<p>I wanted to answer no the the taller house and no to the house more spread out. This shows the error of the double-loaded question. It forces an inaccurate response.</p> <p>Lastly, survey instruments actually must be tested before they are used. Testing this survey in person would have revealed that it was forcing an response on the respondent-- invalidating the response, and decreasing the overall validity of the survey.</p> <p>Feel free to contact me if you have any questions. I would like to know the Bureau's policy for how they will have qualified people constructing, reviewing, and testing surveys before they are implemented by the City. It does not convey that the City is serious about public comment when they do not have a qualified person construct or at least review the survey instrument.</p>	
<p>08/15</p>	<p>Dear Morgan Tracy,</p> <p>I have deliberated on the current Residential Infill Project’s concepts and urge City staff to embrace Portland for Everyone’s Residential Infill policy recommendations including the following to be applied in all Single-family zones (not restricted around “centers and corridors”):</p> <p>I. Scale of Houses - Sliding scale maximum square footage of house:</p> <ul style="list-style-type: none"> - 2,500 square foot house on 5,000 square foot lot - 1,750 square foot house on 2,500 square foot lot - additional square footage of home allowed on larger lots <p>II. Housing Types - Alternative housing types allowed in all Single-family zones:</p> <ul style="list-style-type: none"> - a duplex within house, plus external ADU or, house with one internal and one external ADU - Triplex allowed on corner lot, but no ADU - One extra unit within house, if “affordable” or “accessible”, for maximum of four units on lot. <p>III. Narrow Lots</p> <ul style="list-style-type: none"> - Narrow lots in all Single-family zones, including lot remnants at least 25’ wide. 	<p>Email</p>
<p>08/15</p>	<p>Please add the following to the comments on the BPS proposal:</p> <p>If you ever doubted the power developers have in this city, read this link about how the Homebuilders Association (HBA) manipulated the Mayor and City Council to defeat the demolition tax and now are bragging about it:</p> <p>http://www.nahbclassic.org/directory_details.aspx?sectionID=0&directoryID=3576&directoryRecordID=706941&search=pageNumber%3d1%26directoryID%3d3576%26version%3d1%26keyword%3d2015%26activeFlag%3d1%26proximityLimit%3d0%2661090%3d17751&_ga=1.62605740.1002012887.1471295726</p> <p>From the above HBA link:</p> <p>“Since Portland prides itself on being progressive, the HBA engineered a testimonial lineup that featured a leading housing/economics professor from Portland State University – the</p>	<p>Email</p>

	<p>training ground for most of the city planners, an expectant mother seeking to tear-down her existing home and rebuild but could not afford an additional \$25,000, a gay gentlemen who had recently adopted a son with his husband hoping to move their new family back into Portland but realized that the tax would hinder the chances of finding an affordable home, and an African-American retiree living in a rapidly gentrifying area of the city who understood that any tax would hinder the value of his “nest egg” and was not fair to him and other long-time residents that had seen that neighborhood through from the “tail to the top”.</p> <p>I’m still holding on to some slight hope that BPS will revise the ‘concept proposal’ based on economic data and responses at the open houses, and not continue to be manipulated by the developers.</p>	
<p>08/15</p>	<p>Dear BPS staff;</p> <p>We live in the Multnomah Village area. We have read carefully your 20 page proposal and attended three open houses. We do not support the proposal, and believe you should expand your vision for Portland's growth. Thank you for your hard work and we hope you continue your deliberations with and input from various community representatives.</p> <p>Sincerely,</p> <ol style="list-style-type: none"> 1. The Urban Vision: The BPS density recommendation for residential neighborhoods envisions a city that will follow the examples of San Francisco and Seattle. Look at San Francisco. There are no trees except in parks. Seattle is experiencing significant reduction in its tree canopy. This urban model envisions neighborhoods where lots are filled with a diverse mix of housing types. The trees and habitat that once existed in large single home lots are destroyed. In these cities open space will be limited to parks and waterways. On street parking will be in high demand, traffic will increase, and public transportation will be inadequate. A better urban vision would begin with coordinated planning with all the neighborhoods and communities within the urban growth zone. Identify areas for denser growth while at the same time protecting existing neighborhoods and their urban eco systems; examples include the Orenco Station area in Hillsboro which is near Intel plants and was built in an open area that was once a plant nursery and farm. Barbur Boulevard and its surrounding property contain many older commercial buildings. Portland could promote dense growth along this corridor which will include a proposed light rail line. There are places in the urban growth zone that will accommodate all the proposed population increase. Portland’s growth does not have to occur at the expense of existing neighborhoods. 2. Environmental impact - The BPS 20-page recommendation and presentations at open houses fail to seriously address residential density increase including middle housing on the existing Portland urban environment. If the City of Portland and its agencies are serious about climate change, carbon reduction and the protection of plants and animal species, it must undertake a comprehensive environmental impact study before embarking upon a residential infill plan. Otherwise Portland does not want to be known as a “green” city. What effect will the proposed residential infill plan have on the tree canopy, other plant, animal and insect habitat, air quality, water quality, watershed and runoff. These are serious concerns that should be addressed in advance of promoting increased building within existing neighborhoods, particularly those that contain a mature tree canopy and well developed urban ecosystem. 3. Middle Housing: This idea is another way to involve private developers in building 	<p>Email</p>

	<p>more structures within single family home neighborhoods. Many of our neighborhoods contain on average 1500 sq. foot houses on 5000 to 10000 sf lots that contain mature trees, gardens, yards and native landscaping which provide nonhuman habitat, shade, water storage and clean the air. As soon as you fill these so called large lots with two houses, accessory dwelling units, duplexes and triplexes, the eco system dies. Many of these neighborhoods do not have sidewalks, curbs or improved streets. Where will additional parking go? Middle housing is an obstacle to trees, habitat, gardens, privacy, infrastructure, additional parking, traffic as well as neighborhood compatibility and character.</p> <p>4. Elderly neighborhood residents. BPS states that a diverse supply of housing “is especially important for elder adults seeking to age within their communities”. Our neighborhoods and particularly those in the southwest are home to many older adults who will live in their average 1500 sq. foot homes on 5000 to 10000 sf lots. I have presented to you photos of 6 such homes in my immediate two block area that are occupied couples and individuals in their 80’s (2), 70’s (2) and 60’s (2). We would like to enjoy, live and die in our homes. This is what really happens here. The tragic irony is that when an older homeowner dies, developers will swoop in to buy the property from heirs; then divide the lot, build more houses, ADU’s, triplexes and duplexes. Why not create incentives for persons to buy these houses, update them if needed and leave things as they are? What is wrong with 46% of Portland’s homes being located on so called large lots?</p>	
<p>08/15</p>	<p>Greetings,</p> <p>Please consider my comments below on the current proposals for the Residential Infill Project.</p> <p>By way of background, I have owned a single-family house in Sellwood (south of Tacoma) for 20 years. I am not in the development or real estate business. The house next door to me was demolished in early August and is being replaced by a much larger house. About five years ago, the same thing happened two houses away from me. Here are my comments:</p> <ol style="list-style-type: none"> 1. The proposals to reduce size, scale and setbacks seem more reactive than rational. Cities and neighborhoods change over time; especially when they grow as fast as Portland has grown and is expected to continue growing in the future; and especially when we are trying, as we should, to concentrate the footprint of the urban area. (The current character itself once changed the then “existing character.”) Change should be expected and welcomed. Clinging to current development patterns and housing stock will prevent many good things from happening, including: (1) the replacement of old, run-down houses that really should be torn down (there are many in my neighborhood), which is less likely to happen if you reduce the options for rebuilding; and (2) construction of taller, higher density buildings that in turn stimulate new businesses and create a more vibrant, walkable neighborhood. 2. The size, scale and setback proposals seem subjective and arbitrary. Existing height and size limits presumably had a rationale. The materials I have read, and the information I have heard at an open house, haven’t explained how that rationale was incorrect or why the proposed new limits are better. The proposed changes seem designed purely to console one particularly loud point of view (“don’t change my neighborhood”), regardless of its merit. 3. The size, scale and setback proposals put too much value on uniformity. An overriding theme of the size, scale and setback proposals is that everything should look like what’s around it and/or what was there before. Why is that good? My neighborhood now seems extremely varied (in size, scale, housing types, design and setbacks). Some very old houses are much bigger than what would be allowed under the proposed new limits on size and 	<p>Email</p>

	<p>scale. I don't think that makes the neighborhood unappealing. Why don't we value diversity in residential housing within a neighborhood like we value diversity in other respects. Also, wonderful neighborhoods get created through construction of new buildings that don't fit in with what was there before (e.g., the Pearl and South Waterfront). We should not simply default to what exists now as the ideal size and scale for a neighborhood, and what is ideal for a neighborhood should reasonably be allowed to change over time. Small, working-class bungalows might have been ideal for Sellwood in 1900 while tall, multi-story houses (both single-family and multi-family to encourage socio-economic diversity) might be ideal for 2017.</p> <p>4. The size, scale and setback proposals fail to give adequate consideration to impacts on private property rights. Ten years ago or so, Oregonians got fed up with government passing regulations that reduced their property values and overwhelmingly approved ballot measures that required government to pay compensation when it did that. One hopes government became more circumspect after that, but these proposals suggest not. They would tell someone who bought property thinking they could build one type of house that they can no longer build that house. That is a very nefarious type of government regulation that should only be passed when there is a compelling rationale. It should not be done simply to appease a particularly strong case of NIMBYism.</p> <p>5. The proposals to generally allow more units and different types of housing are a good thing but may be too aggressive in response to what may be only short-term market distortions. While I generally support the proposals for more density and more choice in what people can do with their property, the proposals are perhaps a bit too aggressive in essentially turning single-family zones into multi-family zones. Also, the proposals seem to be based on current housing affordability issues, which could well be short-term market distortions driven by artificially low interest rates and a temporary increase in renters relative to buyers due to an over-reaction to the real-estate collapse of 2008. Housing was cheap eight years ago, and my understanding is that rents were low 10 years ago. Zoning codes presumably are meant for a long time horizon and should be based on long-term forecasts, in light of historical patterns, not just the concerns of the moment.</p> <p>6. Don't forget the efficiency of a free market. Many neighborhood activists demonizes developers and criticizes their desire to make money. In fact, developers provide us with shelter and places to work, eat, drink, etc. They make money only if they build what people want (or at least what many of them want). Personally, I think markets do a better job than government at figuring out what people want and how to deliver it in the most cost-effective way. I support planning and zoning as necessary to protect community interests, but planners should not forget the value of markets and should give people as much freedom as possible to build what they want and to live the way they want, without having the subjective tastes of others imposed upon them.</p> <p>Thank you for considering my comments.</p>	
<p>08/15</p>	<p>Good Evening, I realize that this is a little bit late but I'm hoping that my voice might still be heard when considering comments regarding the Residential Infill Project.</p> <p>I agree with all the proposals to limit the size of houses while maintaining flexibility in form.</p> <p>I agree with proposed zoning for house roofline.</p>	<p>Email</p>

	<p>I agree with the proposals to make front setbacks consistent with setbacks on existing, immediately adjacent homes.</p> <p>In regards to allowing more units on lots, I think:</p> <ul style="list-style-type: none"> -Only one ADU per house – either internal to the house or one detached. -No ADUs on a lot with a duplex -Only allow duplexes on corner lots and triplexes should not be allowed. -No additional unit for providing an affordable unit. -I like cottage clusters but I think the current proposal is a little too dense. -I don't think a minimum build size is needed, but I'm not hugely opposed to it. <p>I prefer the current zoning regarding historically narrow lots to the proposed zoning, but I think there is a happy compromise somewhere. Same goes for the zoning regarding garages/parking.</p>	
<p>08/15</p>	<p>Dear Bureau of Planning and Sustainability Staff:</p> <p>I am writing to submit my comments regarding the Residential Infill Proposals. While there are several elements that either wholly or partially support, I am strongly opposed to Proposal 4, as currently written. Below I provide detailed feedback on the proposals, along with specific suggestions for amending proposal 4 in order to achieve the desired goals of additional units in single-family zones while minimizing damage to neighborhood integrity and affordability.</p> <p>Proposal 1: I support the reduced scale and height of houses in Proposal 1. However, I am concerned that there are loopholes that would result in buildings effectively larger than 2,500 square feet. Specifically, if basements will not be counted toward the 2,500 sq ft. limit, they should only be allowed to extend a maximum of 2 feet above ground level, not 4 feet.</p> <p>Proposal 2: Regarding height limits: I feel that the proposal--while it is a move in the right direction--will still allow houses that are too high and will dwarf neighboring houses in many areas. For this reason, I urge you to make the maximum height either a) 30 feet from the lowest grade to the *top* of the roof (not the mid-line), or b) 25 feet from the lowest grade to the roof mid-line.</p> <p>Proposal 3: Setbacks: While I support increasing the minimum setback to 15 feet, I do not support the proposal to waive this minimum to match a neighboring house. The reason is simple: over time, this will result in a "creeping up" of the setbacks along entire blocks, as homes are demolished and allowed to match smaller adjacent setbacks. This would effectively proliferate the very small current setbacks over time. 15 feet is a good minimum, and should be enforced across the board.</p> <p>Proposal 7: Historically narrow lots: I support putting new homes on historically narrow lots in the R2.5 zones, but I do not support it in the R5 zones.</p> <p>PROPOSAL 4: HOUSING TYPES NEAR CENTERS AND CORRIDORS: This is the element that I am most strongly opposed to, as currently written. I want to state at the outset that I support the overall goal of creating many more new housing units in Portland, and I am aware that the city will need to accommodate a large number of new residents and households. I also agree that not all of those new units should be located in areas currently</p>	<p>Email</p>

zoned for multi-unit housing. However, as I explain below, there are alternative means to add units in existing R5 zones that will generate far less displacement, demolition, and conflict.

A) This proposal is effectively a "rezoning" of enormous swathes of Portland's residential areas, but without the democratic process, careful scrutiny, and local public input processes required for zoning changes. The distance from centers and corridors in this proposal is unreasonably large, and the map illustrates that it would dramatically transform a huge percentage of the city's land. The vast majority of Portlanders have no idea that this wholesale "rezoning" is being proposed, and the current proposal appears to be a way to sidestep the needed public process that ought to accompany such a dramatic change.

B) As written, allowing duplexes and triplexes in R5 areas would dramatically increase land acquisition by developers, and subsequently demolition of many intact, functional homes. The numbers of demolitions are already creating a very high level of opposition, anger, and conflict in Portland's neighborhoods. This "upzoning" will suddenly raise land values, which will increase speculation and investment in Portland land by out-of-state and international investors. These processes will *never* create housing that moderates home prices--on the contrary, it will exacerbate the home price inflation that is already causing great displacement in Portland.

C) As written, Proposal 4 would dramatically increase demolitions of existing, functional, truly affordable homes, which the market can never replace at their current level of affordability to low- and middle-income residents. It will thus increase displacement of the very working-class residents that the city aims to retain. It will also unnecessarily increase carbon emissions through the demolition of intact, functional homes and their replacement by new buildings.

D) I believe that there is an alternative approach that would still generate a substantial number of new units in areas currently zoned R5, without increasing demolition: the internal conversion of existing homes into duplexes and triplexes, and the increased construction of ADUs (both internal and external) by existing homeowners. The difference is that these units would be created by homeowners, rather than through purchase, demolition, and new construction by developers and investors, which both increases displacement and dramatically raises housing costs. I urge BPS to amend proposal 4 to **ONLY** permit the creation of duplexes and triplexes through internal conversions of existing homes and the construction of ADUs by the current homeowners. The creation of these additional units through demolition and new construction should be prohibited.

It is important to note that BPS and other city staff have acknowledged that there is currently adequate room within already existing R2.5 and multi-unit zones to accommodate all of Portland's projected new growth. I am in agreement with BPS staff that despite this fact, some of the new units should be located in single-family zones. However, the fact that there is already sufficient room within our existing zoning makes it imperative that we adopt the approach that is least invasive and damaging to both low- and middle income homeowners and renters, and to the character and integrity of existing neighborhoods. This path is much more in line with the "Portland Process," which historically has taken the concerns of residents seriously and weighed them far more heavily than the profit margins of real estate developers and speculators.

I want to add one more comment. At the two public meetings/workshops on these proposals that I attended, a clear majority of the audience was opposed to changes that

	<p>would increase demolition in the R5 zones. In particular they were opposed to the blanket "rezoning" of huge areas of the city outside of the normal zoning change process. I also saw that the majority of attendees were supportive of the proposal that existing homeowners could create added density with thoughtful, responsible new units via internal conversion and ADUs.</p> <p>These proposals do not have to be adopted as a single package. The majority of the proposals move in the right direction, but proposal 4 (and to a degree, proposal 7) are very problematic. As written, they would increase displacement of lower- and middle-income residents, needlessly increase the demolitions that have caused great conflict and anger among residents in most Portland neighborhoods, increase carbon emissions via increased demolitions, and fuel speculation that will exacerbate Portland's affordability problem, not resolve it.</p> <p>Thank you very much for considering my comments.</p>	
<p>08/15</p>	<p>Dear Mr. Tracy</p> <p>Thank you to you and your staff for coming to our neighborhood to discuss the city's proposed residential infill plans. These are my thoughts from that meeting.</p> <p>In general, we hope that the city does not continue its efforts to IMPOSE a density plan on our neighborhood. Instead we request a PARTNERSHIP with the city to create a density plan that will have a POSITIVE impact on our schools, library, community center, traffic, safety and livability - for those who already live here and for those who wish to live here.</p> <p>We urge the city to:</p> <p>Be Fair and Honest in Specifying what Proportion of Density our Neighborhood is Required to Accommodate.</p> <p>The city's GSR estimates 20,000 new households in SE by 2035. Our neighborhood has 8.1% of the land area of SE Portland. Therefore our fair share of assuming population growth would be an additional 1,620 households.</p> <p>Since we currently have...</p> <ul style="list-style-type: none"> - Hundreds of 5,000 square foot lots that are ALREADY zoned for R 2.5. - Zoning that ALREADY permits the addition of ADUs - Hundreds of units recently built and ALREADY permitted <p>...the Sellwood-Moreland neighborhood has ALREADY EXCEEDED our fair share of assuming density growth for Portland. And we still have excess capacity given the current zoning codes.</p> <p>What, then, is the justification for rezoning our neighborhood? The proposed R 5 to R 2.5 will potentially shape our community into one that nobody wants or welcomes?</p> <p>Spread Density Proposal to ALL Portland neighborhoods.</p> <p>By focusing ALL density (mixed-use and residential) to ¼ mile from main corridors, density is unjustly impacting specific neighborhoods. Sellwood-Moreland is only about ¼ mile wide, so the city's proposal suggests packing even more people into an already very dense area.</p>	<p>Email</p>

	<p>Wealthy neighborhoods seem to be exempt from the city’s proposal. Why isn’t the city responsible for requiring all neighborhoods to assume responsibility?</p> <p>The city seems to be employing a ‘one-sided measuring stick’ - wedding density with neighborhood business districts, when there are many more ways to figure out the density puzzle so that the impact is shared equally, throughout Portland.</p> <p>Perform a Neighborhood Impact Study How can we provide intelligent feedback to the city on their proposals when the city has not analyzed the true impacts of their density plan?</p> <p>We have not seen any data from the city on how its proposed zoning plans will impact neighborhood infrastructure: equal access to quality education, green space and parks, community centers, and library. We have seen no research on traffic and emergency vehicle access. What about postal service, water, sewer and garbage. Internet access and other utilities?</p> <p>Llewellyn Elementary School is already bursting at the seams with students. The building is old and has limited space, and no wheelchair access. There are not enough classrooms to house all of the classes. Though we pay the art tax, there is no art program (except one facilitated by parent volunteers). Music is held on the stage, which prevents the stage from being used for performances, and which causes the music to be heard throughout the school. Speech therapy is behind that very noisy stage.</p> <p>Sellwood Middle School is facing similar problems – with not enough physical space to accommodate already existing students, let along the large numbers of children entering from the other SE neighborhood elementary schools.</p> <p>With all of the proposed density plans, there will be no option but to increase class size, which goes against the goals of Portland Public Schools. Has the city assessed the impact of all the development on our educational resources.</p> <p>Think about Earthquakes, recession, and other things we don’t like to think about, but we should (like lead problems in the school) Jamming as much as 3 buildings (R 5 to R 2.5 with ADU) where one used to be, what will the impact be when there is an earthquake? How will we deal with emergency services in case of a health scare? What would the impact of a recession be, given all the potential development?</p> <p>Slow Down Finally, with zoning changes looming, can’t the city slow down issuing permits until a full impact analysis is done?</p> <p>In Summary, here is Sellwood/West Moreland, we already have capacity with the currently zoned R 2.5 lots and with the ability for individuals to build ADU’s. Why make a blanket change from R5 to R 2.5, when we don’t need or want such a change; a change that can potentially destroy the livability and safety of our neighborhood?</p>	
<p>08/17</p>	<p>Please let me know if this is the correct email to send input for the Residential infill plan. I couldn't find the online questionnaire.</p> <p>Thanks!</p>	<p>Email</p>

	<p>WHAT I LIKE :)</p> <ul style="list-style-type: none"> - I like the cottage cluster idea. I think this should be done in a way that still maintains a consistent street frontage. Ie, one structure fronts the street in a way that feels like neighboring homes, at least more dominant aesthetically than others. Other cluster homes pattern on the site. - yes on trying to keep the scale in nature with existing structures and finding creative ways to do this. - I like integrating smaller spaces into existing urban form in places where appropriate (existing nbhds). Single family that become 2 or 3 units, or having an ADU, makes sense to me and is a creative way to have people live in smaller spaces with the advantages of being more central often, while keeping the character mostly the same. - There are many homes with large lawns. If property owners want to divide, I think this is OK, as long as the new building is contextually appropriate (hard to define, I realize). - DO NOT ALLOW garages as the face of a house. It reinforces an auto culture, and that is not who we are in Portland. <p>CONCERNS</p> <ul style="list-style-type: none"> - many of the developers do not seem to care about how new structures fit into nbhds. This results in a patterning within nbhds, not on larger streets, that is incongruous. Ie, a single family house being torn down and a 7 unit apartment building goes in, sitting flanked by other single family homes. This isn't just about the way they do it, but where it is allowed. - materials used by absentee developers are cheap and not in character with neighborhood. I am actually very on board with evolving and contemporary architecture trends. This is part of the evolution of design in urban places. However, cheap, poorly designed architecture is not an evolution. It's a way to build fast, make money, and not be responsible for the long term effects on a place. <p>When would this go into place? My neighbor (the developer) bought the lot next door and applied for a lot line to lot line 7 unit (2 added variance) apartment complex. This happened before the Comp Plan proposed to DOWN ZONE the whole street. I am not happy with downzoning. In fact, I am OK with increased density. But I am VERY frustrated that the rest of the street will be held to a lower density zoning category while this property will be developed ABOVE what is allow even now. It will look odd, out of place, and it will disadvantage others who decide that as the street gets busier, a denser building type is more appropriate.</p> <p>My address is [Address], if you'd like to take a look at the issue.</p> <p>Apologies on the caps - I feel quite frustrated by trying to work through this in flux period of time in planning, design and construction.</p>	
08/17	<p>Hello, would have liked to have given my opinion. Learned about this from se examiner today. Very poorly publicized. But I will say this infill is ruining the neighborhood, and only serves to make money for developers and the city through taxes. Devastating to the people in place.</p>	Email
08/18	<p>Please include Jim Labbe's recommendations from Urban Fauna re: incentives and variances for maintaining large trees in new development situations. These have also been shared with you by the Tree Commission and the Title 11 Oversight Advisory Committee.</p>	Email

	<p>As to "middle housing' and "downzoning". I strongly feel that this is/was beyond the scope of what the Committee was convened to do. This is a wholesale rezoning without publicizing or adequate vetting. It has taken on a liife of its own. Now folks have to play "catch-up" .It continues to put the infill pressure on the inner Eastside. Hell, we don't have a Commissioner living there anymore. Developers never should have been part of the process. If downzoning occurs it should only be allowed w/in 2 blocks of Corridors/Centers. I like the downsizing of new houses to be built and the respect for setbacks.</p> <p>Increasing density damages the livability of the the existing neighbors and neighborhoods. The only ones sure to benefit are developers and they have pocketed enough.</p> <p>One final point about "flag lots". I do not think they should be allowed in any situation where they would place a new driveway w/in 20 feet of an existing home. Why should someone in an existing home have their sleep ruined and livability robbed.</p>	
<p>08/18</p>	<p>Good morning Todd,</p> <p>I am emailing you because I unfortunately missed the meeting when you came here to Portland Housing Center. As I understand it, you came here to hear our perspective of what our clients are telling us are their desires and obstacles when it comes to home ownership. You may have heard of the obstacle of affordability because it is probably the single biggest obstacle to our clients purchasing in the Portland area. I am a homebuying specialist which means it is my job to counsel people in order to get them mortgage ready. So what I hear is what potential buyers are telling me their desired goal is and what they are willing to settle for. Most of my clients still want what was shown to us as children when it comes to home ownership; that picture of the single family detached home with a yard. Most are coming from apartments and so the second to the last thing they want is to purchase a “home” when in reality some of the freedoms that come with home ownership not there because the home is an apartment style condo. Some of my clients are actually looking to leave Portland and the NW because of the unaffordability of the market. Unfortunately, a trigger that is moving them into homeownership is the unaffordability of rent. So for them, a smaller living space, freedom essentially the same as renting, lower loan amounts and continued rent in the form of HOA’s is not appealing. However, some are looking into options that would allow for communal type living. In these instances, their vision is to buy a piece of land, and add several small homes to it with shared community space. The dwelling units would not be attached so as to give a bit more privacy, but if all contribute then the property could become affordable. I must say though, that this is the vision of couples and individuals. This idea has never been presented to me by clients who have children. Nor has it ever been presented by any of my non-white clients.</p> <p>Also, from what I was told, the vision that the new zoning and development would carry, is that individuals and families would see moving into a smaller, yet closer to Portland central, as an upgrade and so they would potentially sell their “affordable” homes and upgrade to the newer homes. It appears to me that as most home owners are selling their homes for the most they can, it still does not create affordability. So I am not sure who new zoning would change the current market behavior. True supply and demand is not what is at work in Portland driving up prices. If that were the case, then over the last two years as more homes have entered the market the prices would have stabilized and gone down. Unless I am missing something, this development is more of city revenue growth plan, than community sustainability plan, unless of course revenue is the sustainability goal.</p>	<p>Email</p>

08/13	<p>Neighborhood context perspective August 13, 2016</p> <p>RIPSAC Members advocating for the “Neighborhood context perspective” Linda Bauer, Appointee – East Portland Action Plan Sarah Cantine, Architect – Scott Edwards Architects Jim Gorter, Appointee – Southwest Neighbors, Inc. Rod Merrick, Principal – Merrick Architecture Planning Rick Michaelson, Appointee – Neighbors West/Northwest Michael Molinaro, Appointee – Southeast Uplift Barbara Strunk, Appointee – United Neighborhoods for Reform</p> <p>The SAC members above support the neighborhood context perspective and are opposed to one-size-fits-all zoning standards that we perceive as contradictory to goals in the adopted comprehensive plan, not respectful of the variety of neighborhood characteristics that exist in the city, and which would lead to simplistic and polarizing situations. Not only is it important to support the diversity of the neighborhood character, but the condition of housing, scale, history, and economic factors can play a significant role in defining what is appropriate.</p> <p>During the entire SAC process, we repeatedly emphasized that “truth in zoning” is essential for rebuilding public confidence in the planning and zoning process and providing clear guidance for owners, designers, builders, and for the review process. We say that considering the primary metric for the zoning code is the density of dwelling units, and are concerned that the alternative housing proposals are further undermining the intent and purpose of this tool.</p> <p>Current zoning density around centers is under-built and scattered middle housing defeats comprehensive plan goals to focus density around walking scale centers. This is a successful model advocated during the past 40 years and is yet to be realized, especially in the newer areas of the city. A complex of cyclical market forces, not existing zoning regulations, are driving the current housing price escalation and, consequently, the proposals under consideration will not mitigate the cost of housing. Rather the widespread application of “middle housing” is likely to accelerate price increases in an already overheated market, destabilize neighborhoods, and cause loss of viable and more affordable housing and increase demolition and displacement.</p> <p>Key recommendations include:</p> <ul style="list-style-type: none"> • Test and model physical and economic impacts for proposed code changes prior to drafting and implementing zoning code changes. • Create development standards that fit neighborhood context and aspirations. • Ensure that scale of houses fits neighborhood context, protect solar access and privacy, and maintain individual green spaces. • Use commonly understood terms and provide clear definitions of what is allowed in each zone, a concept known as “truth in zoning.” Avoid contradictory criteria such as the use of density when lot sizes are the governing criteria. • Rezone areas in the City that are appropriate for higher density and alternative housing. • Allow historically platted narrow lots to be recognized in zone R2.5. • Save viable existing housing. • Actively engage neighborhood and business associations to participate in decision-making during planning exercises and for major developments to improve understanding of context 	Letter - Group of individuals
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and needed design guidelines.

- Direct density to centers, as called for in the current and new Comprehensive Plan, to reinforce the establishment of centers, walking scale neighborhoods, use of transit and reduction of auto dependency.

Specific recommendations:

Code element Neighborhood context perspective

Height

- Measure height from the low point of the lot
- Maximum height:
 - o 22 feet: Varies with lot width, up to 32 feet for lots greater than 90 feet wide. (Option: average of adjacent houses)
 - o Measure to the average height of highest roof; include dormer roofs greater than 50 percent of the length of the wall of the house below.

Setbacks and projections

- Front: 20 feet minimum which may be adjusted to average of adjacent homes.
- Sides: Average 7.5 feet, minimum 5 feet. Increase for larger lots. Exception: Minimum 3 feet for bay or bump out and for one level ADU or garage with up to 10 feet high sidewall, 10-foot side setbacks on corner lots
- Rear: 20 feet; Detached ADUs 5 feet, 0 feet for 1 level ADU or garage.
- Allow eaves to project within 2 feet of side setback to encourage shading and weather protection.

Bulk and building coverage

- Use floor area ratios (FAR) to regulate bulk in addition to building site coverage; exclude basements lower than 4 feet below grade in calculation
- Use 0.5:1 floor area ratio in R5 regardless of lot size
- Use 0.5:1 FAR in R2.5 with a significant bonus of higher FAR for attached housing.
- Allow 10 percent bonus for accessory dwelling unit above the base FAR, for preserving existing to include an ADU.
- Outdoor area: 15x15 square foot minimum in R5 zone.

Parking / Garages

- Garage wall setback: align with or behind plane of main front wall. Attached garage width: 12 feet wide when above basement level or within 30 feet of front property line.
- Garage door width less than 50 feet from front lot line: 9 feet maximum.
- Narrow lots: Disallow street facing garages within 50 feet of the front lot line; do not require off-street parking.
- Attached houses: Allow street facing garages only if other options are unfeasible.

Main entrance

- Limit the height of the main entrance to 4 feet above grade

Middle housing

- Applicable for R2.5 and higher density zones: Total building envelope must match FAR

	<p>for the zone; 0.5:1 for R5, 0.5:1 for R2.5, except as noted.</p> <ul style="list-style-type: none"> • Zoning should regulate allowed density and lot size. • Form: Allow the following types in R2.5 and R2: Row houses, duplexes, internal conversions of existing homes, and ADUs, consistent with density standards. • Number of units under separate ownership: As allowed by the base zone. Accessory Dwellings may not be sold separately from the primary unit. • Location: Within 400-600 feet of centers, where services are available. • Location: Within 200' of corridors where services are available and where appropriate. • The particular areas need to be mapped “where appropriate” in concert with Neighborhood Associations and Business Associations. <p>Narrow lot development on historically platted lots</p> <ul style="list-style-type: none"> • Location: Allow historically platted narrow lots to be developed only when zoned R2.5 and higher density. • Form: Regulate by scale, 25-foot lot width minimum; allow both attached and detached structures. • Do not allow development on a portion of a lot (i.e., “lot remnant”). <p>Submitted: Rod Merrick Barbara Strunk Michael Molinaro James Gorter Linda Bauer Rick Michelson Sarah Cantine</p>	
08/15	<p>We do not support the Residential Infill concept at this point. It does restrict the size of new homes, but it encourages demolitions and threatens to alter the character of single family RS neighborhoods, essentially designating them R2.5 without going through the zoning process. Though smaller scale housing is important, there needs to be a mechanism that will restrict the influx of duplexes and triplexes so they don't overwhelm whole blocks (some is good, too much is bad). There is no such mechanism in this set of proposals.</p> <p>Our block, SE Henry Street just east of 52nd, is a perfect example of how this proposal can go wrong. We already have 3 duplexes, 2 fourplexes, 1 triplex, and 3 flag lots. That should be enough, and the City Council agreed, voting last spring to not rezone the remaining RS lots on this block to R2.5 because it would increase density on a dead end street that does not meet the fire code and only has one way out. This set of proposals would overturn that decision according to the conceptual map, adding the potential for 26 more living units on this block on top of the 30 already built for a total of 56 (18 units are recommended for dead end streets, 33.654.110.8). There is nothing in the proposal to guard against adding too much density to this block or any other block in the City being considered for this indirect rezoning effort.</p>	Letter - Group of individuals
08/08	<p>August 8, 2016</p> <p>Re: Residential Infill Testimony To: Mayor Charlie Hales Commissioner Amanda Fritz Commissioner Nick Fish Commissioner Dan Saltzman</p>	Letter - Individual

Commissioner Steve Novick
 Susan Anderson, Director BPS
 Eric Engstrom, Principal Planner
 Joe Zehnder, Chief Planner
 Morgan Tracy, City Planner
 Sandra Wood, Supervising Planner

From: Michael J. Molinaro AIA, SAC Member- Southeast Uplift Neighborhood Coalition Representative

I support the Neighborhood Context Perspective and am opposed to one-size-fits-all zoning standards that I perceive as contradictory to goals in the adopted comprehensive plan, not respectful of the variety of neighborhood characteristics that exist in the city, and which would lead to simplistic and polarizing situations. Not only is it important to support the diversity of the neighborhood character, but the condition of housing, scale, history, and economic factors can play a significant role in defining what is appropriate.

During the entire SAC process, I repeatedly emphasized that “truth in zoning” is essential for rebuilding public confidence in the planning and zoning process and providing clear guidance for owners, designers, builders, and for the review process. I say that considering the primary metric for the zoning code is the density of dwelling units, and am concerned that the alternative housing proposals are further undermining the intent and purpose of this tool.

Current zoning density around centers is under-built and scattered middle housing defeats comprehensive plan goals to focus density around walking scale centers. This is a successful model advocated during the past 40 years and is yet to be realized, especially in the newer areas of the city. A complex of cyclical market forces, not existing zoning regulations, are driving the current housing price escalation and, consequently, the proposals under consideration will not mitigate the cost of housing. Rather the widespread application of “middle housing” is likely to accelerate price increases in an already overheated market, destabilize neighborhoods, and cause loss of viable and more affordable housing and increase demolition and displacement.

Key recommendations include:

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- Create development standards that fit neighborhood context and aspirations.
- Ensure that scale of houses fits neighborhood context, protect solar access and privacy, and maintain individual green spaces.
- Use commonly understood terms and provide clear definitions of what is allowed in each zone, a concept known as “truth in zoning.” Avoid contradictory criteria such as the use of density when lot sizes are the governing criteria.
- Rezone areas in the City that are appropriate for higher density and alternative housing.
- Allow historically platted narrow lots to be recognized in zone R2.5.
- Save viable existing housing.
- Actively engage neighborhood and business associations to participate in decision-making during planning exercises and for major developments to improve understanding of context and needed design guidelines.

- Direct density to centers, as called for in the current and new Comprehensive Plan, to reinforce the establishment of centers, walking scale neighborhoods, use of transit and reduction of auto dependency.

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- Limit the height of the main entrance to 4 feet above grade

Middle housing

	<ul style="list-style-type: none"> • Applicable for R2.5 and higher density zones: Total building envelope must match FAR for the zone; 0.5:1 for R5, 0.5:1 for R2.5, except as noted. • Zoning should regulate allowed density and lot size. • Form: Allow the following types in R2.5 and R2: Row houses, duplexes, internal conversions of existing homes, and ADUs, consistent with density standards. • Number of units under separate ownership: As allowed by the base zone. Accessory Dwellings may not be sold separately from the primary unit. • Location: Within 400-600 feet of centers, where services are available. • Location: Within 200' of corridors where services are available and where appropriate. • The particular areas need to mapped “where appropriate” in concert with Neighborhood Associations and Business Associations. <p>Narrow lot development on historically platted lots</p> <ul style="list-style-type: none"> • Location: Allow historically platted narrow lots to be developed only when zoned R2.5 and higher density. • Form: Regulate by scale, 25-foot lot width minimum; allow both attached and detached structures. • Do not allow development on a portion of a lot (i.e., “lot remnant”). <p>Sincerely submitted</p> <p>Michael J. Molinaro, AIA SAC Member- Southeast Uplift Representative</p>	
08/18	<p>August 12, 2016</p> <p>Re: Comments on Residential Infill Draft Proposal Dear Committee Members:</p> <p>I applaud the Committee's efforts to encourage greater housing choices through the city by providing a greater diversity of housing to meet varying family sizes, incomes and ages.</p> <p>However, as a past Chair of the Portland Historic Landmarks Commission and historic preservation advocate, I have significant concerns that the draft proposal does not do enough to prioritize historic preservation as a key component of achieving this goal.</p> <p>Before further explaining this concern, I want to make it very clear that the historic preservation objective that I am advocating is not about freezing any particular structure or neighborhood in amber. It is also not about using historic preservation as a means to achieve other goals such as limiting density, preserving on-street parking, or impairing affordability in any way. This is also not about designating additional historic landmarks or historic districts, although I do applaud such efforts. This is about being cognizant of how actions to encourage one thing could have devastating consequences on something else. We can diversify housing options without sacrificing existing structures that, whether they qualify for landmark designation or not, they contribute to the character of individual streets and make neighborhoods and communities places where people want to live, work and thrive. The 2035 Comprehensive Plan memorializes this objective in the following policies:</p> <p>Policy 4.46 Historic and cultural resource protection. Within statutory requirements for owner consent, identify, protect, and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland 's evolving urban environment.</p>	Letter - Individual

Policy 4.55 Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of both beautiful and ordinary historic places and their roles in enhancing community identity and sense of place.

Again, this is not just about National Register designated structures or historic districts; it is about "ordinary historic places" that contribute to community identity. Awareness and appreciation of historic resources cannot occur if the City's plan for encouraging additional housing diversity implicitly (or explicitly) promotes demolition and new construction over preservation and adaptive reuse. Without a concerted effort to incentivize adaptive reuse of existing structures over new development, demolition of historic resources will result. Regret is a one-way street. Once these resources are gone, we can never get them back. The Plan is replete with policies that require encouraging historic preservation and adaptive reuse over demolition, particularly when it comes to housing. These state:

Policy 5.7 Adaptable housing. Encourage adaption of existing housing and development of new housing that can be adapted in the future to accommodate the changing variety of household types.

Policy 4.27 Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmark, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.

Policy 4.17 Demolitions. Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

Policy 4.48 Continuity with established patterns. Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

The proposed Infill Policy allows more housing types but fails to consider what affect it will have on existing community-defining built resources. We would never consider destroying natural resources such as filling a wetland or stream to accommodate additional housing. Why are we so willing to absorb the loss of our built resources that contribute just significantly to the history and livability of our communities? Plan policy 4.60 prohibits such a result. It states:

Rehabilitation and adaptive reuse. Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

In addition, restoration and redevelopment consumes less energy than demolition; whereas new construction and preservation recovers the worth of past energy investment. Demolition and new construction not only consume present-day energy, but negates and wastes the past energy investment made in a building. In other words, preservation is a remarkably effective method of sustainability that is ignored entirely in the proposed draft that focuses solely on encouraging 2 infill. See *The Greenest Building: Quantifying the Environmental Value of Building Reuse*, The National Trust for Historic Preservation, (2012) available at:

http://newbuildings.org/sites/default/files/NTHP_TheGreenestBuilding_MHuppert.pdf.

The draft proposal is not grounded in any evidence that increasing housing diversity will actually result in the construction of less expensive units. Certainly, reason says that the smaller the unit,

the less expensive it will be but the construction of new housing at any size is going to be more expensive than increasing density within an existing historic structure. In other words, if the provision of more affordable units is the goal, as the draft Plan states, adaptive reuse of historic resources is essential.

Allowing more units and cottage clusters on single lots as well as recognizing historic lot lines as the draft proposal provides, without paying any attention to what may already exist on the property at the time of redevelopment is tantamount to "throwing the baby out with the bath water." We should not be so reckless, particularly when we have no empirical evidence suggesting that these new units will, in fact, increase affordability or density, as opposed to just providing a greater economic windfall to a developer. We need to encourage developer creativity in designing projects that provide some public benefit for the community, along with the pecuniary benefit the developer will realize in exchange.

In order to avoid this result, I implore the Committee to identify objectives that prioritize adaptive reuse of existing structures over demolition and new construction. This could be accomplished through the following steps:

- Allow unlimited ADUs within an existing structure subject only to limitations imposed by the building code. This would include working with the State Building Codes division to identify any areas where the codes could be changed to encourage adaptive reuse.
- Allow unlimited detached and attached ADUs to structures that are designated historic resources subject to historic design review. Identify some financial incentive or provide expedited review to off-set increased costs associated with design review.
- Limit Proposals 4, 5, 6 and 7, the allowance for more or larger sized units, to existing vacant parcels or on lands where the existing structure was built after 1975. This will allow testing of the proposed in fill regulations initially in areas where the City wants to encourage additional development rather than allowing the market alone to drive infill location decisions.
- Further incentivize preservation by granting system development charge (SDC) credits for reuse but charge new development the full SDC charge on one to one or one to many replacements.
- Proceed with plans to update the City's historic resource inventory. As we see how the infill project evolves, we could concurrently be updating the historic resource inventory with input from stakeholders and make the difficult decisions about what resources are critical to our built environment and what resources we are willing to let go. Decisions about where additional infill authorization may be expanded could be informed by that list.

In conclusion, the proposed draft Residential Infill Project proposal does not adequately take into account the City's existing built resources that are identified for protection within the 2035 Comprehensive Plan.

Thank you for your serious consideration of these comments.

	<p>Restore Oregon endorses and reiterates the statements in this letter of testimony, which expands upon the points of our previous letter of testimony submitted on August 9th.</p>	
<p>08/19</p>	<p>To City planning staff and City officials:</p> <p>I am a Portland homeowner (Address) and I have been a land planner in this state for more than 35 years. I am very concerned with how the City of Portland is allowing land developers to hijack the “infill mitigation process” to justify “middle housing”.</p> <p>I attended two of the planning department’s summer open houses addressing infill. I thought that the City would only be addressing how to mitigate impacts caused by infill construction of new single family dwellings. However, I was surprised that the City is also entertaining the idea of allowing other housing type sin single family residential zones to address a “so called housing crisis” and need for “neighborhood diversity”. Moreover, I noted that the City planners have been strongly influenced by the “Portland for Everyone” movement. That consortium, affordable housing groups and land development companies, are suggesting that people who own existing homes in low density residential zones need to respond to the “problem” of housing supply and cost. Part of this response would be allowing the City to essentially ignore density limitations while allowing duplexes, triplexes and courtyard housing in R5, R7, and R10 zones.</p> <p>As a planner, I agree that different, affordable housing types such as duplexes and triplexes can be made compatible with residential dwellings in single family zones utilizing adequate site area, site design and sensitive building design measures. However, I do not agree that density limitations should be ignored in low density residential zones to accommodate those housing types. To make this point clear, if ia duplex is to be allowed in an R7 zone, the site should be at least 14,000 sq ft. for a triplex, 21,000 sq ft.</p> <p>Earlier this year I testified at City Council comprehensive plan hearings stating that over the last 10 years of the comp plan development process, the City planners, the planning commission and the City council have had time to address land supply and housing needs; And subsequently designate underdeveloped land with appropriate zone districts to better accommodate a whole array of housing types. Because the City planning staff and officials did not address the need for more “middle housing” through the comp plan process, they are now playing catch-up in the name of a “Housing Crisis”. This urgent need to address the “Housing Crisis” is a political scare tactic. There is an adequate supply of housing units in Portland, and especially in the whole metropolitan region, to meet the present demand. Through a thorough and extensive process, City comprehensive planners established that the present “zoned capacity in Portland is sufficient to meet projected housing need” for the next 20 years. This is stated in the “Residential Development Capacity Summary” adopted October 2012.</p> <p>The present cost of Portland housing is very high because of the temporary high rate of incoming residents and subsequent overpricing of homes causing a price bubble similar to that of 2001-2007. We now know that was a bubble once it burst and home prices plunged.</p> <p>Over the past 20 years this City “That Works” has had the ability, but not the political will, to better provide for affordable housing, especially needed now with such high housing demand and subsequent overpricing. The City council could have and now has the ability to develop a 21st Century mix of economic inducements, incentives and requirements to engage the housing development industry in providing for affordable housing. Instead, some council member(s) and City staff appear to be in the pocket of the building industry</p>	<p>Letter - Individual</p>

representatives who target infill opportunities (demolishing older homes and replacing them with McMansions). The building industry and affordable housing groups claim that simple supply/demand economics is an appropriate approach to the housing supply and cost problem. Part of this proposed “more supply” approach is to allow middle housing in single family residential zones with no regard for density limitations. Any intelligent person knows that housing in this country is a laissez-faire market commodity with no city or state boundaries. In Portland, like many desirable US cities, If “you” build it they will come; And “you” (the land developer) will be able to price whatever you build at your will – for big time profits.

For the City to even be suggesting that density increases possibly be allowed in low density residential neighborhoods is an affront to those of us long time residents who have bought homes here and have been paying taxes to this City Government. The owners of homes in existing neighborhoods with low density residential zones bought those properties with the understanding that their neighborhoods would not appreciably change. This understanding is based on City Land Development Code Zoning designations, i.e. R5, R7, R10. Residential Zone designations provide homeowners in existing neighborhoods certainty in how intensely land can be developed adjacent to and sometimes adjoining their property. City adopted Comp Plan and Zone Districts provide land owners this form of certainty which is a major principle in the practice of Land Use Planning. I am disappointed that the City professional planning staff and City officials seem to have lost sight of this important legal, planning principle I will not idly stand by as city staff and officials recklessly play politics with my and my neighbor’s property to address a trumped up “housing crisis”. I, with other Portland homeowners, will fight this by whatever legal means we can employ.

Appendix E: Letters from Organizations

Residential Infill Project Stakeholder Advisory Committee
c/o Morgan Tracy or Julia Gisler
Bureau of Planning and Sustainability
1900 S W 4th Ave. #7100
Portland, OR 97201

Via Email

Thanks for the opportunity to comment on the Residential Infill Report and Recommendations. We congratulate the committee and staff for their work on this difficult issue. Bosco-Milligan Foundation/Architectural Heritage Center (BMF/AHC) comments are aimed at preserving Portland's historic resources to a high degree while also being cognizant of meeting goals for affordability, preservation of neighborhood character and reduction of displacement and gentrification.

The goal here is not to change zoning to provide for more housing units. During the Comp Plan hearings, the staff repeatedly noted that Portland's plans and zoning already allows for more than enough units to meet twenty years of housing demand. They could not conclude, however, that these units would meet the range of affordability needs of existing or future residents. While the city has seen substantial increases in the annual production of dwelling units, there is an equally dramatic decrease in the in the range of households able to afford either existing or new units. Simply increasing the allowable supply of housing has not demonstrably increased affordability, given the current housing market.

Our first request, therefore, is that the City complete the economic analysis committed to in the original work program for the residential infill study and also to include evaluation of the economics of affordable housing in the future as the new middle housing is constructed.

The conclusions of the economic study should be able to identify those proposals in the Stakeholder's Report which will almost certainly increase affordability and also those where the impact on affordability is not so clear.

Given the comments of stakeholders and other testifiers to date, it appears that some of the proposals will increase affordability. Assuming that the economic analysis supports that conclusion, we recommend that those proposals be adopted quickly and citywide. This would include:

- the allowance for additional ADUs within existing structures proposed by the Stakeholder Advisory Committee;

- the limitations on square footage and changes in the definition of height recommended by the committee; and
- allowing additional detached units for designated historic structures, where the additional units could offset the additional cost due to historic review.

The BMF/AHC supports these recommendations because they will clearly lead to the preservation of more existing resources and increase affordability.

The recommendations of the stakeholder group that do not clearly increase affordability should be tested in limited areas of the city rather than adopted untested on a citywide basis. At this time, before the economic analysis is completed, the BMF/AHC believes that most of the other recommendations fall into that category.

All of adopted measures should include affordability requirements as allowed by the recent revisions to state law. Those requirements are likely to vary depending on the specific zoning provision, location in the city and the households which are the target for affordability. We also recommend identifying anti-displacement measures (perhaps provisions which allow owner-occupants to remain) that could be included. While the architecture is part of what gives neighborhoods their character, social stability and continuity creates neighborhoods of strong identity which give residents the sense of belonging.

Thank you again for the opportunity to comment.

Sincerely,



Steve Dotterrer
AHC Advocacy Committee Chair

Holly K. Chamberlain, Managing Director
Architectural Heritage Center/Bosco-Milligan Foundation
701 SE Grand Ave., Portland, OR 97214
503-231-7264 www.VisitAHC.org

Arnold Creek Neighborhood Association (ACNA) is submitting the following comments on the City's residential infill proposal.

ACNA is zoned R10 and R20 with no commercial zoning and therefore it has no "Center" or "Corridors" and it is not within a quarter mile of frequent mass transportation. These infill proposals will have little direct effect on ACNA.

The major indirect effect of increased density as far as ACNA goes is the much increased traffic at all times of the day on all the major roads. As an essentially suburban neighborhood, ACNA residents are forced to rely on their cars because of limited public transportation, bicycle and pedestrian facilities. Therefore this neighborhood would like to see infrastructure improvements (parks and school capacity as well as transportation facilities) precede or-at a minimum-be concurrent with increasing density in the city and the region.

As far as the big picture goes, ACNA would like to see thoughtful and smart city planning to address the current density and infill challenges. ACNA notes that no modeling or economic analysis has been done to test the impact of these current proposals. On the other hand, ACNA is aware that many neighborhoods are being actively transformed at a rapid clip (in ways that are often very disturbing to the residents) by developers and that the city is under a huge amount of pressure to get a handle on this current housing situation. So although this neighborhood is somewhat removed from this urgent and heated conversation, we are following the issues closely and we appreciate the work and effort of the city planners and neighborhood activists both.

Thank you for reading these comments, Elizabeth Marantz, Arnold Creek Land Use Chair.

Beaumont-Wilshire Neighborhood Association Comments on the Residential Infill Project June 2016 Draft Proposal

June 23, 2016

To the CNN Land Use and Transportation Chair:

The Board of the Beaumont Wilshire Neighborhood Association (“BWNA Board”) submits the following comments regarding the June 2016 draft proposal to update Portland’s single-dwelling zoning rules as proposed by the Residential Infill Project (“Draft Proposal”).

The BWNA Board is generally in favor of the elements of the draft proposal that address the scale of houses, as described in detail below.

Proposal 1, Size: The BWNA Board agrees that it would be beneficial to the residents of Portland to limit the size of single family residential houses on 5,000 square foot (sf) lots (under R5 zoning) to 2,500 sf, with other limits adjusted for lot size as indicated in the “House to Lot Size” figure on page 7 of the draft proposal.

The BWNA Board recognizes that this limitation is less restrictive on square footage than it appears since the area of basements, non-habitable attics, and detached structures would not be counted against these limits. Thus, the square foot limitations coupled with the exclusions noted above may serve to provide an incentive to construct houses with basements that provide adequate home square footage while not unnecessarily expanding the footprint of the house or requiring out-of-scale above-grade square footage. This should help reduce the scale of new home construction so that it conforms more closely to existing neighborhood standards. The BWNA Board is aware of many demolitions of homes with basements in our neighborhood that have been followed by the construction of out-of-scale new homes without basements.

Encouraging the construction of homes with basements will also provide for a similar level of adaptability to meet evolving housing needs in new single family homes as is currently available in many existing older single family homes with basements. This is because the conversion of basement areas to accessory dwelling units (ADUs) can provide economic housing options that increase neighborhood density but do not result in changing the character of neighborhoods or unduly encourage the demolition of existing homes. The City of Portland must further analyze the role that ADUs can play in increasing density and providing affordable housing options since many ADUs recently developed serve as short-term rentals.

However, since the proposal also retains the code’s current building coverage limits, and development patterns over the last 5 years have shown that new development tends to result in maximizing building coverage, we don’t anticipate that this modification to the code will significantly reduce the clearing of older, significant trees, especially evergreen trees, from existing residential properties where existing structures have low lot coverage. The removal of significant trees in our neighborhood over the last 5 years has reduced habitat for many native birds and has diminished the character of our neighborhood.

Nevertheless, we understand that there is a high demand for housing in our neighborhood and we need to be able to accommodate new residents through the use of Accessory Dwelling Units (ADUs). Therefore the board generally supports the proposal to limit the size of houses while maintaining flexibility in form.

Proposal 2, Height: The BWNA Board supports the proposals to lower house rooflines and to adjust how roof height is measured as described in the Draft Proposal.

The BWNA Board believes that the height limitations described in the Draft Proposal provide an important means to reduce the scale of new homes so that they better conform to neighborhood character.

Proposal 3, Setbacks: The BWNA Board believes the Draft Proposal does not sufficiently address front setbacks, which should be required to be no less than the average setback of the immediately adjacent homes.

The Draft Proposal states that Proposal 3 would “Make front setbacks consistent with setbacks on existing, immediately adjacent homes.” However, the Draft Proposal would not actually accomplish this. Rather, the Draft Proposal simply increases the minimum required front setback from 10 feet to 15 feet, with an allowance to reduce (but not increase) the required setback to match immediately adjacent homes. Thus, the Draft Proposal will not prevent the construction of homes that have setbacks that are inconsistent with the neighborhood.

Beaumont-Wilshire has many blocks of houses in which front setbacks are much greater than 15 feet, and some entire blocks have front setbacks of up to 32 feet. Consistent front setbacks in these areas reflect a unique neighborhood character that allows neighbors to see and interact with each other, and that allows parents to keep an eye on children playing on the block. The Draft Proposal should require that front setbacks be no less than the average setback of the two adjacent homes, regardless of the setback. This will preserve the character of existing neighborhoods and ensure that new homes do not alter the look and feel of Portland’s established neighborhoods.

As an example of what Proposal 3 would still allow to occur, see Figure 1 below showing the matching 32-foot setback on a home that was demolished and replaced with a home constructed with a 15 foot setback. Clearly, Proposal 3 does not accomplish what it purports to, and it is misleading to portray otherwise. For this reason, the BWNA Board does not support Proposal 3 in its current form and believes that the Draft Proposal needs to be modified to ensure that setbacks on new construction match existing setbacks on the adjacent homes.



Figure 1: Visual effect of replacement of an existing home with a 32-foot setback matching adjacent homes (top left) by new construction with a 15-foot setback allowable under Proposal 3 (top right), and as seen from sidewalk (bottom). House shown at 3215 NE 42nd Avenue.

Proposal 4, Housing Types: The BWNA board strongly opposes the proposal to allow more units within the same form as a house near Centers and Corridors!

The BWNA Board believes that the Residential Infill Project is not the mechanism through which rezoning of a substantial portion of Portland’s neighborhoods should be considered. This proposal would radically increase density in areas of the city that are currently zoned for single-family homes and would further encourage the demolition of viable, existing, and affordable residences. It is the BWNA Board’s opinion

that the Bureau of Planning and Sustainability (BPS) has not completed the necessary analysis to address impacts associated with this significant change in zoning.

The original purpose of the Residential Infill Project was to address the concerns of residents about the demolition of often affordable homes in Portland's neighborhoods and their subsequent replacement by out-of-scale, out-of-context, and expensive houses, while also addressing lot divisions that result in home demolitions and lot splitting to build more houses that do not conform to neighborhood norms. Proposal 4 would exacerbate rather than address the very concerns for which the Residential Infill Project was established. Under this proposal, nearly every single family home in the Beaumont-Wilshire neighborhood would be rezoned to multifamily housing. This will radically increase the pressure to demolish existing homes so that they can be replaced by 2 homes on standard lots or 3 homes on corner lots, as would be allowed under Proposal 4. This proposal would create economic pressure that would further encourage the destruction of viable single-family homes in the Beaumont-Wilshire neighborhood. If Proposal 4 were adopted, every single family home "near Centers and Corridors" would become an opportunity for a developer to build 2 or 3 new homes. This would end the renovation and remodeling of existing single family homes in Beaumont-Wilshire. New homeowners seeking affordable housing options are willing to renovate older homes in the neighborhood, but today are being outcompeted by developers happy to demolish existing \$400-\$800k homes for the opportunity to replace them with 1 or 2 homes costing twice as much. With the ability to build 2 or 3 new homes on any lot currently zoned R5, it will be impossible for people seeking \$400k homes to compete with developers who can demolish that home and build 2 or 3 in its place. This proposal represents a radical shift away from the objective for which the Residential Infill Project was established.

The BWNA Board understands that increasing density in Portland's neighborhoods is important to City planners, but believes that increased density can be accommodated by providing options for accessory dwelling units and internal conversions of large homes within existing neighborhoods, rather than further encouraging the destruction of existing viable and affordable housing.

The BWNA Board believes the designation of areas that are "near Centers and Corridors" as described in Proposal 4 is also way too large, encompassing areas within ¼ mile of "Centers and Corridors". Changes to existing single family zoning designations that will increase housing density and create incentives to demolish existing homes should only be considered in areas of the city that are much closer (within 200 feet) of designated Centers and Corridors, following a zoning change to create that designation.

In addition, it doesn't appear that the BPS has solicited input from the Bureau of Transportation, the Bureau of Environmental Services, the Parks Bureau and other city staff to predict how the increase in density that would follow the adoption of Proposal 4 would affect the livability in our neighborhood. This proposal feels a little like the planning completed by Multnomah County in East Portland when those neighborhoods were laid out. In hindsight, it appears that the County's approach to managing development in those neighborhoods was just to "hope for the best" – and it didn't work out very well. Those residents have disconnected neighborhoods with no sidewalks and 5 lane roads to cross to get to the store. This proposal feels like a "hope for the best" proposal that involves minimal planning and analysis, just like East Portland. The city's Growth Scenario Report states there is plenty of land to meet the city's projected growth needs without implementing this proposal. The BWNA Board feels strongly that Proposal 4 should not be included in the update of the single-dwelling zoning rules.

Proposal 5, Cottage Clusters: The BWNA Board supports the proposal to allow cottage clusters on lots larger than 10,000 sf within designated areas within 200 feet of Centers and Corridors.

Proposal 6, R2.5 Zone Lots: The BWNA Board supports the proposal to establish a minimum unit requirement for R2.5 zone lots. However, it only supports this proposal for lots that are currently zoned R2.5.

Proposal 7, Historically Narrow Lots: The BWNA Board is opposed to the proposal to allow new houses on historically narrow lots near Centers and Corridors within the R5 zone.

Allowing lot divisions within these portions of the city will lead to many more demolitions of existing, viable homes. The only skinny homes that are currently for sale in our neighborhood are being sold at \$600,000 each. This is more expensive than most of the existing homes that are being bought and demolished to build new homes. Since the skinny homes are not “affordable” and they are not needed to meet the city’s projected growth needs, there is no reason allow new houses on historically narrow lots. The BWNA Board supports the idea of truth in zoning, and the R-5 designation should govern the land use possible on a lot.

Proposal 8: The BWNA Board supports the proposal to not require parking and to not allow front-loaded garages for detached houses on narrow lots in the R2.5 zone. However, as stated in the paragraph above, the board is opposed to new houses on historically narrow lots.

Beaumont-Wilshire Neighborhood Association Comments on the Residential Infill Project June 2016 Draft Proposal

To BPS RIP team leadership:

The Board of the Beaumont Wilshire Neighborhood Association (“BWNA Board”) submits the following comments regarding the June 2016 draft proposal to update Portland’s single-dwelling zoning rules as proposed by the Residential Infill Project (“Draft Proposal”).

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The BWNA Board recognizes that this limitation is less restrictive on square footage than it appears since the area of basements, non-habitable attics, and detached structures would not be counted against these limits. Thus, the square foot limitations coupled with the exclusions noted above may serve to provide an incentive to construct houses with basements that provide adequate home square footage while not unnecessarily expanding the footprint of the house or requiring out-of-scale above-grade square footage. This should help reduce the scale of new home construction so that it conforms more closely to existing neighborhood standards. The BWNA Board is aware of many demolitions of homes with basements in our neighborhood that have been followed by the construction of out-of-scale new homes without basements.

Encouraging the construction of homes with basements will also provide for a similar level of adaptability to meet evolving housing needs in new single family homes as is currently available in many existing older single family homes with basements. This is because the conversion of basement areas to accessory dwelling units (ADUs) can provide economic housing options that increase neighborhood density but do not result in changing the character of neighborhoods or unduly encourage the demolition of existing homes. The City of Portland must further analyze the role that ADUs can play in increasing density and providing affordable housing options since many ADUs recently developed serve as short-term rentals.

However, since the proposal also retains the code’s current building coverage limits, and development patterns over the last 5 years have shown that new development tends to result in maximizing building coverage, we don’t anticipate that this modification to the code will significantly reduce the clearing of older, significant trees, especially evergreen trees, from existing residential properties where existing structures have low lot coverage. The removal of significant trees in our neighborhood over the last 5 years has reduced habitat for many native birds and has diminished the character of our neighborhood. Nevertheless, we understand that that there is a high demand for housing in our neighborhood and we

need to be able to accommodate new residents through the use of Accessory Dwelling Units (ADUs). Therefore the board generally supports the proposal to limit the size of houses while maintaining flexibility in form.

Proposal 2, Height: The BWNA Board supports the proposals to lower house rooflines and to adjust how roof height is measured as described in the Draft Proposal.

The BWNA Board believes that the height limitations described in the Draft Proposal provide an important means to reduce the scale of new homes so that they better conform to neighborhood character.

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Beaumont-Wilshire has many blocks of houses in which front setbacks are much greater than 15 feet, and some entire blocks have front setbacks of up to 32 feet. Consistent front setbacks in these areas reflect a unique neighborhood character that allows neighbors to see and interact with each other, and that allows parents to keep an eye on children playing on the block. The Draft Proposal should require that front setbacks be *no more than 5 feet* in front of either of the two adjacent homes or 15 feet, whichever is greater, regardless of the setback. This will preserve the character of existing neighborhoods and ensure that new homes do not alter the look and feel of Portland’s established neighborhoods.

As an example of what Proposal 3 would still allow to occur, see Figure 1 below showing the matching 32-foot setback on a home that was demolished and replaced with a home constructed with a 15 foot setback. Clearly, Proposal 3 does not accomplish what it purports to, and it is misleading to portray otherwise. For this reason, the BWNA Board does not support Proposal 3 in its current form and believes that the Draft Proposal needs to be modified to ensure that setbacks on new construction match existing setbacks on the adjacent homes.



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The BWNA Board believes that the Residential Infill Project is not the mechanism through which rezoning of a substantial portion of Portland’s neighborhoods should be considered. This proposal would radically increase density in areas of the city that are currently zoned for single-family homes and would further encourage the demolition of viable, existing, and affordable residences. It is the BWNA Board’s opinion

that the Bureau of Planning and Sustainability (BPS) has not completed the necessary analysis to address impacts associated with this significant change in zoning.

The original purpose of the Residential Infill Project was to address the concerns of residents about the demolition of often affordable homes in Portland's neighborhoods and their subsequent replacement by out-of-scale, out-of-context, and expensive houses, while also addressing lot divisions that result in home demolitions and lot splitting to build more houses that do not conform to neighborhood norms. Proposal 4 would exacerbate rather than address the very concerns for which the Residential Infill Project was established. Under this proposal, nearly every single family home in the Beaumont-Wilshire neighborhood would be rezoned to multifamily housing. This will radically increase the pressure to demolish existing homes so that they can be replaced by 2 homes on standard lots or 3 homes on corner lots, as would be allowed under Proposal 4. This proposal would create economic pressure that would further encourage the destruction of viable single-family homes in the Beaumont-Wilshire neighborhood. If Proposal 4 were adopted, every single family home "near Centers and Corridors" would become an opportunity for a developer to build 2 or 3 new homes. This would end the renovation and remodeling of existing single family homes in Beaumont-Wilshire. New homeowners seeking affordable housing options are willing to renovate older homes in the neighborhood, but today are being outcompeted by developers happy to demolish existing \$400-\$800k homes for the opportunity to replace them with 1 or 2 homes costing twice as much. With the ability to build 2 or 3 new homes on any lot currently zoned R5, it will be impossible for people seeking \$400k homes to compete with developers who can demolish that home and build 2 or 3 in its place. This proposal represents a radical shift away from the objective for which the Residential Infill Project was established.

The BWNA Board understands that increasing density in Portland's neighborhoods is important to City planners, but believes that increased density can be accommodated by providing options for accessory dwelling units and internal conversions of large homes within existing neighborhoods, rather than further encouraging the destruction of existing viable and affordable housing.

The BWNA Board believes the designation of areas that are "near Centers and Corridors" as described in Proposal 4 is also way too large, encompassing areas within ¼ mile of "Centers and Corridors". Changes to existing single family zoning designations that will increase housing density and create incentives to demolish existing homes should only be considered in areas of the city that are much closer (within 200 feet) of designated Centers and Corridors, following a zoning change to create that designation.

In addition, it doesn't appear that the BPS has solicited input from the Bureau of Transportation, the Bureau of Environmental Services, the Parks Bureau and other city staff to predict how the increase in density that would follow the adoption of Proposal 4 would affect the livability in our neighborhood. This proposal feels a little like the planning completed by Multnomah County in East Portland when those neighborhoods were laid out. In hindsight, it appears that the County's approach to managing development in those neighborhoods was just to "hope for the best" – and it didn't work out very well. Those residents have disconnected neighborhoods with no sidewalks and 5 lane roads to cross to get to the store. This proposal feels like a "hope for the best" proposal that involves minimal planning and analysis, just like East Portland. The city's Growth Scenario Report states there is plenty of land to meet the city's projected growth needs without implementing this proposal. The BWNA Board feels strongly that Proposal 4 should not be included in the update of the single-dwelling zoning rules.

Proposal 5, Cottage Clusters: The BWNA Board supports the proposal to allow cottage clusters on lots larger than 10,000 sf within 500 feet of Centers and Corridors or no closer together than 1000 ft within designated areas, either of these restrictions would lessen the impact on already established and built out neighborhoods.

Proposal 6, R2.5 Zone Lots: The BWNA Board supports the proposal to establish a minimum unit requirement for R2.5 zone lots. However, it only supports this proposal for lots that are currently zoned R2.5.

Proposal 7, Historically Narrow Lots: The BWNA Board is opposed to the proposal to allow new houses on historically narrow lots near Centers and Corridors within the R5 zone.

Allowing lot divisions within these portions of the city will lead to many more demolitions of existing, viable homes. The only skinny homes that are currently for sale in our neighborhood are being sold at \$600,000 each. This is more expensive than most of the existing homes that are being bought and demolished to build new homes. Since the skinny homes are not “affordable” and they are not needed to meet the city’s projected growth needs, there is no reason allow new houses on historically narrow lots. The BWNA Board supports the idea of truth in zoning, and the R-5 designation should govern the land use possible on a lot.

Proposal 8: The BWNA Board supports the proposal to not require parking and to not allow front-loaded garages for detached houses on narrow lots in the R2.5 zone. However, as stated in the paragraph above, the board is opposed to new houses on historically narrow lots.



Feedback and Perspective on the Residential Infill Project

Date: 8/5/16

Birdsmouth Construction is a Portland Based Residential and small commercial design/build firm. We're known for our commitment to quality, and for being leaders in the high performance building movement-- minimizing the sizeable impact the built environment has on our changing climate. Please see examples of our work at www.birdsmouthconstruction.com

We appreciate all of the hard work that is being done, and for the most part agree with the proposals set forth in the Residential Infill Project. Although there are many defensible arguments that could be made on either side of a fair number of these issues, we understand the challenges facing our city and the need for a thoughtful plan for growth, density, and neighborhood preservation and appreciate the balance that has been struck.

What we as an organization would like to highlight are areas of potential interference with energy efficiency and high performance building in regards to some of the proposed size, height and overhang limits. We know that the city of Portland has historically been a leader in promoting high performance and green building, and the current Comprehensive plan seeks to 'protect air and water quality and reduce carbon emissions'. We simply don't want some of these proposed limitations to inadvertently hamstring or stand in the way of highly energy efficient buildings. A building built to the Passive House standard can reduce energy usage by as much as 90% when compared to current code level buildings. This is accomplished, in part through high levels of insulation in wall and roof assemblies, and passive shading through use of correctly sized overhangs, amongst other strategies.

In regards to insulation and the proposed building height changes, it can be difficult, and in some cases impossible to add the amount of

insulation required to meet these high level, third party verified green certifications such as Passive House, or Earth Advantage Net Zero/Net Zero Ready. On projects such as ADU's with a 20' height limit, it is nearly impossible to fit 2 stories w/8' ceiling heights and enough space for extra thick insulation. It can be done on a building with 30' limits, but only just so, and only with 8' ceilings- this can be also complicated by measuring from the lowest point of a lot on sloped lots. Narrow lots with 23' limits and flat roof buildings at 25' limits are also problematic.

Oftentimes upwards of 30" of insulation can be required in an attic or roof assembly, and upwards of 16" may be beneficial in a floor system. This could potentially add upwards of 2' to the height of a building. Trying to squeeze this into a limited height may result in very low ceiling heights, which most people find undesirable. Oftentimes people are asking for 9' or higher ceiling heights, and this would certainly be untenable.

In terms of overhangs, we did notice the increase of an additional 1' into the setbacks- this is great progress in the right direction! That said, a 2' overhang oftentimes won't be sufficient to block summertime sun from windows and doors and could potentially lead to overheating issues on a high performance home. This could be offset with more mechanical cooling, but that would run counter to our goals of energy conservation and comfort. Our last Passive House certified home had overhangs computer modeled at 3' for optimum shading.

We would love to propose something along the lines of an exception to these proposed limits on size and overhangs for buildings with a high level green building certification. The certification should be third party performance based and verified, and should have a pre-certification energy modeling process that could be submitted for the exception. Certifications that offer this would be Passive House, Earth Advantage Net Zero and Net Zero Ready certifications.

We don't think the exception should allow for an indefinite amount of size or overhang increase, rather just enough to accommodate these beneficial insulation and sun shading qualities that are required for high performance homes. The specifics would have to be worked out, but it is our guess that an exception for an additional 2' in height and 1' for overhangs would take care of most of these pitfalls. We understand that by allowing oversized buildings with high level green certifications could potentially paint these types of buildings in a negative light. That said, we also firmly believe that by not pointing out these stumbling blocks it may leave Portland unable to build anything except for code minimum buildings, and would hinder progress towards buildings that are more energy efficient, comfortable,

longer lasting, have higher levels of indoor air quality, are healthier,
and quieter than code level buildings.

Thank you for your consideration,

Joshua Salinger, President Birdsmouth Construction

Abundant and Affordable Housing for All

We love our city. We want a Portland where all are welcome and everyone's interests matter, regardless of background, income, or age, whether renter or homeowner, lifelong resident or new arrival.

The greatest asset of our city is its people, and our city is at its best when we can offer abundant housing of all types so that everyone can have a decent and affordable place to call home.

Due to growing demand, limited supply, and outdated zoning codes, many people are unable to find safe, affordable housing that serves their needs – and for many more, this has been the case for far too long. With over a thousand people a month moving to Portland, a trend that may result in the addition of 260,000 new residents by 2035, our city is at a crossroads.

2016-2017 presents a rare but short window of opportunity: Critical land use and policy decisions are being made over the next 18 months that will impact our city's livability for decades.

To ensure a Portland that is affordable for all residents, Portland decision-makers can and must do more.

Endorse Portland For Everyone

The Cully Association of Neighbors urges the Portland City Council and other civic leaders to make inclusive and equitable land use and funding decisions that will:

- Grow the supply of affordable and diverse housing types in all Portland neighborhoods
- Prioritize housing for historically and currently under-served populations
- Prioritize housing for humans over housing for cars
- Allow more people to live in areas with good access to transportation, parks, and services
- Create and maintain economically diverse neighborhoods

Signed,

Laura Young, Chair
Cully Association of Neighbors

July 12, 2016

Carrie Richter
1151 SE 72nd Ave.
Portland, OR 97215
crichter@gsblaw.com

August 12, 2016

Residential Infill Project Stakeholder Advisory Committee
c/o Morgan Tracy or Julia Gisler
Bureau of Planning and Sustainability
1900 SW 4th Ave. # 7100
Portland, OR 97201

Via Email: residential.infill@portlandoregon.gov;

Re: Comments on Residential Infill Draft Proposal

Dear Committee Members:

I applaud the Committee's efforts to encourage greater housing choices through the city by providing a greater diversity of housing to meet varying family sizes, incomes and ages. However, as a past Chair of the Portland Historic Landmarks Commission and historic preservation advocate, I have significant concerns that the draft proposal does not do enough to prioritize historic preservation as a key component of achieving this goal.

Before further explaining this concern, I want to make it very clear that the historic preservation objective that I am advocating is not about freezing any particular structure or neighborhood in amber. It is also not about using historic preservation as a means to achieve other goals such as limiting density, preserving on-street parking, or impairing affordability in any way. This is also not about designating additional historic landmarks or historic districts, although I do applaud such efforts. This is about being cognizant of how actions to encourage one thing could have devastating consequences on something else. We can diversify housing options without sacrificing existing structures that, whether they qualify for landmark designation or not, they contribute to the character of individual streets and make neighborhoods and communities places where people want to live, work and thrive. The 2035 Comprehensive Plan memorializes this objective in the following policies:

Policy 4.46 Historic and cultural resource protection. Within statutory requirements for owner consent, identify, protect, and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment.

Policy 4.55 Cultural and social significance. Encourage awareness and appreciation of cultural diversity and the social significance of both beautiful and

ordinary historic places and their roles in enhancing community identity and sense of place.

Again, this is not just about National Register designated structures or historic districts; it is about “ordinary historic places” that contribute to community identity. Awareness and appreciation of historic resources cannot occur if the City’s plan for encouraging additional housing diversity implicitly (or explicitly) promotes demolition and new construction over preservation and adaptive reuse. Without a concerted effort to incentivize adaptive reuse of existing structures over new development, demolition of historic resources will result. Regret is a one-way street. Once these resources are gone, we can never get them back. The Plan is replete with policies that require encouraging historic preservation and adaptive reuse over demolition, particularly when it comes to housing. These state:

Policy 5.7 Adaptable housing. Encourage adaption of existing housing and development of new housing that can be adapted in the future to accommodate the changing variety of household types.

Policy 4.27 Protect defining features. Protect and enhance defining places and features of centers and corridors, including landmark, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.

Policy 4.17 Demolitions. Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.

Policy 4.48 Continuity with established patterns. Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.

The proposed Infill Policy allows more housing types but fails to consider what affect it will have on existing community-defining built resources. We would never consider destroying natural resources such as filling a wetland or stream to accommodate additional housing. Why are we so willing to absorb the loss of our built resources that contribute just significantly to the history and livability of our communities? Plan policy 4.60 prohibits such a result. It states:

Rehabilitation and adaptive reuse. Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

In addition, restoration and redevelopment consumes less energy than demolition; whereas new construction and preservation recovers the worth of past energy investment. Demolition and new construction not only consume present-day energy, but negates and wastes the past energy investment made in a building. In other words, preservation is a remarkably effective method of sustainability that is ignored entirely in the proposed draft that focuses solely on encouraging

infill. See *The Greenest Building: Quantifying the Environmental Value of Building Reuse*, The National Trust for Historic Preservation, (2012) available at: http://newbuildings.org/sites/default/files/NTHP_TheGreenestBuilding_MHuppert.pdf.

The draft proposal is not grounded in any evidence that increasing housing diversity will actually result in the construction of less expensive units. Certainly, reason says that the smaller the unit, the less expensive it will be but the construction of new housing at any size is going to be more expensive than increasing density within an existing historic structure. In other words, if the provision of more affordable units is the goal, as the draft Plan states, adaptive reuse of historic resources is essential.

Allowing more units and cottage clusters on single lots as well as recognizing historic lot lines as the draft proposal provides, without paying any attention to what may already exist on the property at the time of redevelopment is tantamount to “throwing the baby out with the bath water.” We should not be so reckless, particularly when we have no empirical evidence suggesting that these new units will, in fact, increase affordability or density, as opposed to just providing a greater economic windfall to a developer. We need to encourage developer creativity in designing projects that provide some public benefit for the community, along with the pecuniary benefit the developer will realize in exchange.

In order to avoid this result, I implore the Committee to identify objectives that prioritize adaptive reuse of existing structures over demolition and new construction. This could be accomplished through the following steps:

- Allow unlimited ADUs within an existing structure subject only to limitations imposed by the building code. This would include working with the State Building Codes division to identify any areas where the codes could be changed to encourage adaptive reuse.
- Allow unlimited detached and attached ADUs to structures that are designated historic resources subject to historic design review. Identify some financial incentive or provide expedited review to off-set increased costs associated with design review.
- Limit Proposals 4, 5, 6 and 7, the allowance for more or larger sized units, to existing vacant parcels or on lands where the existing structure was built after 1975. This will allow testing of the proposed infill regulations initially in areas where the City wants to encourage additional development rather than allowing the market alone to drive infill location decisions.
- Further incentivize preservation by granting system development charge (SDC) credits for reuse but charge new development the full SDC charge on one to one or one to many replacements.
- Proceed with plans to update the City’s historic resource inventory. As we see how the infill project evolves, we could concurrently be updating the historic resource inventory with input from stakeholders and make the difficult decisions about what resources are critical to our built environment and what resources we are willing to let go. Decisions about where additional infill authorization may be expanded could be informed by that list.

In conclusion, the proposed draft Residential Infill Project proposal does not adequately take into account the City's existing built resources that are identified for protection within the 2035 Comprehensive Plan.

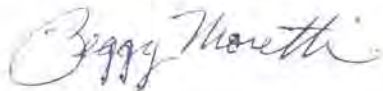
Thank you for your serious consideration of these comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carrie Richter". The signature is written in black ink and has a long, sweeping horizontal line extending to the right.

Carrie Richter

Restore Oregon endorses and reiterates the statements in this letter of testimony, which expands upon the points of our previous letter of testimony submitted on August 9th.

A handwritten signature in cursive script, appearing to read "Peggy Moweth". The signature is written in black ink and has a long, sweeping horizontal line extending to the right.

cc: mayorcharliehales@portlandoregon.gov;
kirk.ranzetta@acem.com, Portland Landmarks Commission Chair

CENTRAL NORTHEAST NEIGHBORS, INC.

4415 NE 87th Ave * Portland, OR 97220-4901
503-823-3156

Dear Mayor Hales and City Council,

August 11, 2016

The Bureau of Planning and Sustainability through the Residential Infill Project (RIP) recently released a set of proposals that would adjust single-dwelling zoning rules to meet the needs of current and future generations. These proposals center around three specific areas: the size of new houses, the types of new housing and development on historically narrow lots. We applaud the Bureau of Planning and Sustainability for their proactive approach in this area and we welcome its endeavor to ensure accessible and affordable housing for current and future Portlanders.

The Central Northeast Neighbors Coalition (CNN), comprised of the Madison South, Sumner, Rose City, Roseway, Beaumont-Wilshire, Cully, Hollywood and Sunderland neighborhood associations, believes that housing, or the lack thereof, is the paramount issue facing our neighborhoods and the City of Portland as a whole.

The CNN Board met to discuss the proposals put forth by the Residential Infill Project and to vote whether or not to lend our support.

The following reflects the decisions made by the CNN Board:

Proposal 1-Limit the size of houses while maintaining flexibility in form.

This proposal would establish house size square foot limits proportional to the size of the lot while excluding basements, non-habitable attics and detached structures from the size limits. This proposal would also retain the current housing code's building coverage limits.

Some concern was expressed regarding the size limit under this proposal, specifically that it was too low. One CNN Board member felt that it did not take into consideration historic homes that were larger in size and suggested a 3000 square foot limit would be more appropriate. However, it was noted that this limitation is less restrictive on square footage than it appears since the area of basements, non-habitable attics, and detached structures would not be counted against these limits.

In general, the Board felt this proposal was reasonable and voted to support.

Proposal 2-Lower the house roofline.

This proposal would lower the acceptable roofline of newly constructed houses by mandating that a house be measured from the lowest point five feet from a house rather than the highest point. This proposal would retain the current measurement to midpoints of pitched roofs and to the tops of flat roofs. Additionally, this proposes a reduction of the height of flat roofs by 5 feet to lessen undesirable shading impacts and limit dormer projections that are over height limits to 50 percent of roof length.

The Board believes that the height limitations provide an important means to reduce the scale of new homes so that they better conform to neighborhood character.

The Board felt this proposal was reasonable and voted to support.

Proposal 3-Make front setbacks consistent with setbacks on existing, immediately adjacent homes.

This proposal would increase the minimum front setback by 5 feet, with exceptions for matching front setbacks on existing, immediately adjacent homes. It would also retain current side and rear setbacks minimums and allow eaves to project 2 feet and bay windows to project 18 inches into setbacks.

The biggest concern voiced by a CNN Board member was that this proposal as stated does not sufficiently address setbacks, but rather simply increases the minimum required front setback from 10 feet to 15 feet, with an allowance to reduce (but not increase) the required setback to match immediately adjacent homes. This does not take into account houses with a setback greater than 15 feet. They suggested the proposal should require that front setbacks be the average setback of the two adjacent homes, regardless of distance thereby preserving the character of existing neighborhoods.

The Board as a whole, however, felt this proposal was reasonable and voted to support.

Proposal 4-Allow more units within the same form as a house near Centers and Corridors.

This proposal would allow two ADUs per house, one internal and one detached, and one ADU with a duplex. It would also allow duplexes on all lots and triplexes on corner lots. Finally, this proposal would allow an additional bonus unit for providing an affordable unit, an accessible unit or internally converting an existing house.

No other proposed change to the single-dwelling zoning rules generated as much discussion. The one thing that the entire Board agreed on is that no member was in favor of this proposal as written. Some members felt the proposal went too far with the ¼ mile distance from Centers and Corridors while others supported removing the ¼ mile distance all together. It was pointed out that given the designated Centers and Corridors, this proposal would cover 85% of the City of Portland.

The majority of Board members felt that this proposal was so broad that it was tantamount to a change in zoning. Therefore, we, as a Board, do not support this proposal.

Proposal 5-Allow cottage clusters on lots larger than 10,000 square feet.

This proposed change to the current zoning regulations would call for the development of specific “cottage cluster” rules to augment Planned Development reviews. It would also reduce the current review procedure from Type III to Type IIx. Lastly it would allow additional bonus units for providing affordable units, accessible units or for retaining the existing house on the site.

Cottage Clusters have been developed in other cities and there is one located in the Cully neighborhood. The main opposition to this proposal was that there was a lack of specifics including the number of units

allowed, minimum setbacks, housing heights and off-street parking requirements. Some members supported the concept of cottage clusters but would like to see limitations on where they can be placed.

Most Board members felt that allowing these clusters on any lot larger than 10,000 square feet was too big of a step to take and they could potentially encourage demolition of existing houses. Therefore, We, as a Board, do not support this proposal.

Proposal 6-Establish a minimum unit requirement for R2.5 zone lots.

This proposal would require one unit per 2500 square feet of site area and would allow ADUs to count toward the minimum requirement.

In general, the Board felt this proposal was reasonable and voted to support. One member who did not vote to support opposed this proposal due to verbiage, specifically the word 'require'. They would have been in favor had the word, 'allow' been used.

Proposal 7-Allow new houses on historically narrow lots near Centers and Corridors within the R5 zone.

This proposal would allow new houses on historically narrow lots near Centers and Corridors and prohibit new houses on historically narrow lots outside of areas near Centers and Corridors. It would require units to be attached on lots where an existing house was removed but allow tandem houses when retaining an existing house.

One Board member voiced strong opposition to this proposal believing that by allowing lot divisions within these portions of the city more demolitions of existing, viable homes will occur.

However, given that the lot is the biggest development cost and smaller lots are more affordable and create more opportunities for home ownership, the majority opinion was that this proposal did not go far enough. The Board voted to support this proposal while striking the qualifying words "near Centers and Corridors".

Proposal 8-Do not require parking and do not allow front-loaded garages for detached houses on narrow lots and historically narrow lots.

This proposal would retain the current allowances for alley-loaded garages or shared driveways to rear parking. For attached houses on narrow lots, front-loaded garages would be allowed when tucked under the first floor and the driveways are combined. Lastly, this proposal would retain current parking requirements for all houses on standard lots.

One Board member felt off-street parking needs to be required for all residences, while other Board members felt that requiring off-street parking would impact the aesthetics of the neighborhood. It was pointed out that this proposal only applies to historically narrow lots and not residential lots in general.

While there was some opposition, the Board felt this proposal was reasonable and voted to support.

This could not have been accomplished without the yeoman efforts by the CNN Board, the CNN Land Use Advisory Committee, Executive Director Alison Stoll, Community Program Manager Sandra

Lefrancois and the Bureau of Planning and Sustainability Liaison Nan Stark. My deepest gratitude for their time and efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "DF", is centered below the word "Sincerely,".

Douglas Fasching
CNN Chair

P.s. Please note that included are letters from Rose City Park Neighborhood Association dated August 3rd, 2016 and Beaumont-Wilshire Neighborhood Association dated June 23rd, 2016. Also included is a copy of the CNN LUTOP minutes from July 26th, 2016.



DRAFT
CNN Land Use & Transportation Committee
Meeting Minutes – July 26, 2016

Attendees:	Resident of:
Amanda Petretti (NA Rep), Nate Carter (NA Rep)	ROSE CITY PARK
David Sweet (NA Rep), Janis Stange (NA Rep)	CULLY
absent	
Josh Capps (NA Rep) excused, Jeff Mast, (NA Rep)	HOLLYWOOD
Yvonne Rice (NA Rep), Erin Middleton (NA Rep),	SUMNER
Kimberly Botter (NA Rep), Bill Edwards (NA Rep),	MADISON SOUTH
Doug Fasching	CHAIR / CHAIR CNN
(LUTOP/CNN Board Chair)	
Ted Carlston (NA Rep) (Bob Price-NA Rep) both	ROSEWAY
absent	
Jim Howell (NA Rep), John Sandie (NA Rep)	BEAUMONT-WILSHIRE
Tamara DeRidder (RCP), Rochelle Burney	OTHER NEIGHBORHOODS/GROUPS
(Sumner), Barbara Strunk (UNR and RIPSAC)	
Staff:	Representative of:
Nan Stark (Bureau of Planning and Sustainability)	CITY OF PORTLAND
Alison Stoll (Staff)	CENTRAL NORTHEAST NEIGHBORS

Minutes prepared by Alison Stoll



1. Welcome & introductions

Attendees introduced themselves

2. Meeting called to order at 7:08 by Doug Fasching, Chair.

This is a special meeting of CNN LUTOP with one thing on our agenda. We will discuss and vote on the Bureau of Planning and Sustainability Residential Infill Report and the 8 Proposals in this report.

Our CNN LUTOP committee is an advisory committee and will recommend to our CNN Board a position to take regarding the 8 Proposals.

I would like to conclude this CNN LUTOP meeting at 8:30pm this evening. If we are not finished at that time we will vote on continuing the meeting or stopping at that point with what we have finished and ask the CNN Board to just support what the LUTOP committee has decided when the meeting ends.

Everyone agreed that taking a vote at 8:30 was acceptable. Doug further stated that he would like to go through each Proposal one at a time. There was discussion and it was agreed to move forward with discussion on each Proposal. We can review the "draft". Once the LUTOP gives a recommendation to the board CNN Executive Committee to adopt a position and send a letter to bureau and city council.

Discussion about what we can and cannot change. Everyone agreed to try to finish the meeting by 8:30pm. We can review the "draft". Once the LUTOP gives a recommendation to the board CNN Executive Committee to adopt a position and send a letter to bureau and city council.

Proposal 1 Limit the size of houses while maintaining flexibility in form.

BWNA core of what evolved to UNR, trying to manage what was being built after an existing house was demolished. Managing what was built and have it fit into the neighborhood. Scale and mass and try to affect what was built.

This Proposal is what BWNA can support because it was the core issue.

Rose City Park was mixed on this one. Support for managing and bringing down scaled size. Need to have multiple units in same area. 2500SF did not suggest a different number.

Basement and attic not included in the 2500SF BWNA felt graph fair. RCP felt differently

Cully a floor area bonus in footage for affordable housing so that they could bid against for profit developer. Like corner lot could build 4 units vs. 3 units. 800SF for detached ADU. This includes sheds

Motion to agree the first Proposal 1 as a group will support proposal. Moved by John 2nd by Jeff Mask. Discussion about voting and how we will comment as individual neighborhoods and comments. MSP unanimous

Some discussion about voting on each proposal vs voting on all. Continued to vote on each individually 800SF for detached ADU. This includes sheds.

Proposal 2 Lower the house roofline

The biggest is the 3 ½ story house with garage. This capped the low point. Though this can allow some very tall houses. RCP agrees and it will be covered with code.

Cully states that this will prevent some developers building up the grade.

*Motion to agree the second Proposal 2 as a group will support the proposal.
Moved by Nate Carter 2nd by John Sandy MSP unanimous*

Proposal 3 Make from setbacks consistent with setbacks on existing, immediately adjacent

BWNA concerns about what about farther back or closer. Wanted it to be measured by the houses on each side. City needs to move more towards what exists on the block. Increased or reduced to match.

Rose City Park concerned about how far back it can be built.

BWNA wants two step process a setback and then what is on the street. Cully might not be so good to allow to match the adjacent but for a huge setback it does not make sense. An extra five feet is ok.
BWNA at least 15

*Motion to agree to the third Proposal 3 as a group will support the proposal.
Moved by Amanda 2nd MSP*

No John Sandie and Jim Howell (BWNA)
Abstained Yvonne Rice and Erin

Proposal 4 Allow more units within the same form as a house near centers and corridors

Everyone is looking at the map and ¼ mile of any center or corridor. In the yellow area a 2500SF or triplex could be built there.

If you maxed out
In a 200feet by 100feet you could put 12 dwelling in the block. Currently you could put 8 units in that same space

Cully important to note that in the same space you can build 8 and this proposal allows 4 more.

RCP why does it have a relationship to a busline that could stop. Or a neighborhood could add a bus line

Roseway and Rose City and Madison South could fall into this category.

BWNA all neighborhoods are all different. Only way to redevelop is to take down and build. This is about 85% of Portland. When you buy you consider that rules will not change without due process. A lot of this will create lots of rental properties. This change will drive the rental properties. Can we make it more affordable? But by rezoning 80% of neighborhoods. Density has made

preservation a bad word. Do you want to have this happen or is this a step too far. Smaller scale. See how this happens. Do not trust the market to do the right thing. Start small and go from there.

Madison South our 2.5 zoning is only 4% and increasing by 85% will not preserve. How much does this create what is preserved?

RSP price x and take down then it is more than twice the price that is taken down. Taxes will go up and not affordable.

Cully 1959 did allow duplex, garden apartments then the areas were rezoned as single family. Buckman, Irvington, Ladds Addition. People want to live in neighborhoods that are walkable. Affordability the modest house that sits on a lot sits on a very valuable lot. The lot will sell for more than the one that sold. Affordability. If it is blue then they can not. See his handouts.

Doug talked about the characteristics of the different neighborhoods and how people liked the variety. He gave some reasons why people are drawn to different neighborhoods. Some parents live in Alameda because of large older homes and good

schools, and some enjoy, north Portland neighborhoods because of restaurants and parks, Buckman he does not like houses and other reasons and he did not choose to live there, because. But it is a revitalized neighborhood and he understands that there needs to be different types of housing but without destroying the unique neighborhoods that Portland has.

Vital urban spaces need rental housing. We need to be really careful and try to encourage and not see all new housing as negative.

Everyone agreed that it feels like the market has gone out of control. Market and price keeps going up. Greed is part of this. Prices go up every 90 days. Not family friendly at all, families cannot afford and developers do not care.

BWNA answer to David now code allowed on every corner lot to build 3 housing units.

And many developers take advantage of what codes are now. Many of the new ADUs are being built as Air B+B rentals.

Some suggested trying out new code in a smaller area. Suggest that we narrow the out of control development down. This trial could be based on a trial and not this huge area. Suggested to cut it in half the area.

RCP that they do not mind duplexes or triplexes, not brand new but converting existing housing stock. What will it look like, what will happen about parking,

sewers, safety. Moving this fast could overload our systems. Huge need to provide housing that people can afford.

Do not destroy the village to by demolishing the homes, save the houses. People who own their houses have an investment.

Cully does encourage home ownership.

Cully handed out handouts that show where families cannot afford to live. Different demographics are shown. See handouts. Most parents want their adult children to own a home and do not want a system where average family cannot afford to buy here. This would not be something where people will come bulldoze neighborhoods.

BWNA does not want too many changes, that would change the character of their neighborhood. Commissioner Novick said that it could take 500 years till all the houses in Portland could be torn down but when 15 houses are demolished in a small area then it does change a neighborhood. BWNA agrees conceptually but what is the pressure to make this happen all or nothing. We need to plan and move but not in one big step. If market keeps going crazy then it will happen quickly. And will change the landscape.

Motion to support Proposal 4 and strike the words near centers and corridors moved by David Sweet and Bill Edwards 2nd.

Yes David Sweet (Cully) and Bill Edwards (MSNA)
No John Sandie and Jim Howell (BWNA), Jeff Mast (Hollywood), Amanda Petretti and Nate Carter (RCPNA), Kimberly Botter (MSNA)
Abstained Yvonne Rice and Erin Middleton Sumner

Motion to Oppose the Proposal 4 altogether based that it reaches too far. Moved by John Sandie (BWNA) no second.

Move that Proposal 4 is supported only in the internal conversions of existing homes Amanda Petretti (RCPNA) moved and Nate Carter (RCPNA) 2nd. MS Failed

Yes Amanda Petretti and Nate Carter (RCPNA)
No Kim Botter and Bill Edwards (MSNA) David Sweet (Cully)
Abstained John Sandie and Jim Howell (BWNA), Yvonne Rice and Erin Middleton (Sumner) Jeff Mast (Hollywood)

Move that we support Proposal 4 as written David Sweet (Cully) no 2nd.

RCP different rules listed for internal conversion and that will maintain the existing neighborhoods and this addresses the distance issue and fitting into the neighborhood.

This means no tearing down.

This would be the entire city. Cully says this would not be equitable and would be on all neighborhoods.

Proposal 5 Allow cottage clusters on lots larger than 10,000 SF

Cully Puget sound and wood village has adopted cottage cluster codes. Planned development and only one developer in the city. Proposes to allow cottage clusters.

BWNA concept supported but again restricted and try it out, but not everywhere.

Hollywood on cottage cluster what is the average SF

Cully typically 1200SF or less. The drawing is an example. Develop the code and then can develop the specifics. Often separate parking areas.

Cully development where he lives is a cottage, Cully Grove, Ely Spevac

Does this means that you can tear down. Yes it does mean this unless the property is not developed .

Moved to support Proposal 5 David moved 2nd Bill Edwards (MSNA) MS Failed

Yes Jeff Mast (Hollywood), David Sweet (Cully), Kimberly Botter and Bill Edwards (MSNA)

No John Sandie (BWNA)

Abstained Jim Howell (BWNA) Yvonne Rice and Erin Middleton (Sumner)

Amanda Petretti and Nate Carter (MSNA)

Motion to support the cottage clusters within 200 feet of the corridors and centers discussed.

Proposal 6 Establish a minimum unit requirement for R2.5 zone lots.

This zone was not created for single detached houses. On a 5000SF lot the will be 2 houses on 2500SF lot one.

Explanation of R2.5 zoning by Nan Stark.

It will be required to build two dwellings in R2.5 so that this proposal will work.

*Motion to support Proposal 6 as written moved by John Sandie (BWNA),
2nd David Sweet (Cully). MSP*

Yes Jeff Mast (Hollywood), John Sandie and Jim Howell (BWNA),
Kimberly Botter and Bill Edwards (MSNA), David Sweet (Cully)

No Amanda Petretti and Nate Carter (RCPNA)

Abstentions Yvonne Rice and Erin Middleton (Sumner)

**Proposal 7 Allow new houses on historically narrow lots near
centers and corridors within the R5 zone**

BWNA Wants Truth in zoning these historically narrow lots are 25 feet
in an R5 zone which does not allow these small lots, do not try to make
it something different from dotted lines on old plat maps.

RCP in general supported without limitations

Hollywood either accept or not and not just in centers and corridors so
agree with no restrictions

Cully says the lot cost is a huge part of the development cost, if you can
build on a small lot then you can increase affordability

*Motion to approve Proposal 7 striking the words near Centers and
Corridors David moved and Jeff 2nd MSP*

Yes Jeff Mast (Hollywood), Amanda Petretti and Nate Carter (RCPNA)

David Sweet (Cully) Bill Edwards and Kimberly Botter (MSNA)

No John Sandie and Jim Howell (BWNA)

Abstained Yvonne Rice and Erin Middleton (Sumner)

**Proposal 8 Do not require parking and do not allow front loaded
garages for detached houses on narrow lots and historically
narrow lots.**

RCP may be allowing parking pads to allow as parking and not allow
ugly garages

Important to have off street parking and thinks that they can look nice,
need to have when apartment houses have no parking and then you
have no parking for your house. Garages could be made to use as a
bonus room.

Front loaded garaged be allowed if shared driveway and built on a
narrow lot.

Cully remember that this provision is for houses only on 25 foot lots.
The ones without garages out front are a lot nicer looking. (RIPSAC
toured and actually compared) Attached skinny houses allow parking
garages with a shared driveway.

**Motion to accept Proposal 8 as written, Jeff Mast (Hollywood) moved,
David Sweet (Cully) 2nd to accept Proposal 8. MSP*

Yes Jeff Mast (Hollywood), Bill Edwards and Kimberly Botter (MSNA),
David Sweet (Cully), John Sandie (BWNA), Nate Carter (RCPNA)
No Amanda Petretti (RCPNA)
Abstained Yvonne Rice and Erin Middleton (Sumner).

Doug Fasching LUTOP Chair again asked that everyone send him
comments from their neighborhood associations so that these
comments could be included in the letter from Central Northeast
Neighbors to the bureau and city council. All agreed.

**Nate Carter (RCPNA) moved and Amanda Petretti 2nd to adjourn
MSP unanimously
Meeting ended at 8:55pm*

Adjourn

Eastmoreland Neighborhood Association

August 12, 2016

To: Residential Infill Project Team

Subject: Comment on the Residential Infill Project (RIP) Staff Proposal

The Eastmoreland Land Use Committee (Neighborhood Association) support the comments submitted by members of the Residential Infill Committee who represent the Neighborhood Context Perspective. These concerns are summarized as follows:

We oppose one-size-fits-all zoning standards that we perceive as contradictory to goals in the adopted comprehensive plan and are not respectful of the variety of neighborhood characteristics that exist in the city, and which lead to simplistic and polarizing regulations. While **Proposals 1, 2, and 3** address scale, height, and setback in a way that addresses problems with the zoning code, they fail to recognize that *contextual standards* should be a guiding principle.

We support the diversity of the neighborhood character. District planning is needed to guide where and how additional density should be accommodated recognizing that the condition of housing, scale, history, and economic factors can play a significant role in defining what is appropriate.

We support "truth in zoning". This is essential for rebuilding public understanding and confidence in the planning and zoning process and providing clear guidance for owners, designers, builders, and for the land use review process. Considering the primary metric for the zoning code is *density*, we oppose the "alternative" housing **Proposal 4** in the R5 and R7 zones that further undermines the intent and purpose of this tool. Densities allowed in the R5 middle housing would exceed those now allowed in the R2 zone.

We oppose recognition of historic underlying lot lines except where these align with the density standards within the zone designation. The result for our neighborhood has been destabilization, demolition, and speculation. **Proposal 7** begins to address this issue but only for skinny houses.

We support additional zoning density around Centers and *where appropriate* along Corridors as in the current and 2035 Comprehensive Plan, to reinforce the establishment of centers, walking scale neighborhoods, use of transit and reduced auto dependency. This is a successful model advocated during the past 40 years and is yet to be realized, either in Portland or in the Metro Region. Scatter site middle housing in **Proposals 4 and 5** undermines this goal.

We oppose the scatter site density that results from the ¼ mile bubbles in **Proposal 4**. Scattered "middle housing" defeats comprehensive plan goals to focus density around currently underbuilt centers. The widespread application of "middle housing" zoning is likely to accelerate price increases in an already overheated market, destabilize neighborhoods, and cause loss of viable and more affordable housing and increase demolition and displacement. Already we encourage ADUs that if fully utilized would increase density by 50% everywhere.

We object to speculative zoning the practice of implementing zoning regulations without testing and modeling physical and economic impacts for proposed code changes prior to drafting and implementing zoning code changes. Often these changes seem to be driven by interests whose primary concerns are

for a particular niche of real estate development in contrast to the public interest. Earlier decisions to allow recognition of underlying lot lines and compromised lot sizes as well as **Proposal 5 and 4** are examples.

We object to false claims of creating more affordable housing for everyone. The **Proposals 4 and 5** are being promoted as a grand bargain by housing advocates who have modeled their faith on a failing Seattle project by that name. There has been no analysis and no evidence that these proposals will result in affordable housing regardless of how it is defined. At a recent presentation, a lead planner claimed that if you placed more units on a given piece of land the cost per square foot would be lower. If the land price remained unchanged, yes the cost of the land would be divided among the units. But the reality is otherwise. As long as there is strong demand for housing and it can be profitably built and sold, rezoning for increased density will cause the value of the land to increase. Where is the example of a split lot where the one or two replacement houses (regardless of size) without public subsidy are less expensive than the house demolished. Show us the densified city that is thereby made more affordable unless in a state of decay. When is the cost per square foot for a smaller house less than for a larger house? Given the same quality the reverse is true. We must address housing affordability as a regional issue with care and urgency not an excuse to provide a handout to real estate interests for demolition, displacement, and more profits.

In Summary, if your concern is affordability this project is a false promise. If your concern is a more walkable lively city, this a false promise. We challenge ourselves and all Portlanders to think in terms of a vision for Portland and the region that builds on the good neighborhoods that we have and figure out how to encourage this kind of development elsewhere in the region before we do irreparable harm to what we have.



Tom Hansen, ENA President



Rod Merrick and Clark Nelson, ENA Land Use Co-chairs

Hillsdale Neighborhood Association

Web: hna-pdx.com/ Email: hillsdale-board-group@swni.org

August 15, 2016

Morgan Tracy

Project Manager

Residential Infill Project

Residential.infill@portlandoregon.gov

The Hillsdale Neighborhood Association strongly supports the application of the missing middle housing model citywide--to all areas where necessary supporting services are in place or have been planned and funded. The benefits of these incremental housing resources should not be limited solely to those places in centers and certain corridors, but accrue to the city as a whole. Acceptance of the present limited proposal should be accompanied by a simultaneous modification of the comprehensive plan to allow for a citywide application.

The necessary supporting services referred to above-- storm water and transportation services-- are presently not fully functional in Hillsdale and many other parts of our city.

- While storm water services were upgraded for much of the city by construction of the Big Pipe project, much of SW Portland has different soils and urbanization history, and was not included in this upgrade. Our storm water continues to pollute the creeks and hinder people movement during storms. Street curbs are typically a part of stormwater management as well as sidewalk installation. Hillsdale presently has 54.8% of its streets lacking curbs. By comparison, SEUL Coalition has 9.2% of its streets lacking curbs.
- We respectfully request that a funded plan which integrates all current multiple, on-site storm water runoff infrastructure into a single system of the "Big Pipe" model be prioritized in Southwest (and any other areas with this critical lack of infrastructure), in order to correct this environmental and safety issue.

This basic infrastructure will be critical to the success of the planned residential infill.

Our Hillsdale neighborhood, at least in its center, is blessed with an abundance of Tri-Met bus lines. However, the balance of our neighborhood is not well covered, and transportation is not solely a function of TriMet service.

- We also ask that the City assess the impact of this new infill policy on the overall active transportation network that uses public transportation, streets, sidewalks, bike lanes, trails, and such other innovative processes to allow safe movement in our city. Again, this is an area where Hillsdale is at a historic disadvantage as shown above in the storm water discussion.
- We respectfully request that a funded plan to assure the presence of these services in all areas with the middle housing opportunities is important for its anticipated success.

As a neighborhood association, our community becomes stronger as additional housing choices become available, and new residents are able to take advantage of them. Hillsdale continues to recognize the

need for and support increased density, and will work with developers as they propose new buildings of all types and sizes to ensure that they are well-designed. In order to accommodate the level of infill we know is possible in Hillsdale and SW Portland in reasonable fashion, we look forward to working with you on prioritizing the necessary infrastructure. Please let us know of how we can help in the expansion of this opportunity.

Respectfully submitted,

Glenn Bridger

940 SW Vincent Place, Portland, OR 97239

Interim Land Use Chair

Copies to:

BPS, Mayor and Commissioners, Metro Councilor, SWNI

Mayor Charlie Hales <mailto:mayorcharliehales@portlandoregon.gov>

Commissioners Fish, Fritz, Novick, Saltzman,

<mailto:dan@portlandoregon.gov>

nick@portlandoregon.gov

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Bob Stacey Bob.Stacey@oregonmetro.gov

Southwest Neighborhoods, Inc. <mailto:sylvia@swni.org>



City of Portland
Historic Landmarks Commission

Residential Infill Project - Public Comment on the Draft Proposal
Appendix E: Letters from Organizations

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August 15, 2016

Morgan Tracy
Bureau of Planning and Sustainability
1900 SW 4th Ave. # 7100
Portland, Oregon 97201

Re: Residential Infill Project

Dear Morgan Tracy,

The Portland Historic Landmarks Commission (PHLC) is writing to provide you with our comments on the Residential Infill Project. Generally, we support recommendations limiting the height and scale of new infill housing in single family residential neighborhoods as an appropriate strategy to help maintain neighborhood character and cohesion. Furthermore, we applaud efforts to create more diverse and affordable housing types coupled with consideration of the environmental and cultural waste demolition represents. **Nevertheless, we have serious concerns about this project and do not support the current proposal because it will promote increased demolition and the concomitant erosion of neighborhood character. Specifically, we object to the proposed R5 zoning changes allowing duplexes and triplexes in R-5 zones without regard to the implications on the character of individual neighborhoods or affected historic resources.** Rather, we encourage you to promote and further incentivize accessory dwelling units (ADUs) in conjunction with existing single family homes as the best way to create the housing types we need while maintaining the character of the city we leave for future generations.

The PHLC has been a leading voice in advocating for measures to protect our existing residential neighborhoods from the dramatic uptick in demolition over the last few years. In 2014, we presented our State of the City Preservation Report to City Council with a room packed with concerned residents. One of our top priorities was the preservation of neighborhoods and City Council moved quickly to address the "demolition epidemic." In 2015, resources were assigned to create change, including clarifying demolition delay requirements, protections for the health of neighboring households from asbestos and lead during demolition, and a new deconstruction ordinance. While the PHLC has supported these efforts, in 2015 we again advocated for a larger coordinated effort between BPS and the Landmarks Commission to address achieving better balance between the need for growth and protecting the quality and character of our existing neighborhoods. Our primary concern with the Residential Infill Project is that, as proposed, these zoning changes will intensify the problems that the PHLC and other neighborhood advocates have been working so hard to resolve.

The majority of Portland's residential housing stock is over 50 years, with 35% of it being over 75 years old. Because we have never undertaken a comprehensive historic inventory and the existing inventory (which did not look at the whole city) was completed in 1984, we have a huge data gap. The Residential Infill Project proposes a major change to the R5 zone without understanding the resources it is affecting. It is our opinion as preservation professionals that there are significant numbers of resources in Portland's R5 zones eligible for listing in the National Register of Historic Places, primarily as residential historic districts. One of the goals of the 2035 plan is to "identify, protect, and encourage the use and rehabilitation of historic buildings, places, and districts that contribute to the distinctive character and history of Portland's evolving urban environment". Without protection or incentives to maintain these unlisted resources, the proposed zoning changes will result in increased development pressure on these properties.

If the Residential Infill Project is to meet the established goals of addressing a growing community with changing housing needs while at the same time addressing the concerns PHLC and Portlanders have expressed regarding demolitions, the size and character of new houses, and the rising cost and lack of housing choices throughout the city, then the proposed zoning revisions should be carefully studied for their effectiveness at mitigating these issues. We are concerned that the manner and scale in which this project will be implemented does not allow adequate time for analysis, particularly given how much of the city it will affect.

The current zoning code and economic environment incentivizes the demolition of smaller homes in 100-year-old neighborhoods in favor of new construction with dramatically higher values. Destroyed in the process are some of the very housing types—those that are smaller and affordable—the Residential Infill Project has identified as needed to accommodate our future growth. Increasing the development potential for all R5 properties near Centers and Corridors will only exacerbate this issue and contribute further to the lack of affordable housing in Portland.

The Bureau of Planning and Sustainability notes 123,000 new households are projected in Portland by 2035 with about 20 percent (24,600) of those households being built in Portland's single-family residential zones. While the expected growth is no doubt significant, surely this number can be accommodated without detriment to the character and heritage of the city we love. Data from the Portland Plan Housing Supply Background Report in the fall of 2009 notes 249,928 total households in the City of Portland with 61 percent (152,456) of those being single-family detached houses. If, for example 16% of the existing single-family homes added an ADU, it would equal the 20% growth projected for single family residential zones. This would have little or no impact on the livability and character of our older neighborhoods while at the same time adding affordable, sustainable housing where it is needed most.

The City of Portland has already seen how successful the ADU housing type can be with the incentives currently in place. Why not do more to encourage a solution we know works? While ADUs in conjunction with existing single-family homes are not the only answer to the housing shortages we face, they do meet an immediate need for affordable housing, are sustainable and, if done well, do very little harm to the character of our neighborhoods. They may also offer the greatest opportunity for individual neighborhoods to grow in a way that reinforces the individual identity of a neighborhood while at the same time responding in a more localized way to meet affordable housing needs. Accessory Dwelling Units add intrinsic value to existing older homes making them less likely to be torn down in the future. They can be more affordable than new construction which is most often built to maximize development potential regardless of neighborhood context. ADU's can also be constructed with lower capitol expense allowing individual home owners to develop their own property.

Success will be measured not only in accommodating the future population growth our city is expecting but doing so in a way that reinforces the character, patterns, and building types of our uniquely Portland urban fabric. These characteristics have developed over time with each generation adding layers of richness to the overall composition. Our challenge is to adapt and grow in a way that increases the quality of the place we are making without destroying the rich heritage of the past. Our historic residential neighborhoods are under greater threat than ever as they confront a rapidly-changing city. Neighborhoods need tools to manage growth in a way that increases not just the quantity and variety of housing types, but also the quality of our built environment. We need to make smart decisions now that will not preclude the designation and protection of historic resources in the future.

We urge you to narrow the scope of this project to that of ADUs and internal conversions. There should be no provisions that would directly or indirectly promote the demolition of existing houses. We also recommend having neighborhood involvement in developing design standards or guidelines, such that any new development appropriately responds to the character of its surrounding context. If our goals are to increase the affordability and diversity of Portland's housing types while decreasing the epidemic of wasteful demolitions then ADUs provide a solution we know works. Moreover, they add value to Portland's architectural heritage by conserving what we have while at the same time providing for the future. That's what preservation and sustainability are all about. Please consider the following additional incentives for preserving existing single family homes:

- Allow multiple interior ADUs in existing residential structures.
- Allow one exterior ADU outright with standards for lot coverage, height and character of new structures being built on a property.
- Allow unlimited outside ADUs in conjunction with historic designation. Require the type, size and number of the structures to be determined through a historic resource review process. Proposals that are incompatible cannot be approved.
- Waive system development charges for creating an ADU only in conjunction with existing single family construction, don't subsidize new construction.
- Allow proposed "middle housing" on existing vacant parcels only.

We appreciate your time and attention to this matter. We all need to keep in mind that past generations have risen to the occasion leaving us this place we know and love. Now it is our turn to pass it forward.

Sincerely,



Kirk Ranzetta
Chair



Paul Solimano
Vice Chair

cc
Brandon Spencer-Hartle, BPS
Hillary Adam, BDS

Cully Association of Neighbors Inclusive Cully Policy

We love our neighborhood. We want anyone and everyone who wants to live in Cully to have the opportunity to do so. We want a Cully where everybody is welcome and everybody's interests matter: young and old, rich and poor, renter and homeowner, healthy and sick, citizen and immigrant, lifelong resident and new arrival. The greatest asset Cully has is its people.

We value the economic and ethnic diversity of our neighborhood. We are aware that economic forces threaten that diversity by displacing many of us. We acknowledge that people of color face higher barriers to finding housing and employment, and are particularly vulnerable to displacement. Improvements to our parks and transportation infrastructure and the growth and enhancements in our commercial areas, while needed and desirable, are making our neighborhood more attractive to developers, investors and home buyers, driving up prices and exacerbating displacement.

It is our vision that improvements in Cully will benefit existing residents and encourage them to remain in the neighborhood as we also welcome and make room for new residents, including people of color, working families, and lower-income people in need of affordable housing. Toward those ends we will promote, support, advocate for, participate in and join with other groups in efforts to advance the following:

- Encourage development of permanently affordable housing in Cully.
- Encourage development of workforce housing in Cully.
- Encourage existing and new businesses to create family-wage jobs for Cully residents.
- Support quality childcare and other services that working families need.
- Encourage renters to become homeowners to build wealth and stabilize families.
- Encourage moderately-priced individual homeownership.
- Support programs that help homeowners to repair, maintain and improve their properties and connect them with services that can help them remain in their homes.
- Support elders who want to remain in Cully and age in place.
- Encourage alternative designs for infill such as accessory dwelling units, small house "cottage clusters," and other strategies to promote more affordable, market-rate, infill housing.
- Support greater density of development where appropriate in areas that have good access to transit and other services.
- Encourage City agencies to develop and implement strategies to prevent displacement.
- Encourage new developments, which benefit from improvements in Cully, to provide jobs, housing, services, or other benefits to existing residents.

Memorandum

From: Irvington Land Use Committee (Committee)

To: Residential Infill Project Stakeholder Advisory Committee
Portland Planning and Sustainability Commission (PSC)

Date: August 15, 2016

Re: **Committee Comments on Residential Infill Project (RIP)**

General Comments:

RIP is built on speculation, speculation by developers that the lots of record or skinny lots proposal represent untold development opportunities for market prices and market rentals, and speculation by staff and affordable housing advocates that more supply will reduce prices and rents. A perfect storm of developer profit and speculation about market movement without adequate justification or research or data. Well intentioned, perhaps, but without full information, we are left with speculation and many unanswered questions.

RIPSAC and the City staff are in effect telling neighborhood residents, especially those living in the inner neighborhoods, to trust them -- "Let's put much of the single family housing stock at risk and see what happens. Maybe it will work out the way we want it to work out, but we really do not know how it will work out. Trust us."

RIP may make more housing available, but there is no guaranty it will be affordable.

First, let's make clear what RIP does not do and does not discuss.

1. RIP is not meant to resolve the housing issues for low income persons, those under 60% MFI, which means that the discussion about "affordable housing" does not include the most vulnerable among us.
2. Everyone knows that the current zoning has "a combined development capacity that is double the expected growth, after considering constraints." See 2/25/14 memo from BPS to PSC. In short, twice as much development capacity exists now even before the Comp Plan changes take effect, which changes will increase further the development capacity, including density and heights, in many areas of the City. Why does RIP ignore the issue of "existing capacity" analysis that BPS issued early in the Comp Plan update process. Such analysis made it clear that there was already existing capacity for a huge number of units, without changing zoning.
3. RIP does not tell us what the implications and consequences will be to existing neighborhoods, especially the so called inner ring neighborhoods, all well established, some historic. Shouldn't we know what those consequences will be before we throw much of the single family housing stock in the City under the bus?

4. RIP does not mention historic and conservation districts, or the RIP consequences for such districts. Although the Irvington Historic District (IHD) has been around for almost 6 years, others have existed for many more years, such as Ladd's Addition. More than 400 property owners in IHD have filed historic resource review applications and have followed the rules in good faith and have spent a lot of money on improvements. We and they and many other such owners across the City deserve better treatment and much more information.

Comments on specific RIP proposals:

1. Limit the size of houses while maintaining flexibility in form.

The common response we have heard from many neighborhoods is that RIP's one size proposal does not fit all. That is certainly true for the Irvington Historic District (IHD). Here are few facts about IHD.

- After 3 years of volunteer work, IHD was approved by the federal government on October 22, 2010.
- IHD is the largest historic district in the State of Oregon.
- IHD has 2,813 structures within its boundaries, Broadway, NE 7th, NE 27th, and Fremont, 85% of which are single family residences, ranging in size from 900 square feet to 5,579 square feet and averaging 2,215 square feet.
- Approximately 25% of the houses and duplexes are located on corner lots.
- IHD is more than twice as dense as the City wide average.
- IHD has eight zoning designations with the following number of structures:

R5 - 2,390	CX - 21
R2 - 60	CS - 36
R1 - 193	CN - 5
RH - 59	EX - 4
- Standard front yard setbacks in the Irvington R5 zone (a standard for the neighborhood) is 25 feet.
- Within its boundaries, IHD has numerous apartments and condo buildings, the Irving and Irvington School parks, four churches, Irvington Grade School, Madeline Parish School, preschools at Westminster and Augustana churches, public housing projects at Grace Peck Manor for the elderly and disabled, and Dalke Manor with 115 one bedroom units, a branch Post Office, a Chinese noodle factory, a heavy metal brew pub, many good restaurants, Great Wine Buys, and three recreational marijuana dispensaries.

Extremely diverse neighborhoods like Irvington are ill-served by the "one-size fits all" approach to setting limits on the maximum square footage of new house construction or expansion.

The Committee has for six years used City Code 33.846.060 G to determine whether what is proposed is compatible with what exists on the ground. The 10 criteria in subsection G require new infill and additions to be compatible in "size, scale, and massing" with the existing historic fabric. Pursuant to the Code, we first look at the resource, then nearby resources, and then the district as a whole. We would find 2,500 square feet out of proportion in parts of Irvington, and confining in others. In a highly diverse city like Portland, this situation will arise all the time.

2. Lot splitting and skinny houses.

The most egregious proposal regards splitting many R5 properties for skinny lots and skinny houses. RIP wants to "allow houses on historically narrow lots near centers and corridors." Although some inner neighborhoods were developed (platted) primarily on 50 by 100 lots, many neighborhoods were created or platted with 25 by 100 lots. These smaller lots were usually sold in twos, resulting in your standard 50 by 100 lot for building purposes. RIP would encourage lot splitting and demolitions of perfectly fine housing stock to get two buildable 25 by 100 skinny lots for two new skinny houses. **More supply, but more demolitions.**

Since the City did not supply any data about where the narrow lots are located, Jim Heuer, a member of the Irvington Land Use Committee, using available public data, did his own number crunching, which locates the neighborhoods with the most historically narrow lots.

The top 26 neighborhoods with historically "splittable" lots in R5 zones are listed below:

Statistics for Houses in R5 Zone Areas on lots over 4800 square feet and less than 7500 square feet	Counts of Single Family Residential Properties on Multiple Original Tax Lots			Estimated Percent of Homes by Neighborhood on Two or More Original 25' Tax Lots
	Neighborhood Name	Singles	Multiple	
ROSEWAY	342	1344	1686	79.72%
CONCORDIA	841	946	1787	52.94%
KENTON	385	942	1327	70.99%
ST. JOHNS	1122	791	1913	41.35%
MONTAVILLA	1024	780	1804	43.24%
BRENTWOOD-DARLINGTON	1025	767	1792	42.80%
PORTSMOUTH	488	637	1125	56.62%
WOODSTOCK	1737	546	2283	23.92%
PIEDMONT	960	488	1448	33.70%
ROSE CITY PARK	1889	465	2354	19.75%
MADISON SOUTH	812	368	1180	31.19%
MT. TABOR	1350	346	1696	20.40%
BEAUMONT-WILSHIRE	1269	295	1564	18.86%
RICHMOND	1112	278	1390	20.00%
ARBOR LODGE	1227	275	1502	18.31%
SELLWOOD-MORELAND IMPROVEMENT LEAGUE	1481	269	1750	15.37%
UNIVERSITY PARK	653	256	909	28.16%
EASTMORELAND	769	169	938	18.02%
NORTH TABOR	386	138	524	26.34%
ALAMEDA	1041	136	1177	11.55%
CATHEDRAL PARK	372	125	497	25.15%
MILL PARK	330	120	450	26.67%
WEST PORTLAND PARK	20	119	139	85.61%
LENTS	837	116	953	12.17%
WOODLAWN	899	113	1012	11.17%
FAR SOUTHWEST	14	104	118	88.14%

These 26 neighborhoods have 10,933 homes on lots between 4,800 and 7,500 square feet which consist of multiple historic tax lots (as of 2011 – some of these may have already been lost as of 2016). This list is just neighborhoods with 100 or more such homes. **The total across Portland is 12,510, suggesting that nearly 17% of all R5 homes in the city are subject to this kind of lot splitting and eventual demolition.**

Although the lot splitting proposal does not require onsite parking and does not allow front loaded garages for houses on narrow lots, there is no discussion of current parking issues or how to deal with the parking issues sure to arise if RIP becomes a reality.

Under the lot splitting proposal, the definition of "near centers and corridors" is being expanded to include everything within a quarter mile or 1,320 feet of a "high frequency transit corridor" or "a MAX station" or a Center (like Hollywood)." But since "high frequency transit" is defined so generously, the potential area for more density from this proposal incorporates nearly all of the neighborhoods inside of the I-405/I-205 loops. Our experience with applications for new construction that are within 500 feet of busy transit street, such as Broadway or NE 15th, (no onsite parking required) shows us that 70% of renters in such development (many in "bike friendly" buildings) have cars and that each person in ownership of a house or condo unit will have a car.

The Committee has found the current code's use of 500 and 1,000 feet to be generous for developers and difficult for the IHD. Parking has become a major problem for multifamily areas and many of the blocks with primarily single family houses. The proposed new standard is clearly inappropriate for historic districts and many of the inner ring neighborhoods, and likely to be a problem for all Portland neighborhoods.

Finally, the lot splitting proposal is nothing more than a rezoning of existing R5 zoning with historically narrow lots, 25 by 100, without benefit of the normal rezoning process. This broad-brush approach to rezoning all R5 zones ignores the underlying development of inner neighborhoods, which, in most cases, are more dense than the City average, and have a sizeable amount of existing middle housing. Such rezoning will lead to the destruction of neighborhoods that have developed over the years with structures from many different eras, but with plat maps showing historically narrow lots.

3. Lower the house roofline.

In general we support the approach to new measurements of height and reduced heights of roofs; however, some greater sensitivity to context is called for here too. In Irvington we find that the ratio of the tallest house to the shortest is over 3 to 1, with lower, smaller homes in the north end of the neighborhood and larger, taller ones in the south end.

4. Make front setbacks consistent with setbacks on existing, immediately adjacent homes.

When Elizabeth Irving arranged for the platting of what would become Irvington, she dictated a standard setback of 25 feet from the street for all residential construction and enforced her dictates in deed covenants that applied to all future developers and purchasers until their expiration in 1916. Nearly all of the IHD was subject to these covenants. Thus, we have worked with BDS to ensure that all new infill construction reflects the historic covenant patterns that so completely shaped our neighborhood. Consequently, we are sensitive to setback issues and support, in general, requirements for greater setbacks from the street where historic precedents are established.

Irvington was not alone in having deed covenants specifying setbacks. A great many other streetcar era suburbs like Beaumont, Laurelhurst, Piedmont, Ladd's Addition, and Rose City Park, all had such covenants, which accounts for the uniformity of deep setbacks across the inner part of Portland.

Unfortunately, RIP's front setback provisions are weak, and lend themselves to abuse. The term "immediately adjacent" houses allows for converting entire blocks to obtrusive, projecting setbacks if there be but one existing new home on the block built close to the sidewalk. We urge language that recognizes the existing historic patterns of setbacks, as visible in the positioning of homes dating to the development period of the area. The criteria in subsection G again would be helpful.

5. Opening up R5 zones to Duplexes and Triplexes will provide minimal increase in affordable housing while exacting an exorbitant cost in neighborhood disruption.

The most telling argument suggesting the problematic nature of this recommendation is the fact that 25% of all Irvington single family residences sit on corner lots due to the long-narrow block layout in the neighborhood (the standard pattern is 16 lots per block, of which 4 are corners), but that not one such single family house has been converted to a duplex in the last 10 years. In fact, the only change in duplex status occurring in recent times has been de-conversion from duplexes to single family residences.

As to increasing density in Irvington, the ICA has been strongly supportive of ADU development in the neighborhood. We have approved all ADU applications coming before the Committee. Should ADUs be fully built out in Irvington at the current maximum of one per single family residence, over 2,000 new housing units would be added to our already relatively densely populated neighborhood.

Considering that the existing R1, R2, and RH zones in the IHD are not close to being at capacity and that many structures in these zones are non-contributing and thus available for redevelopment even though in the Historic District, we envision substantial increases in our density with the zoning exactly as it is today and object strenuously to those RIP attempts to jam yet more density before the capacity that already exists is developed.

Conclusion

Basically, what began in response to grass roots anguish over demolition and inappropriate residential infill construction has morphed into a recommendation for major erosion of single family zoning in Portland. The RIP recommendations gloss over our enormous problem of producing adequate single family housing (SFH) for the planned influx of new residents, putting much of our current stock of SFH at risk while providing no incentives for encouraging conversion of SFHs already on land zoned for higher densities.

RIP is a poorly considered proposal and will cause a further deterioration of the public trust. Perhaps worse yet, the provisions seeking to achieve more "affordable" "middle housing" appear to offer false hope to the thousands of Portland residents who currently spend an inordinate amount of their incomes on housing. **At best RIP would make more housing available, but not affordable.**

The profound defects in the current proposal call for a complete re-assessment of the work of the RIP task force. We encourage all Portland residents concerned about problems of affordability to demand a more thoughtful and potentially effective and balanced approach to dealing with this serious problem.

The Committee would also like to go on record as supporting the RIP responses of the Portland Coalition for Historic Resources and the position paper on lot splitting and density increases in R2.5 and R5 zones prepared by Jim Heuer. We urge staff to dig into the detail where the devil may be hiding.

Prepared by Dean Gisvold, Committee Chair, and Jim Heuer, Committee Member
August 15, 2016

Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

August 15, 2016

RE: Residential Infill Project

Dear Bureau of Planning and Sustainability:

Living Cully supports the proposed Residential Infill Project rules that will allow for increased density and a greater diversity of housing types in Portland's single-dwelling zones.

However, we call on BPS to find ways to ensure that more of the new units developed under these rules will be affordable for lower-income families. We cannot rely solely on increased supply to bring down housing costs to the point of being affordable for low and moderate income households. There must be strong incentives for property owners and developers to include below-market-rate units when new housing is added in our neighborhoods. The RIP's proposed density bonus in exchange for an affordable unit is a good start, but these rules should be even bolder in taking advantage of increased development allowances to incentivize more units of affordable housing.

Furthermore, we encourage BPS to consider expanding these new rules to the entire City, rather than confining them only to certain geographic areas.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony DeFalco', is written over a light grey rectangular background.

Tony DeFalco
Living Cully Coordinator
6899 NE Columbia Blvd, Suite A
Portland, OR 97218



August 14, 2016

Morgan Tracy
Project Manager
Residential Infill Project
Residential.infill@portlandoregon.gov

Julia Gisler
Public Involvement
Residential Infill Project

Opposition to the Residential Infill Project BPS Draft Proposal July 2016

The Multnomah Neighborhood Association opposes the draft Residential Infill Project (RIP) work product because it fails to meet the project's stated objectives. In particular, it does nothing to limit the number of demolitions of good housing stock or to protect neighborhood character from out-of-scale development.

The draft work product promotes special interest groups that would deny truth-in-zoning by allowing multi-dwelling units in single-family residential zones under the banner of affordable housing, without requiring that affordable housing be built. It further grants "bonus" size increases if claims of affordable housing are asserted, thus promoting out-of-scale development rather than limiting it.

Since the work product promotes a one-size-fits all approach within a quarter mile of neighborhood centers, all of the Multnomah Neighborhood would essentially be rezoned without the transparent process currently required to rezone R5 lots to R2.5. The MNA supports the rezoning of individual lots as currently required by the zoning code.

The MNA supports SWNI's July 29th, 2016 letter opposing the RIP work product. We are submitting this letter of opposition to extend those objections to reflect the particular damage that the RIP would cause in our neighborhood.

We hope that our concerns will be addressed in the next iteration of the work product.

Please include this in the public record.

Respectfully,

A handwritten signature in blue ink that reads "Carol McCarthy".

Carol McCarthy
Multnomah Neighborhood Association Chair

Attn: Residential In-Fill Committee Members and to Whom it May Concern
Re: North Tabor Neighborhood Association Board's Official comments to the Residential In-Fill Project

The Board of the North Tabor Neighborhood Association would like to place this presentation into the public record as part of the Residential In-Fill Project.

Located here:<http://www.northtabor.org/2016/08/09/5857/>

It is also attached below as a PDF. In short, the Board feels that infill can be done in a neighborhood sensitive manner though an R1.5 design overlay where existing houses of merit can be saved and seismically upgraded through basement replacements that could include workforce housing.

This design overlay conceptually would allow R1.5 density in any single family zoned R1 through 5 if:

- 1) The existing house is saved and seismically brought up to code so it would be habitable shortly after a Cascadia Subduction Zone event
- 2) At least one extra unit of housing is added that is affordable to the workforce of Portland
- 3) the Tree Canopy is saved or expanded

Integrating seismic requirements while allowing enough density to make this concept economically viable would be a benefit to the entire community. If we expand our housing choices through integrating the "Missing Middle" in a neighborhood sensitive and cost effective way, development could add to the health of the neighborhood through a healthy tree canopy all while concurrently creating long term resiliency over time in case of a seismic event.

We hope you take these ideas and integrate them as this project moves forward to council and code writing,

Thank you for your work,

Terry Dublinski-Milton
North Tabor Neighborhood Association Transportation and Land Use Chair
[503 867-7723](tel:5038677723)

“SUMDD”

Seismically Upgraded Multifamily Dispersed Density



SE Harrison – duplex



SE Belmont – 19th century skinny houses

Keeping Portland Livable for Future Generations

Current North Tabor Infill: 68th and NE Davis Zoned R5 on a Corner



This lot is also zoned R5.

Currently Zoned, this could be demolished, Clear cut and replaced.



Single Family Housing Problems

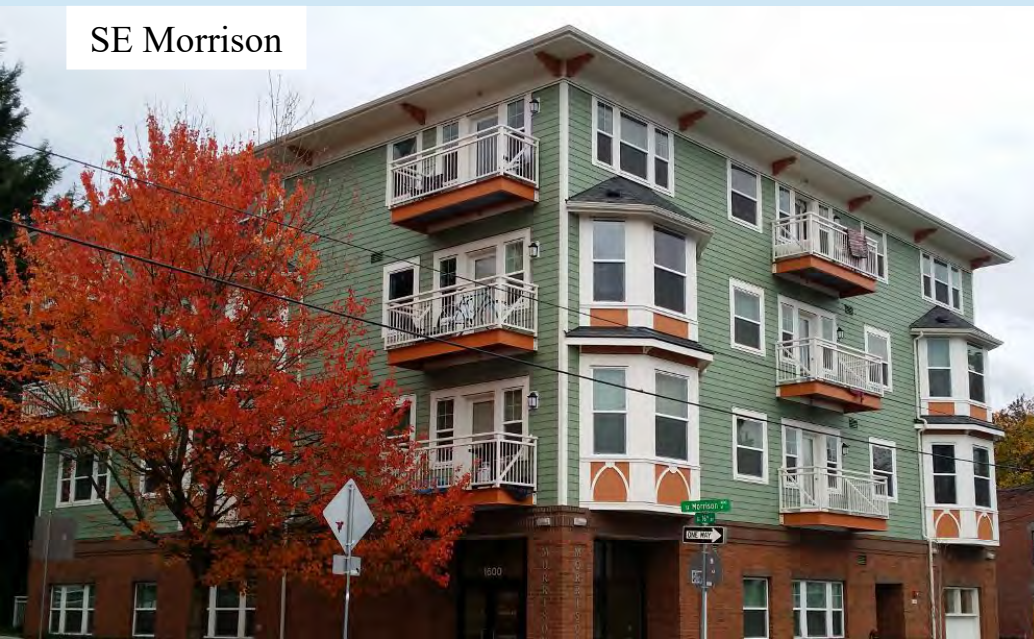
- Demolitions of historic structures
- Affordable units being replaced by “McMansions”
- Minimal step-down from new R1 developments to existing R5 structures
- R2.5 zoning resulting in widely disliked “skinny houses”
- New development commonly clear-cuts tree canopy
- Required parking and driveways dominate new structures
- Seismically unsound foundations in old houses will result in significant loss of housing stock in case of a seismic event



Multi-Family Housing Problems

- Most newly constructed multi-family housing is in large cookie-cutter developments along arterial streets
- Most new units are too small for families with children
- Housing on corridors experience increased air, light, and noise pollution relative to traditional residential streets
- Most new multi-family developments in SE located far from city parks

SE Morrison



- Current zoning regulations prohibit multi-family housing in most areas of SE
- Multifamily housing is being “ghettoized” along commercial corridors

Seismic and Economic Resiliency Problems

- Most old structures will require full foundation replacement to survive “the big one” as habitable structures
- Many smaller houses lack proper foundations completely
- The more buildings retrofitted, the quicker the rebound after the Cascadia Subduction Zone ruptures
- Portland needs an alternative to the philosophy that “if old homes are going to be destroyed in the earthquake anyway, it’s better to raze and replace them with new construction now”



SE Ankeny – built in 1904, 4 units (twin duplexes) on 5000 sq ft lot



SE Yamhill

Examples of
"non-intrusive"
infill within
primarily
residential areas



NE 62nd

Further examples of “non-intrusive” infill within primarily residential areas

NE Davis



SE Clinton

Extra livable floor = room for workforce housing



R1.5: The New “Missing Middle”

Proposal: the creation of an R1.5 (1 unit per 1500 sq ft) zone, to be used for a residential design overlay. It would apply to residential areas zoned R1-R5 in inner neighborhoods with old houses in need of seismic upgrades.

Purpose 1: increase affordable density in a non-intrusive way by integrating it into existing residences and neighborhoods

Purpose 2: reduce pressure for mixed use zones to absorb most of the city’s increased residential density

Purpose 3: protect older residential structures against seismic events by exchanging the development of extra units in the structure for seismic upgrade subsidies

Purpose 4: protect residential tree canopy from clear-cutting

"SUMDD R1.5" Overlay Zone Requirements



- Salvage an existing structure that is of local historical or cultural significance; retrofit structure to withstand and be habitable following a seismic event
- Require additional unit to convert to full duplex, triplex, etc; encourage side units, basement, and top floor additions
- Protect large trees on property
- Maximum units: one unit per 1500 sq ft (=3 units for a typical 5000 sq ft lot), opportunity for bonus units
- Minimum units: one additional non-ADU unit

What can the city do to encourage “seismically upgraded multifamily dispersed density” (SUMDD)?

- Offer city subsidies: permit and development fee discounts
- Loosen regulations regarding: internal subdivision, parking, auxiliary dwelling units, etc.
- Encourage banks to offer cooperative mortgages, low-interest loans, etc.
- Integrate R1.5 overlay into existing increased-density zoning overlays that are currently underutilized

NE 57th – Century-old bungalow and trees replaced by the skinny houses on the next slide



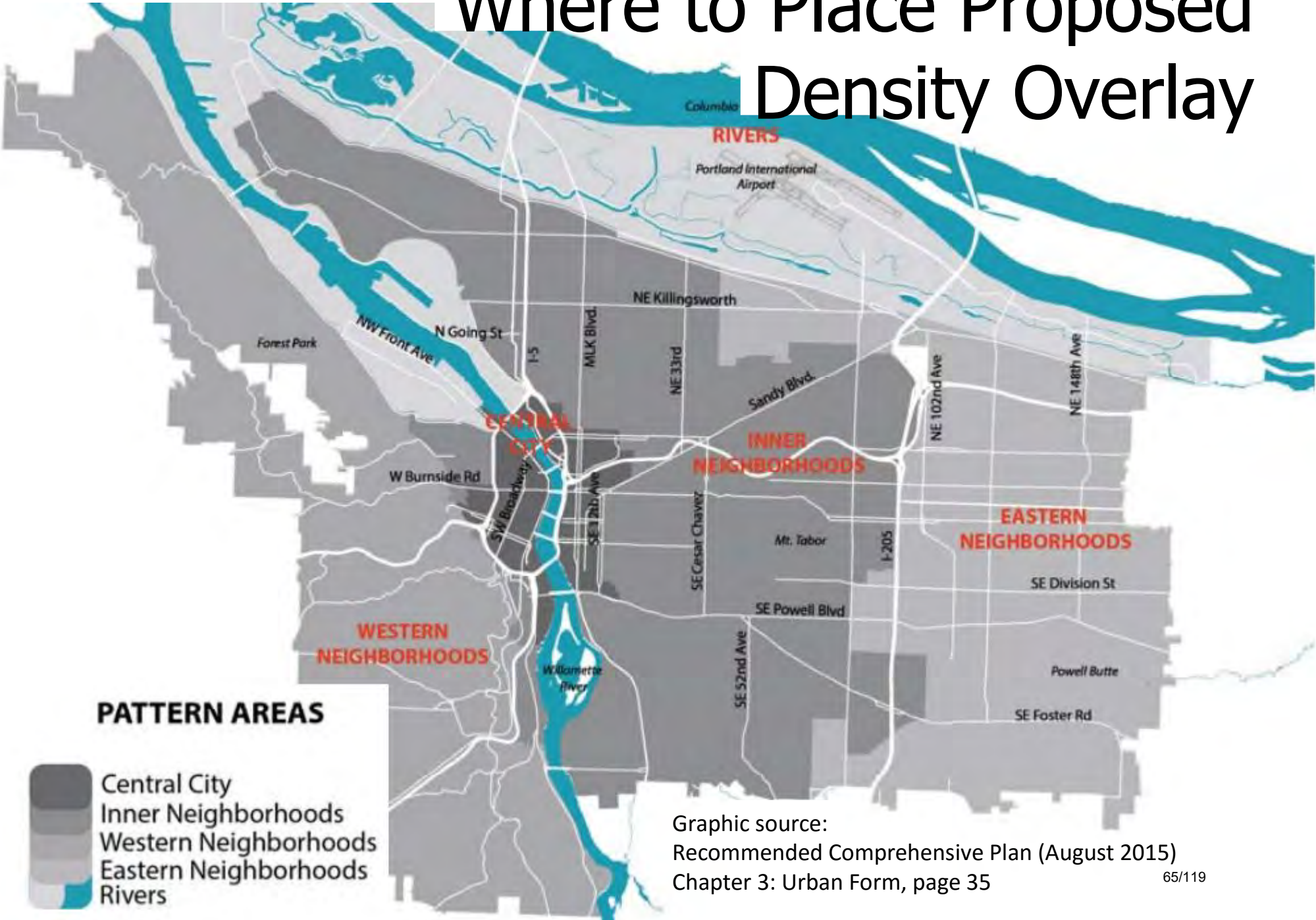
SUMDD Long Range Benefits

- Allowing more varied, scale-appropriate buildings along mixed use corridors by better distributing density
- Providing multiple housing types for rent and purchase
- Protecting historic structures throughout the city, from both demolition and seismic events
- Keeping people in rapidly gentrifying areas in their homes and neighborhoods
- Dispersing rental housing versus “ghettoizing” it
- Creating market for local architects and designers



NE 57th – former site of a completely habitable bungalow (previous slide); bulldozed for skinny houses

Where to Place Proposed Density Overlay



PATTERN AREAS

- Central City
- Inner Neighborhoods
- Western Neighborhoods
- Eastern Neighborhoods
- Rivers

Graphic source:
Recommended Comprehensive Plan (August 2015)
Chapter 3: Urban Form, page 35

How do we finance this?

Portland Development Commission could finance through low interest Loans creating land trusts. This would create long term workforce Housing, while creating small communities.

A public city financial system

Small construction loans through credit unions

Easing of SDC changes combined with affordable housing



A North Tabor ADU that could be a Small House or Duplex



With R1.5 Zoning we can Save these Houses while
Keeping the Tree Canopy.
Each of these Lots could be Split, clear cut, demolished
and replaced with two “McMansions”





August 15, 2016

Morgan Tracy, Project Manager
Julia Gisler, Public Involvement
Portland Bureau of Planning and Sustainability

By email to: residential.infill@portlandoregon.gov

Dear Morgan and Julia,

Thank you for this opportunity to provide our final comments as your Residential Infill Project public outreach period concludes. We very much appreciate all the outreach you have done over the past months, including Oregon ON's public forum on July 23; as well as your efforts to engage renters, people with low incomes, and communities of color, to ensure that a diversity of voices are given the opportunity to weigh in on these important decisions that will shape our neighborhoods for decades to come.

For all the voices you may have heard wanting their neighborhood to stay the same or expressing fear of change, know there are many others who want our city to be welcoming and accessible to all.

I write on behalf of our 20 Portland member nonprofit organizations to reiterate our strong support for the Residential Infill proposal, and in addition to urge you to expand the proposal to allow "missing middle" types of housing in all Portland neighborhoods.

Oregon ON's position, as an endorser of Portland for Everyone, is that we need a broad range of housing types, prices, and sizes in all residential neighborhoods. And, that we need all kinds of partners – including homeowners, nonprofits, and for-profit developers – at the table providing a whole array of types of housing, using many different funding tools. It will take all of us to meet the collective challenge of Portland's growth.

As this proposal moves forward to City Council, we will continue to speak out in support of equitable and sensible changes to help our city to grow in a way that is accessible to people of all races, ages, and incomes. Thank you again for all your hard work on this very important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth Adkins'.

Ruth Adkins
Policy Director



**PROTECTING YOUR
RIGHT TO ROAM**

August 15, 2016

To the Portland Planning and Sustainability Commission,

Oregon Walks is the state's pedestrian advocacy organization and we work to ensure that walking is safe, convenient and attractive for everyone. We have reviewed the Draft Proposal for the Residential Infill Project, and wish to express our overall support for this project.

We are in favor of the proposed changes allowing both additional units and a range of housing types in residential areas. The increased density, especially in inner neighborhoods and in centers and corridors, will help make walking a good transportation option for a wider range of Portland's residents.

We also support the changes allowing more housing on historically narrow lots. We especially like the changes eliminating parking requirements and prohibiting front-loaded garages on detached homes.

We are concerned about the new front setback requirements. The existing front setbacks of 10', with 18' for garages, ensures that garages are not too prominent with respect to the rest of the house. The new proposed setback of 15' does not make any mention of garages. Would they still be set back further than the house? Front setbacks should take into consideration various elements of an attractive pedestrian environment, including but not limited to, landscaping; consistency of setbacks along a block; and garages that recede visually. Guidelines regarding front setbacks should also be crafted such that the space is not used predominantly for parking, and such that cars parked in driveways do not encroach onto sidewalks.

Thank you for considering pedestrians' needs as part of this effort.

Sincerely,

A handwritten signature in black ink that reads "Claire Vlach". The signature is fluid and cursive, written in a professional but personal style.

Claire Vlach

Oregon Walks Plans and Projects Committee

The R2.5 Zone and Achieving Higher Density in Portland's Single Family Zones, a Position Paper by the Portland Coalition for Historic Resources

Prepared by Jim Heuer, August 15, 2016

Introduction

The Residential Infill Project includes two Proposals intended to drive greater density into Portland's single family zones: 1) By applying new rules to the existing R2.5 zones (requiring one residence per 2500 square feet of lot area) and 2) By opening the floodgates of demolitions in R5 (1 residence per 5000 square feet of lot area) to achieve R2.5 type density in R5 zones where the underlying lots of record were originally 2500 square feet. While we feel that there is some merit in the first proposal (Proposal 6 in the RIP draft recommendations), the second approach (Proposal 7 in the RIP draft) is a dreadful and misguided solution to a real issue that Portland faces.

While much is currently being made about the shortage of affordable rental housing in Portland, it is equally true that single family home prices are escalating rapidly throughout the city. The City's mantra that the Millennial Generation prefers rental housing in the inner city is disproved by both local and national surveys that suggests Millennials want single family homes in walkable neighborhoods, regardless of whether they are in suburban or central urban areas. (See *What Millennials Want and Why It Doesn't Matter* at

http://www.planetizen.com/node/86755/what-millennials-want-and-why-it-doesnt-matter?utm_source=newsletter&utm_medium=email&utm_campaign=06092016)

Even if BPS projections of future increases in the share of multi-family housing in Portland prove true, there are also projections calling for 28,000 new single family residences (SFRs) to be built in Portland to accommodate that part of our expanded population who will demand their own stand-alone homes in the next 25 years. To accommodate that growth, Portland right now should be building a net 1200 additional houses each year. Instead, we are building roughly 900 per year, and demolishing 300 to do it, for a net gain of just 600 additional homes... an under-attainment of 50%, which can only lead to further dramatic run-ups in already-unaffordable home prices.

The approach Portland Comprehensive Plans and actual base zoning designations have taken is to expand the coverage of the R2.5 zone, gradually "upzoning" existing R5 zones to accommodate double the number of residences in a 5000 square foot land area. In effect, the City aspires to the potential demolition and replacement of houses in these upzoned areas to gain a 2-for-one replacement rate, for a net gain in the number of SFRs. As with all such "aspirational zoning", the actual accomplishment of the density goals has been left to the real estate marketplace, which has been slow to achieve the conversion. The RIP recommendations argue that a major reason for this slow rate of conversion to higher density has been the result of

rules requiring a single family home to be built on a 5000 square foot lot after a demolition in an R2.5 zone. That led to the proposal to require one house per 2500 square feet in R2.5 zones when new construction occurs. While the objective is laudable -- realizing the intended density of the zone -- the problem is largely theoretical, since there is a lot confirmation process that allows 5000 square foot lots of record to be subdivided into two 2500 square foot lots.

Still, frustrated by both the slow pace of densification in existing R2.5 zones and the affordability crisis in the SFR market, RIP proposals seek both to further expand density in existing, already dense R2.5 zones as well as to target selected lots in R5 zones for lot splitting without changing their R5 designation. Both of the strategies can lead to dramatic increases in demolitions, first in R2.5 zones themselves, and, without justification, in R5 zones as well, based on quirks of underlying historic plats.

In the latter case, RIP proposals have focused on the historic 2500 square foot lots of record in R5 zones as a way to expand R2.5 zoning rapidly without the tedious public process inherent in the Comprehensive Plan and without the need to acknowledge the amount of available capacity already provided by existing zoning. The issue comes down to the fundamental question: do we throw away 25 years of thoughtful city planning and, instead, scatter-shot effective R2.5 zoning around the city, randomly disrupting R5 zones in pockets determined by quirks of historic development, or do we pursue a rational expansion of the R2.5 zones where the infrastructure and proximity to true high frequency transit support it, using the tools already available to the City? And do we explore ways to densify these rationally upzoned areas sensitively and thoughtfully to preserve as much as possible of the historic charm and livability of these neighborhoods. In general, the RIP proposals fall short in both cases.

Why This Matters to PCHR

The Portland Coalition for Historic Resources is an ad hoc organization with representatives from the largest residential Historic Districts in Portland, preservation advocates, and representatives from the major heritage conservation organizations in the City. The group's objectives are to advocate for City policies that preserve and protect both the existing, designated Historic Districts, and facilitate the identification and protection of the many other areas potentially eligible for historic designation in Portland. This latter objective is important in Portland because of the unparalleled boom in population and streetcar suburb construction in Portland in the years from 1900 through 1915, when the population was more than doubling every decade, and upwards of 90% of all new homes being constructed were owner occupied.

Of all the single family zones in Portland (R2.5, R5, R7, R10, and R20), the oldest homes are found in the R2.5 zone (average of 83 years old) and the R5 zone (average of 74 years old). Many of the city's homes potentially deserving of, but not covered by, historic protections, are found in these zones. Ill-advised new zoning regulations threaten these character-defining parts of the city which epitomize what draws new residents to Portland in the first place.

This position paper first addresses the issue of lot splitting based on underlying “lots of record”, and concludes with a review of proposed changes in existing R2.5 zones, which further threaten historic structures and risk imposing radically increased density on areas that are already highly dense.

Lot Splitting and Historic Lots of Record

The basic, original lot size that has dominated in older parts of Portland since the 1880s is the 50’ X 100’ lot. Many areas once considered “suburban” when platted, like Ladd’s Addition, Laurelhurst, Alameda, Piedmont, Irvington, and others, were platted into such lots. In modern times, the City’s R5 zoning has ratified this lot size – 1 housing unit per 5000 square feet. Numerically, this type of housing layout dominates in Portland: there are 75,000 homes in R5 zones, and a total of over 100,000 homes on lots of sizes between 4000 and 7500 square feet.

The table below shows all residential zones in Portland from the highest density allowable to the lowest and the number of single family homes found in those zones as of 2011. It also shows the total number of square miles of land designated in each zone:

Zone	Lot Sq Feet per Housing Unit	Single Family House Counts in the Zone	Square Miles of Land in This Zone	Average Number of Homes per Square Mile	Average Age of Housing Stock in Years
RH	*	1,024	0.22		87
RX	*	73	0.02		83
R1	1000	3,894	0.80		83
R2	2000	8,495	1.94		71
R2.5	2500	13,506	2.53	5345.53	83
R3	3000	1,165	0.29	3953.91	37
R5	5000	75,009	16.39	4575.87	74
R7	7000	26,557	8.60	3086.53	54
R10	10000	10,107	4.86	2079.80	39
R20	20000	553	0.59	929.71	46
RF	100000	407	0.84	483.48	37

Note that the 13,486 homes in zones RH to R2 (all multi-family zones) are all at risk of demolition and replacement by multi-family housing as allowed by the current zoning.

However there are some early plats that were broken up into 25’ X 100’ lots in historic times. A good example of this phenomenon is the Irvington Park development now contained entirely in the Concordia Neighborhood (no relationship to Elizabeth Irving’s large tract to the west, which is now known as “Irvington”). Irvington Park was actually platted in the early 1880s, prior to the development of the electric streetcar. It was well over 3 miles from the Burnside Bridge, in an era when workers walked to their jobs (mostly available in Albina and on the West Side), and its marketing had to be targeted to folks looking for economical land and willing to walk an hour or more to work. Unsurprisingly, it failed to sell. It wasn’t until the advent of the electric streetcar and the 1909-1910 boom years, that new owners of the tract resumed marketing efforts, advertising its lots as “50 feet X 100 feet”, and bundling two or more lots together for sales. It is for this reason that of the 1240 homes in the old Irvington Park tract, 904 of them sit on at least 2

of the original 25 foot lots. Fundamentally, for more than 100 years, owners of property have viewed their homes in these areas as being effectively on 5000 square foot lots, and appropriately zoned as R5.

A glance at the RIP projects map of potentially splittable lots of record shows many instances of this pattern of original platting far from the City center. It can be assumed, based on patterns in known tracts, that the original marketing was followed by subsequent re-marketing of two lots at a time once streetcar transportation opened those areas up to practical development. Thus we would argue that singling these lots out for defacto rezoning into R2.5 has no basis in historic practice.

As described above, typically, the land as purchased was 50' X 100', but the original lots of record have remained in County tax records. Starting in 2003, the City began allowing these double 25' lots in R5 zones to be split along the original lot lines and two "skinny" houses to be built where one house originally stood. In 2010, after substantial losses and the construction of hundreds of "skinny" houses, the City changed the code to require a 5-year waiting period before a skinny house could be built where a house had been demolished. However, an exception for "dangerous" structures (defined officially as "public nuisance") left an opening for developers to demolish by neglect. These provisions in the code constitute a major attack on the concept of R5 zoning and many neighborhoods are potentially affected.

The top 26 neighborhoods with historically "splittable" lots in R5 zones are listed on the following page:

Statistics for Houses in R5 Zone Areas on lots over 4800 square feet and less than 7500 square feet	Counts of Single Family Residential Properties on Multiple Original Tax Lots			Estimated Percent of Homes by Neighborhood on Two or More Original 25' Tax Lots
	Singles	Multiple	Grand Total	
ROSEWAY	342	1344	1686	79.72%
CONCORDIA	841	946	1787	52.94%
KENTON	385	942	1327	70.99%
ST. JOHNS	1122	791	1913	41.35%
MONTAVILLA	1024	780	1804	43.24%
BRENTWOOD-DARLINGTON	1025	767	1792	42.80%
PORTSMOUTH	488	637	1125	56.62%
WOODSTOCK	1737	546	2283	23.92%
PIEDMONT	960	488	1448	33.70%
ROSE CITY PARK	1889	465	2354	19.75%
MADISON SOUTH	812	368	1180	31.19%
MT. TABOR	1350	346	1696	20.40%
BEAUMONT-WILSHIRE	1269	295	1564	18.86%
RICHMOND	1112	278	1390	20.00%
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CATHEDRAL PARK	372	125	497	25.15%
MILL PARK	330	120	450	26.67%
WEST PORTLAND PARK	20	119	139	85.61%
LENTS	837	116	953	12.17%
WOODLAWN	899	113	1012	11.17%
FAR SOUTHWEST	14	104	118	88.14%

These 26 neighborhoods have 10,933 homes on lots between 4800 and 7500 square feet which consist of multiple historic tax lots (as of 2011 – some of these may have already been lost as of 2016). This list is just neighborhoods with 100 or more such homes. The total across Portland is 12,510, suggesting that nearly 17% of all R5 homes in the city are subject to this kind of lot splitting and eventual demolition.

Given that in many of these neighborhoods, demolition and lot splitting can "pencil" for developers even at today's inflated single family home prices, eliminating the constraints on lot splitting within 1250 feet of "corridors" will ensure extensive demolition of single family residences scattered across these 26 neighborhoods and elsewhere. Is that really what Portland needs and wants? Shouldn't we first ask the question: "How many reasonably affordable single family homes are we prepared to sacrifice in the name of 'affordability'?" If we eliminate the parking requirement for these new homes, why shouldn't we focus the redevelopment in areas much closer to real high-frequency bus and MAX services? And finally, what will the impact be on Portland's vital tree canopy when thousands of smaller homes on 5000 square foot lots with

mature trees and landscaping are replaced with "skinny" houses with dramatically reduced open space on each lot?

Achieving Higher Density with Less Waste and Destruction

As described above, R2.5 zoning already provides a mechanism for increasing density in traditional single family zones. But absent more intelligent rules for achieving that density, massive numbers of existing historic homes are likely to be lost. A check with the 2011 data indicates the severity of this problem! Of 13,506 homes in R2.5 zones 8,654 are on 5000 square foot lots... All of these are potentially subject to demolition and replacement by two homes. The average age of these vulnerable homes is 83 years, with many past the century mark. However, complete demolition and replacement is the least attractive solution for increasing density:

- All the embodied energy in the historic homes is lost. Even with new deconstruction rules, substantial waste will be sent into landfills
- Not only the embodied energy, but also the sheer "improvement value" of those buildings is being discarded, ensuring that replacement homes will invariably cost more than they would have on a green-field site. ***The total improvement value (2011) of existing single family homes on 5000 square foot lots in R2.5 zones is over \$1.3 billion!*** Can Portland really afford to send that much value to the land fill before ever getting the replacement homes built?
- The new construction costs per square foot are invariably higher than the selling prices of the homes they replace
- Much of what makes these older inner neighborhoods appealing is the quirky, highly individualistic home designs from the late 19th and early 20th Centuries

Unfortunately, beyond this long-standing risk of demolition of single family homes on 5000 square foot lots in R2.5 zones, the RIP project proposes draconian increases in allowable density in the R2.5 zone, allowing, in effect greater density than currently allowed (without bonuses) in R1 zones. This proposal puts at risk nearly every single family residence in the zone – making a lie of its designation as a “single family zone” – and fails to recognize the density well above Portland average in most areas with R2.5 zoning.

Under the proposed new treatment of R2.5 zones, up to 4 housing units (including 1 bonus unit) would be allowed on a 2500 square foot lot in an R2.5 zone... a greater density than currently allowed in an R1 zone. Thus a single family house now sitting on a 5000 square foot lot in an R2.5 zone could be replaced with 8 new units with an average size (BPS estimate) of just 581 feet each. Such a radical alteration of allowable densities in this zone would tend to destabilize inner neighborhoods that are already well-above-average density. Further, it would imperil historic, affordable single family housing.

This table shows the neighborhoods most affected by these ill-conceived alterations to R2.5 zones:

Top 20 Neighborhoods by Number of R2.5 Homes										
July, 2011, Data										
Neighborhood	R2.5 Zone Single Family Homes				R5 Zone Single Family Homes				Neighborhood Population Density (Residents per Acre) All Zones	Notes
	Count of Homes	Average Age (2011)	Average House Size	Average Lot Size	Count of Homes	Average Age (2011)	Average House Size	Average Lot Size		
MT. SCOTT-ARLETA	1673	71.3	1184.0	5340	395	76.1	1224.5	5515	13.4	
KING	915	93.2	1479.9	4492	410	95.3	1688.7	5034	15.1	
MONTAVILLA	852	73.8	1249.0	5478	2358	71.5	1307.5	5577	11.6	
SUNNYSIDE	841	103.9	1551.3	4091	549	97.8	1529.1	4318	19.2	
LENTS	739	65.1	1161.4	4963	1717	58.5	1222.2	6868	8.7	
BRENTWOOD-DARLINGTON	592	62.1	1211.0	6635	3141	56.9	1209.6	6570	11.6	
HUMBOLDT	527	89.7	1477.1	4718	272	94.7	1892.8	5514	14.5	
FOSTER-POWELL	509	81.9	1302.0	5099	1364	74.3	1241.6	5313	12.9	
SELLWOOD-MORELAND	482	93.5	1523.4	5035	2105	88.1	1551.8	5099	10.1	
VERNON	469	91.8	1410.0	4768	259	88.8	1568.8	5021	13.7	
CONCORDIA	462	90.1	1381.8	4580	2715	75.7	1552.1	5490	11.2	
RICHMOND	416	95.5	1611.2	4807	3087	89.3	1532.7	4787	14.3	
HOSFORD-ABERNETHY	407	96.9	1503.0	4576	1277	88.2	1909.3	5073	9.5	
BOISE	406	96.4	1511.3	4557	0	0	0	0	12.0	
ROSEWAY	391	86.5	1401.3	5076	2147	76.7	1411.6	5164	11.8	
ROSE CITY PARK	330	95.7	1832.9	5196	2779	87.5	1660.3	5169	12.0	
BROOKLYN	326	97.1	1446.8	4640	347	89.1	1490.5	4751	5.0	Includes RR Land
BUCKMAN	313	106.2	1724.6	3921	313	104.1	1733.0	4112	12.2	
CRESTON-KENILWORTH	297	92.4	1389.1	5158	1078	77.8	1370.9	5436	16.0	
ST. JOHNS	258	62.9	1275.2	4836	2688	66.4	1208.3	5423	2.2	Includes open space and Industrial Land
Averages		87.3	1431.3	4898		77.8	1415.3	5012	12.8	Excluding Brooklyn and St. Johns

The table above accounts for roughly 83% of all R2.5 single family homes in Portland. It illustrates that average populations densities of 12.8 residents per acre (excluding some industrial land in two neighborhoods), are more than double the density of Portland as a whole (using the same metric from ONI, the Portland average is 6.21 residents per acre). Further, Buckman, already identified as a National Register eligible neighborhood, stands out as having an average age of its R2.5 residences of over a century. (Both Buckman and Hosford Abernethy in the above table, while exhibiting above-average density, actually have effectively even greater density because of their inclusion of part of the Central East Side Industrial District which is dominated by commercial and industrial structures.)

We would argue that proposed blanket revisions of current regulations in R2.5 zones are so extreme, put so much historic fabric at risk, and represent so complete a repudiation of the goals and principles of the 2035 Comprehensive Plan as to be completely inappropriate coming from the RIP Task Force, given its charter and legal scope for action.

We'd also point out that several of the top neighborhoods with R2.5 zoning are far east-side areas that still have issues with paved streets and sidewalks, and are well outside of the "inner ring" of neighborhoods. There appears to have been little thought given by the RIP Task Force as to how driving still greater density into far eastern neighborhoods benefits those neighborhoods without major infrastructure improvements in streets and sidewalks, not to mention water, sewer, schools, and real high-frequency transit – especially given the extreme nature of the proposed new R2.5 density.

Possible Solutions

Two diametrically opposed approaches can be taken to deal with the risks of demolition and high-cost replacement presented by the zoning concerns detailed above. One is by altering the zoning rules to remove all incentives for demolition and replacement. An alternative would be finding strategies for non-destructive density increases in R2.5 zones far more sensitively than proposed by RIP.

In anti-demolition summits organized by United Neighborhoods for Reform, attendees proposed several solutions of the first type:

- 1) **Adopt language in the code that sets minimum lot sizes at the nominal sizes for each zone. This means no lots under 5000 square feet in an R5 zone. Period.**
- 2) Repeal the code allowing duplexes on corner lots.
- 3) Eliminate density bonuses on R5 and R2.5 lots adjacent to commercial zones
- 4) Downzone R2.5 zones to R5 where the predominant pattern is historic 5000 square foot lots
- 5) **Prevent lot splitting along historic plat lot lines of 25' lots if the 50' or wider lot has been a single property for 50 years or more. (This rule has been adopted by other municipalities to deal with the same concerns that Portland now faces.)**

Alternatives that can promote density less destructively in R2.5 zones would include:

- 1) **Counting ADUs in R2.5 zones on 5000 square foot lots as meeting the density requirement (Per Proposal 6 in the RIP recommendations)**
- 2) Allowing sale and transfer of zoning capacity from houses in R2.5 zones on 5000 square foot lots to other higher zoned properties (consider creating a marketplace for unused zoning capacity) where bonus zoning capacity is permitted (R1, RH, etc.)
- 3) **Eliminate System Development Charges for any 2nd unit built on a 5000 square foot lot in a R2.5 zone, up to 1200 square feet, providing that the original structure is preserved.**
- 4) **Eliminate lot confirmation charges by BDS for splitting a 5000 square foot lot in a R2.5 zone if no house has stood on that site in the last 5 years.**
- 5) **Allow a second ADU in R2.5 zones where a single family home stands on a lot at or above 7000 square feet (of which there are nearly 1500 across the city) in areas within 500 feet of high-frequency transit.**
- 6) **Tailor the above rules to apply more broadly in areas where density goals of R2.5 zones have NOT been met based on the current zoning, to relieve pressure on already very dense neighborhoods.**

PCHR argues that a combination of these approaches can be employed to protect existing viable housing while facilitating density increases in R2.5 zones that have already been designated. We'd recommend a combination of the items above that are in bold face as a place to start with a non-destructive density enhancement program.

Portland Coalition for Historic Resources Response to the Preliminary Recommendations of the Mayor's Residential Infill Project (RIP) Task Force

Prepared August 15, 2016, by Jim Heuer, Chairperson, PCHR

The Portland Coalition for Historic Resources is an ad hoc group advocating for the concerns of Portland's many Historic Districts and Historic Conservation Districts. The group also supports and advocates for the nomination of other historic districts in the City, recognizing Portland's unusual history among Western cities leading to a wealth of largely intact early 20th Century Streetcar Suburbs in the inner core. Those historic Streetcar Suburbs today are among Portland's most cherished neighborhoods and are not only prized places to live but also attract tourists from around the country.

PCHR members have reviewed the documents provided by the Residential Infill Task Force BPS Team and in general have grave concerns. We find that supporting information appears to have been hastily assembled, that the arguments in favor of the proposals lack factual basis, and to the extent that the proposal as currently set forth would be implemented, there is a very good chance of unwarranted disruption and dislocation within Portland's already densely populated inner neighborhoods. We are also disappointed that the conveners of the RIP Task Force at the outset excluded the topic of Historic Preservation, thus excluding from the conversation any potential impacts on or conflicts with Portland's designated historic neighborhoods and districts.

Perhaps worst of all, the provisions seeking to achieve more "affordable" "middle housing" appear to offer false hope to the thousands of Portland residents who currently spend an inordinate amount of their incomes on housing. That said, we feel that there are some parts of the recommendations, which could, with some wording improvements, prove valuable to the City.

Summary of Concerns:

- **Proposal 1 - Limit the size of houses...** - The one-size-fits all approach based on lot size is an overly simplistic solution that ignores experiences in other cities with more thoughtful approaches. The prospect of "variances" granted for exceptions could nullify the effect of the proposal. Proposed size limits in R2.5 zones on 2500 square foot lots are even more flawed than those for R5 zones and 5000 square foot lots.
- **Proposal 2 - Lower the House Roofline** - Generally a very welcome concept, both in terms of measurement framework and absolute limits. Concerns remain as to reasonable flexibility where the context calls for it, consistent with protecting the integrity of the rules themselves in the face of poorly regulated variances.
- **Proposal 3 - Make Front Setbacks Consistent...** - Another welcome proposal, but the wording needs to be fixed to avoid matching setbacks to recently built infill homes with inappropriate setbacks. No variances should be allowed to this regulation.

- **Proposal 4: Allow more units within the same form as a house near Centers and Corridors** - A proposal which will achieve very little in terms of increases in affordable housing, while exacting an inordinate cost in congestion, loss of viable single family homes, and disruption of neighborhood fabric at locations scattered across the City. The relatively limited exploitation of the long-existing corner duplex rule suggests that this proposal would simply scatter a few units across the city where lower home values or special situations allow for exploitation of the rule.
- **Proposal 5: Allow cottage clusters on lots larger than 10,000 square feet.** - A potentially useful concept when mass demolition of existing, viable single family housing is not required. Extending this concept to R10 and R20 zones, where such large lots already exist, could mitigate the density penalty of these suburban-style zones across the 6 square miles they occupy in Portland.
- **Proposal 6: Establish a minimum unit requirement for R2.5 zone lots.** - This appears to be a solution in search of a problem. While it is true that if a home on a 5000 square foot lot in a R2.5 zone is demolished, only one house can be built -- if the lot is not legally split by the owner. Such splits, however, are commonplace. A reduction in the inordinate BDS charges for such splits could remove one significant stumbling block to these splits.
- **Proposal 7: Allow new houses on historically narrow lots** - By far and away the worst, and most potentially destructive proposal in RIP. Puts many thousands of viable, relatively affordable, single family homes at risks in areas designated as R5 zones because their transit and infrastructure are designed for medium-high density R5 zoning, not R2 or higher density zones. Sadly, this proposal is supported by affordable housing advocates who seem to assume that the newly constructed skinny houses replacing the demolished historic homes will actually be lower in cost than the homes they replaced -- an assumption not supported by real estate economics or actual observation.
- **Centers and Corridors Concept** - The amendment to the Comprehensive Plan goals to encourage "middle housing" along "centers and corridors" within 1250 feet of "high frequency transit", was poorly vetted and hastily adopted. Most egregious was the 1250 foot metric itself. Not only is it a radical departure from Portland planning practice, but also a mis-application of research findings relative to acceptable walking distances from high frequency heavy-rail transit like BART or the Washington METRO, to medium-to-low frequency bus routes. We recommend that no radical, new zoning allowances be introduced using the 1250 foot rule, and that, at most a 500 foot rule, applying only to bus routes with a minimum of 15 minute frequencies during peak hours, be used in high potential experimental sites.
- **Misreading of history** - Proponents of the current proposals argue that single family zoning is a product of the 1950s with a possible racial motivation. This is ludicrous. Portland inner neighborhoods were shaped by strongly worded deed covenants made legal by a court case in 1879. These covenants protected property values in single family areas and were extremely popular with home buyers in the late 19th and early 20th Centuries because those buyers understood what most home owners today understand:

that their home would be the single most important investment they ever made. Nearly all of Portland's inner neighborhoods were once covered by these covenants.

In Conclusion

We feel that the profound defects in the current proposal call for a complete re-assessment of the work of the RIP task force. A thorough economic analysis performed by professional real estate and development economists should be undertaken to better understand the tradeoffs in these proposals and why higher density is not already being built out with the zoning currently in place. That analysis should force the City to answer the question: “Exactly how many existing single family houses are you willing to sacrifice to expand ‘middle housing’, and at what cost in energy waste and destruction of existing viable housing stock.” The City might also want to address the question: “How will Portland provide the planned 28,000 new single family homes required in the next 25 years (even with a majority of new residents relegated to multi-family housing) if this number of single family residences is destroyed?”

The proposed budget of \$15,000 for such analysis that remains unspent is absurdly low. It is an insult to the thousands of home owners likely to be affected by these poorly conceived proposals, and must be increased by City Council to a meaningful amount commensurate with the potential impacts on the City’s residents.

We are especially dismayed by the support of the current proposals by advocates for affordable housing, despite the complete lack of evidence, other than the verbal assurances of the developer community, that affordability will be enhanced by these proposals. We encourage all Portland residents concerned about problems of affordability to demand a more thoughtful and potentially effective and balanced approach to dealing with this serious problem.

Detailed Evaluation of Proposals

We address our detailed comments to each of the proposals advanced by the BPS Team in the remainder of this document.

Proposal 1 - Limit the size of houses while maintaining flexibility in form

We note that this proposal addresses one of the key requests of the United Neighborhoods for Reform Resolution presented to City Council in November and December, 2014:

“2) Establishment of a task force composed of 50% neighborhood organizations and 50% city staff and concerned citizens to determine ...:

- a) Revision of code to limit the mass, footprint, setbacks, and height of construction to that of the average of existing homes within a specified distance.*
- b) Revision of current zoning and lot-splitting policies to protect existing housing and lot size.*
- c) Recommendations for tree and solar access protections.”*

PCHR strongly supported the UNR Resolution and especially this provision, when it was presented by UNR representatives in 2014.

While we applaud the intent of Proposal, we are concerned that extremely diverse neighborhoods like inner Northeast, the Northwest District and elsewhere are ill-served by the “one-size fits all” approach to setting limits on the maximum square footage of new house construction or expansion. For example, Irvington has approximately 1750 tax lots that are nominally 5000 square feet in size and contain a single family residence. The sizes of these residences range from just under 800 square feet to 5579 square feet per PortlandMaps.com, with an average of 2215 square feet.

It appears that the RIP team chose simple dimensional limits over more sophisticated site-specific approaches in the interest of simplicity. Thus the 2500 square foot size limit on 5000 square foot lots. However, in historic districts, City Code 33.846.060G and any individual district guidelines require new infill to be compatible in “size, scale, and massing” with the existing historic fabric. Under these regulations, 2500 square feet would be egregiously out of proportion in some areas, and hopelessly confining in others. We have to suppose in a highly diverse city like Portland, this situation obtains widely. Members of the BPS RIP team have been urged by PCHR to invite Nore Winter and Associates, currently involved in this same type of project in Los Angeles, to visit Portland and share the far more tailored approaches being considered there. We support that step as a means of finding a more functional approach to ensuring compatibility of the size and bulk of replacement single family homes in established neighborhoods.

Similarly, the proposed sizes in R2.5 zones on 2500 square foot lots are alarming. While a single family home on 5000 square feet would be limited to 2500 square feet above ground, two new houses on adjacent 2500 square foot lots carved out of one original 5000 square foot lot in an R2.5 zone would each be allowed to 1750 square feet, for a total mass of 3500 square feet – 40% larger. With allowed ADU construction, total building mass could be even larger. Our Position Paper on Lot Splitting and Density in R2.5 zones provides more statistical detail on our concerns.

Finally, we must say that the BPS answer to our concerns regarding situations where larger-than-2500 square foot homes would be “in context” is not comforting: “Well, the developer can request a variance”. We are alarmed about the implications of this statement. Without very clear constraining rules on when a variance might be allowed, the potential for such variances could negate this size rule almost entirely, especially when developers are looking to build duplexes or triplexes on a 5000 square foot lot. Indeed, if clearly crafted rules for variance from the “standard” are feasible, then why not simply make those rules the standard everywhere? Finally, we would urge that any such flexible rules consider the context based on homes close to the median age of the neighborhood, not those constructed in the last 10 years, which may already be absurdly out of proportion to their surroundings.

Proposal 2: Lower the house roofline.

In general we support the approach to new measurements of height and reduced heights overall; however, some greater sensitivity to context is called for here too. In some NE neighborhoods, the ratio of the tallest house to the shortest is over 3 to 1. This suggests that some formula for flexibility should be introduced that more appropriately recognizes the local, historic context.

Proposal 3: Make front setbacks consistent with setbacks on existing, immediately adjacent homes.

In 1879, U.S. courts held that deed covenants could be enforced to ensure that single family neighborhoods remained single family and that various other requirements could be imposed on future owners. Portland adopted deed covenants almost immediately. Such covenants applied to Irvington, Piedmont, Ladd's Addition, Beaumont, Rose City Park, Laurelhurst, Waverleigh, Montavilla, Sellwood, and nearly all other Streetcar Era suburban developments which now form Portland's treasured inner core of historic neighborhoods. Virtually ALL of these covenants stipulated that homes be set back substantially from the street -- distances ranging from 15 to 25 feet. It is these covenants, which provided protection for property owners long before zoning was ever contemplated, which resulted in the deep landscaped front yards that make Portland's neighborhoods so inviting and livable.

Unfortunately, this Proposal's front setback provisions are weak, and lend themselves to abuse. The term "immediately adjacent" houses allows for converting entire blocks to obtrusive, projecting setbacks if there be but one existing new home on the block built close to the sidewalk. We urge language that recognizes the existing historic patterns of setbacks, as visible in the positioning of homes dating to the development period of the area. Determining this is relatively easy, as the original plats are well recorded and a simple title check will reveal the original setback requirements.

Proposal 4: Allow more units within the same form as a house near Centers and Corridors.

This proposal is deeply flawed and has potential for doing irretrievable harm to Portland's treasure-trove of early 20th Century streetcar era neighborhoods, while very likely dramatically under-achieving the hoped-for goals of expanded mid-range housing opportunity. It is predicated on unsupported or just-plain-wrong assumptions about the history and development of these neighborhoods and the current economics of land development in inner Portland. Our specific objections follow:

- 1. "Centers and Corridors" is over-broad and poorly researched.**

In the final days of the development of the Portland Comprehensive Plan, goals were hastily added which supported higher-density infill housing within 1250 feet (roughly ¼ mile) of "centers and corridors" without any period of public comment and little testimony. In the supporting documents for the RIP proposals, maps are presented showing ¼ mile circles around MAX stations and on either side of "high frequency bus

routes”, defined as having a minimum of 20-minute rush period frequencies. We note, however, that such lines as the #17 and #77 bus routes, both of which have less than 20-minute rush period frequencies are not shown on the map, perhaps as a result of rushed preparation. In any event, it would appear that despite all the complicated mapping, the actual effectivity of proposed higher density construction would be substantially greater than shown on the maps despite the inevitable car dependency at such distances from minimally viable transit options.

A review of transit planning literature reveals studies that commuters appear to be willing to walk up to 1250 feet to really high frequency (every 10 minutes headway or less) heavy rail transit lines like BART in the Bay Area and METRO in Washington, DC. There is no rationale for applying these findings to moderate frequency bus service routes in a city with widely distributed employment growth to predict where such bus transit can facilitate a material reduction in automobile use and ownership. Indeed, the City's long-established rule of 500 feet from a "high frequency" bus line is pretty ambitious. Surveys have shown that over 75% of residents of apartment buildings built without parking own automobiles, even when built within 500 feet of a bus line. It should also be pointed out that, as the transit research literature makes clear, line-of-sight distance to a bus or rail route is NOT the same as the actual walking distance from homes within that radius and the nearest stop, due to the circuitry imposed by block and street layouts. For a line-of-sight distance of 1250 feet, actual walking distance is likely to be closer to 1500 feet -- well beyond any reasonable expectation of acceptance by potential transit customers with an automobile option.

In any event, this new concept of where density should be “concentrated” flies in the face of 25 years of planning in Portland, where zoning was carefully constructed not only around transit corridors but also around areas providing services, schools, and terrain which supports higher density construction. The motivation for this approach to zoning clearly was to provide higher density in areas where residents could reasonably walk to transit and shopping. Subsequent zoning rules set boundaries of 500 feet around high-frequency transit corridors where parking was not required. In other instances greater density of residential construction was allowed with 1000 feet of MAX stations (see rules for RH zoning).

These distances adopted through carefully developed planning policy track historic rules of thumb adopted by streetcar companies and developers in the early 20th Century (well before automobiles became a significant factor in public mobility), which held that lots would sell to home buyers if they were within 600 feet of a streetcar line. This is demonstrated in Irvington, where the neighborhood grew up with nearly every house within 600 feet of one of the car lines serving the area in 1910, which, we should point out, provided minimum 15 minute headways between the cars from 5am to midnight and considerably greater frequency during rush periods -- more than double the frequency of

the so-called "high frequency bus routes" that serve Portland today.

2. Opening up R5 zones to Duplexes and Triplexes will provide minimal increase in affordable housing while exacting an exorbitant cost in neighborhood disruption

The most telling argument suggesting the problematic nature of this recommendation is that fact that 25% of ALL Irvington single family residences sit on corner lots due to the long-narrow block layout in the neighborhood (the standard pattern is 16 lots per block, of which 4 are corners), but that not one such single family house has been converted to a duplex in the last 10 years. In fact, the only change in duplex status occurring in recent times has been de-conversion from duplexes to single family residences. We should point out that the limiting factor here is NOT the required Historic Resource Review for alterations to structures in the District, as the HRR rules are silent relative to the number of housing units contained in the properties being regulated.

From our observation around the City, the only lots currently being considered for duplex conversion are those with very small houses on 5000 square feet or large lots where the economics support demolition of the existing house and complete replacement. The effect of this continuation of current development will simply further erode the availability of moderately affordable single family houses while introducing still more high-priced rental housing, and disrupting the historic development patterns of the neighborhoods.

As to increasing density in inner city neighborhoods, including Historic Districts, we support the current programs which encourage ADU development. Considering that Portland's existing R1, R2, and RH zoning is not close to being at capacity, there is, as BPS has asserted many times, ample capacity for more rental housing. If potential new residential capacity is included as a result of new Mixed Use zones, even more capacity will come on line under the 2035 Comprehensive Plan. If a problem exists with the form of housing being built in R1, R2 and R3 zones, the solution is to fix those zoning rules, not to attempt to toss density willy-nilly around in already moderately dense R5 zones..

3. More than simply undermining the integrity of the R5 zone will be needed to expand "middle housing" even where already allowed

Currently, there are over 13,000 single family residences on land zoned R1, R2, R2.5, and RH where additional housing capacity is allowed based on lot size. Assuming that there are already upwards of 10,000 inner Portland houses on R5 corner lots, we have the potential for redevelopment of over 20,000 single family homes into greater density housing with today's zoning regulations (Of course, at a cost of some \$5-7 billion for purchase of the homes to be destroyed in the process, which certainly would have an impact on the "affordability" of the resulting replacement housing.) Yet, the pace of conversion of these properties is glacial. In the last several years, according to UNR statistics, most demolished single family homes have been replaced by larger, more costly single family homes. The inevitable reading of the actual real estate facts on the ground is that zoning by itself is not sufficient to bring about density increases and

certainly isn't bringing about increases in "affordable" housing alternatives even where allowed.

Several actions might be taken to enable the existing capacity for more density to be utilized more quickly:

- a. Modify rules for corner duplexes such that entrances no longer need to face different streets, thereby facilitating conversion of existing single family homes without the necessity of radical reconfiguration.
- b. Subsidize or abolish System Development Charges when an existing corner lot single family home is converted to a duplex without altering the exterior envelope of the structure.
- c. Allow multiple ADU type structures with reduced System Development Charges when constructed on the site of a single family residence in an R1 or R2 zone on a 5000 square foot lot.
- d. Relax parking requirements for corner duplexes within 500 feet of high frequency transit corridors.

Proposal 5: Allow cottage clusters on lots larger than 10,000 square feet.

Inner Portland has some fine examples of small house clusters and attractively designed low-rise courtyard complexes which date to the 1920s and 1930s. When such units are constructed within 500 feet of high frequency transit lines, they provide a great opportunity for enhanced density at a human scale. To the extent that this proposal would be confined to areas within 500 feet of high frequency transit in R1, R2, or RH zones, we would support it. However, we'd urge the RIP to explore ways for the City to encourage such units to be individually owner occupied so as to extend the benefits of home ownership to those who can afford these smaller units. Most of our small cluster housing was converted to condominiums a number of years ago. Condo conversions are problematic today, we understand, partly because of bank reluctance to lend money for their conversion or construction. The City should explore ways to mitigate this obstacle to home ownership as it encourages more of these smaller units to be built.

Proposal 6: Establish a minimum unit requirement for R2.5 zone lots.

The average age of homes in R2.5 zones is 83 years -- the highest age of all of our single family zones. PCHR is especially concerned that poorly conceived changes to R2.5 zoning rules will put at risk some of our most historic neighborhoods, some of which are currently protected as Historic Conservation Districts, but many of which are not.

We applaud the approach where an ADU can count toward the number of housing units on a R2.5 zoned site, especially when the base lot is 5000 square feet, so as to reduce development pressure and the threat of demolition of these fine historic properties.

Proposal 7: Allow new houses on historically narrow lots near Centers and Corridors within the R5 zone.

We feel that undermining the R5 zoning simply because of some accident of history is an affront to the residents of those neighborhoods who purchased their homes expecting the protections offered by that R5 zoning. They suddenly find themselves de-facto zoned R2.5 without benefit of a formal zoning change process – simply to provide targets of opportunity to developers to build homes their neighbors could not afford.

R2.5 zoning is an excellent tool for densifying selected parts of our single family areas within 500 feet of high frequency transit, and likely should be expanded as Portland’s population grows. However, the recently completed Comprehensive Plan did expand the scope of R2.5 zoning in the inner city. We see no reason to recklessly expand R2.5 zoning through this de-facto rezoning into areas inappropriate for greater density (despite the ridiculous 1250 foot distance from “centers and corridors proposed by RIP), until the full benefits of the newly designated R2.5 areas are realized.

Further, we are dismayed at the scope of proposed changes to allowed density in the R2.5 zone. Per BPS estimates, an existing house on a 5000 square foot lot in an R2.5 zone could be demolished and replaced by up to 8 units with an average size of 538 square feet. This is a recipe for demolition of thousands of existing single family homes and replacement with small rental housing units – thereby exacerbating both the supply of single family residences and the much-discussed “middle housing”.

Because of these concerns, which we detail more fully in a separate White Paper on this subject, we oppose Proposal 7 in its entirety. It has no place in the output of the RIP task force, was injected into the debate by a developer-led and funded coalition which argues for it on the basis of completely unfounded assertions of increased affordability of housing. In recent public outreach sessions, BPS staff asserted that splitting R5 lots would allow the land cost to be spread over two houses, with a resulting lower cost for each. This was a naïve assertion. Greater density allowances result in land prices being bid upward to capture the "economic rent" enjoyed by potential developers from building two houses rather than one. The consequence is a higher cost per square foot for these infill houses on split lots than for the original house, and NO gains in affordability.

For questions or comments regarding this material, contact the Chairperson of the Portland Coalition for Historic Resources, Jim Heuer, at jim@househistorypdx.com

Aug. 11, 2016 <Sent this date via e-mails noted below>

City of Portland (residential.infill@portlandoregon.gov)
Attn: Morgan Tracy, BPS Project Manager (Morgan.Tracy@portlandoregon.gov,)
1900 SW 4th, Suite 7100
Portland, OR 97201

CC: BPS City Commissioner, Amanda Fritz (Amanda.Fritz@portlandoregon.gov)
BPS Director, Susan Anderson (Susan.Anderson@PortlandOregon.gov)
BPS Long Range, Joe Zehnder (Joe.Zehnder@portlandoregon.gov)
BPS District Liaison, Nan Stark (nan.stark@portlandoregon.gov)
CNN Exec. Dir., Alison Stoll (alisons@cnncoalition.org)

Subject: RCPNA Board Recommendations on June 2016 Residential Infill Project

Dear Morgan Tracy:

The RCPNA Board met on Aug. 2nd and reviewed the June 21st Land Use and Transportation Committee Recommendations together with the results of the RCPNA Residential Infill Project survey conducted by Tamara DeRidder and a support team using SurveyMonkey. This neighborhood survey was distributed through Mail Chimp and the Next Door blog. In nine days this survey obtained 94 respondents.

Summary. The general consensus is that RCPNA opposes the density and types of infill contained in the City's Residential Infill Proposal in its present form and timeline. There are some areas of support. But, overall we concluded that there should be 'truth in zoning' as the city looks for a means to integrate infill options into the code.

The RCPNA Board concluded the following recommendation at this meeting based on the City of Portland Residential Infill Project published June, 2016:

Proposal 1- Establish house size square foot limits proportional to lot size

Support – But, we would like to see a slight increase the house size limit to 3,000 square foot minimum for 5,000 square foot lots.

Note: RCPNA single dwelling zones contains a majority of R-5 zoned property this size. The 2,500 square foot maximum is too low and does not take into consideration the size of historic homes in our neighborhood.

Proposal 2 - Measure from the lowest point 5 feet from the house. 30' max in R5

Support - No additional comment.

Proposal 3- Increase min. front setback by 5 feet with exceptions for matching front setbacks on existing, immediately adjacent homes.

Support - No additional comment.

Proposal 4 – Housing Types

Oppose - However, in our RCPNA survey there was a 28% support and unanimous support by the LU & TC for *internal conversions only* of existing homes from a single home to a duplex & corner triplex. The Board is adamant that the City maintain ‘truth in zoning’. A single dwelling zone should mean just that. To allow additional density should require a change of the zone.

Proposal 5 - Allow Cottage clusters on lots larger than 10,000 square feet

Abstain – The information provided by BPS was confusing and we concluded we did not have enough information.

Proposal 6 - Establish a minimum unit requirements for R 2.5

Oppose - This is due to requiring a minimum of 1 unit per 2,500 SF of lot area.

Note: LU & TC stated, “If the wording were to change from 'require' to 'allow'. We would be more in favor of this proposal then at this time.”

Proposal 7- Allow new houses on historically narrow lots near Centers and Corridors within the R5 zone

Abstain- There were conflicting votes so we chose to abstain. 27% of the survey respondents would support this proposal if it were applied city-wide.

Proposal 8- Do not require parking and do not allow front-loaded garages for detached houses on narrow lots and historically narrow lots.

Opposed - We concluded that off-street parking needs to be required for all residences.

Note: The LU & TC went on to state: “The front loading garage should be considered as not required, but optional or as a bonus to a required off street parking place. The provisions of this proposal that we would support include: the retention of the current allowance for alley-loaded garages; and the allowance for front-loaded garages that are tucked under the main floor when combined with a driveway. In addition, we recommend allowing parking pads within the 18'-0" of the house to be counted as off-street parking.

Conclusion:

A majority of RCPNA survey respondents (71%) and Board support the current housing types and density allowed by the code and oppose the city’s Residential Infill Proposals 4, 6, and 8. There was clear support for Proposals 1-3 while the Board abstained on Proposals 5 and 7 due to lack of clarity.

About one-third of our survey respondents liked some of the city’s proposal but wanted the ‘Infill Map Overlay’ to apply only to the centers and corridors identified in the 1980 Comprehensive Plan Map, which limits centers to Town and Regional Centers¹. This comment includes the concern that the 2045 Plan Map has been used as the basis of the city proposal but it

¹ Nov. 2011 Comprehensive Plan Policy 4.3 Sustainable Housing B. Establish development patterns that combine residential with other compatible uses in mixed-use areas such as the Central City, Gateway Regional Center, Station Communities, Town Centers, Main Streets, and Corridors.

has not yet been state-approved. One-quarter of our respondents supported applying the city proposal throughout the city², not just near centers and corridors, while another quarter believe that the impact area should be reduced altogether. There is clearly a divergent opinion of how and where such a proposal should apply if it were supported.

Process. The majority of the RCPNA survey respondents (62%) support a much broader discussion with our neighborhoods on this issue throughout the fall of 2016. A slight majority of respondents (54%) support stopping this proposal in its tracks and taking the time needed for public education and integration of public comments. The majority of respondents would like to understand the impact of city's Residential Infill Proposal on:

1. Public facilities such as parks and sanitary sewer;
2. Neighborhood livability, home ownership, and safety³; and
3. How the addition of this number of new dwelling units will impact on-street parking and air quality⁴.

Summary. The general consensus is that RCPNA opposes the density and types of infill contained in the City's Residential Infill Proposal in its present form and timeline. There are some areas of support. But, overall we concluded that there should be 'truth in zoning' as the city looks for a means to integrate infill options into the code.

In addition, the city has failed to provide an analysis of the neighborhood impacts as a result of this increased infill as it relates to public facilities, livability, ownership⁵, safety⁶, and vehicle parking. The City's Residential Infill Proposal supports infill options that could serve to undermine single dwelling housing stability⁷ while supporting commercial building types⁸ (of 3 or more units per lot) that further conflict with the intent of the single dwelling zones⁹.

² Nov. 2011 Comprehensive Plan Policy 4.7 Balanced Housing, Objective: E. Actively encourage the dispersal of housing with on-site social services throughout the city.

³ Nov. 2011 Comprehensive Plan Policy 4.4 Housing Safety Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

⁴ Nov. 2011 Comprehensive Plan Policy 4.6 Housing Quality A. Promote housing that provides air quality, access to sunlight, and is well protected from noise and weather.

⁵ Nov. 2011 Comprehensive Plan Policy 4.7 Balanced Housing, Objective: I. Expand homeownership opportunities for existing residents in neighborhoods with homeownership rates lower than the regional average.

⁶ Nov. 2011 Comprehensive Plan Policy: 4.4 Housing Safety. Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

⁷ Nov. 2011 Comprehensive Plan Policy 3 Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

⁸ Commercial Code. "A new structure covered under the Commercial Code. This would apply to new commercial structures and multi-family residential projects with 3 or more units." See: <https://www.portlandoregon.gov/bds/article/92699>

⁹ 2014 Oregon Residential Specialty Code Definitions, page 2-4: DWELLING. Any building that contains one or two dwelling units used, intended, or designed to be built, used, rented, leased, let or hired out to be occupied, or that are occupied for living purposes.

Please let me know if you have any questions.

Respectfully,

A handwritten signature in black ink, appearing to read "Tamara DeRidder". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

Attachment: RCPNA Residential Infill Survey

RCPNA Residential Infill Project Survey

1. This questionnaire is to be taken by residents and business owners located within the boundaries of Rose City Park Neighborhood. Those boundaries are NE Fremont St to the north, 1-84 (Interstate 84) to the south, NE 47th Ave. to the west, and roughly NE 65th to the east. Please check one of the following:

Answer Options	Response Percent	Response Count
I am a resident of the Rose City Park neighborhood within the boundaries identified above	93.5%	86
I am an owner of a business located inside the boundaries of Rose City Park, as identified above.	0.0%	0
I am a resident of the Rose City Park neighborhood and own a business in the same neighborhood.	4.3%	4
I am not a resident of Rose City Park neighborhood nor do I own a business there.	2.2%	2
<i>answered question</i>		92
<i>skipped question</i>		0

2. The city's proposal for Residential Infill is applied as an Overlay on all of the Single Dwelling/Low Density Residential zones that are located within 1/4 mile of 'centers' and frequent transit corridors throughout the city, see Maps. This Overlay impacts almost all of Rose City Park since the centers include a new business center at NE 47th and Sandy and the boundary of the 60th Ave. Station Area (identified only in the 2045 Comp. Plan Map) as well as the Hollywood Town Center, and frequent transit streets NE 47th and Sandy Blvd. Check all that you think should apply.

Answer Options	Response Percent	Response Count
I agree with the Residential Infill Overlay boundaries identified in the city's	10.2%	9
I disagree with the Residential Infill Overlay boundaries identified in the city's proposal	26.1%	23
Overlay. It should apply to all Single Dwelling/Low Density Residential zoned properties throughout the city, not just near centers and frequent transit corridors.	22.7%	20
I like some of the city's proposal but the Overlay impact area should be reduced.	20.5%	18
I like some of the city's proposal but the Overlay should apply only to 'centers' recognized by the current (1980) Comp. Plan (such as Hollywood Town Center and Gateway Regional Center) since the 2045 Comp. Plan has not yet been approved (acknowledged) by the State of Oregon, Department of Land Conservation and Development.	31.8%	28
I have no opinion about the proposed Residential Infill Overlay boundaries.	5.7%	5
None of the above	1.1%	1
Other (please specify)	9.1%	8
<i>answered question</i>		88
<i>skipped question</i>		4

3. Historically, Portland's Single Dwelling/Low Density Zones allowed greater number of housing units per property. Currently, the R5 zone allows one single dwelling units plus an Accessory Dwelling Unit (ADU), a smaller auxiliary unit, on an average 5,000 sq. ft. lot and duplexes on corners with an ADU added, totaling 3-units. Do you want to increase the number of allowed dwelling units in our neighborhood?

Answer Options	Response Percent	Response Count
Yes, the current housing choices are too limited in our neighborhood	22.6%	19
No, there are plenty of housing choices including the allowed rental of rooms and shared living quarters	71.4%	60
I don't have an opinion	6.0%	5
Other (please specify)		12
<i>answered question</i>		84
<i>skipped question</i>		8

4. Our neighborhood contains approximately 2860 single family dwellings in the combined R5 and R2.5 zones. The population per household, as of 2010, contains 2.44 people per unit and is higher than the city average of 2.1 people per unit. The city proposes to increase the density per property in the R5 zone (See Page 3 of Summary) from 2 units to 3 units, a duplex with an Accessory Dwelling Unit (ADU) or a single home with 2 ADUs. Corner lots now allow 3 units are proposed to allow 4 units, a triplex with an ADU. Which of the following adjustments to the city's existing code would you support?

Answer Options	Response Percent	Response Count
No change, I like the options that are allowed under the current zoning.	47.7%	41
Some change, I would like more flexibility. This could include the opportunity for a single dwelling to become a duplex (2 more equally sized units) instead of adding an ADU in the garage or in a separate structure out back.	27.9%	24
More change, I would like increased flexibility. This could include an additional internal and external ADU on an average lot (1 house with 2 smaller units = 3 units). But, only with written consent by the surrounding neighbors.	7.0%	6
Lots of change, I like the city's proposal	14.0%	12
None of the above	3.5%	3
Other (please specify)		12
<i>answered question</i>		86
<i>skipped question</i>		6

5. The City Proposal allows the increased density of 1-unit for each affordable unit, accessible unit or internally converting an existing house (to a house with an internal Accessory Dwelling Unit, a duplex or, on the corner, a duplex with an internal ADU, a triplex, or triplex with an internal ADU). This may result in a typical lot containing up to 5 units and corner lots containing up to 9 units. Do you support a unit increase incentive for these uses? Please check all that apply

Answer Options	Response Percent	Response Count
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No, I do not support a unit increase incentive.	41.9%	36
No, keep the zoning the way it is. I support an incentive for these housing options but not through increased density.	22.1%	19
Yes. I like the City proposed incentive of 1-unit for all the housing types identified above.	9.3%	8
Somewhat. I like the City proposed incentive of 1- unit for each affordable unit or accessible unit. But, with a maximum of 3 units for a typical lot.	14.0%	12
Somewhat. I like the idea of a City proposed incentive for each affordable unit or accessible unit. But, I do not want an increase in density beyond the now permitted single dwelling unit with an Accessory Dwelling unit (2 dwelling units) per typical lot.	5.8%	5
Somewhat. I like the City proposed incentive of 1-unit for internal conversions of an existing house to allow an internal Accessory Dwelling Unit (ADU). That way there can be an existing house with an ADU in the basement and an ADU as an attached structure in the back, totaling 3 units max on a typical lot.	10.5%	9
duplex instead of adding a smaller unit such as an Accessory Dwelling Unit Code, limited to 800 square feet of living area. But, no more than 2 dwelling units per typical lot.	15.1%	13
None of the above.	0.0%	0
Other (please specify)		7
answered question		86
skipped question		6

6. In our neighborhood the majority of homes on property zoned R2.5 (2,500 square foot min. lot size) sit on 2 lots, averaging a total of 5,000 sq. ft., and are located near major corridors. The internal or external Accessory Dwelling Unit(ADU) addition to an existing home in the R2.5 zone is currently allowed. The city proposes a 1 dwelling unit minimum for every 2,500 square feet of property area in the R2.5 zone. This minimum density requirement may impact these properties by encouraging an internal or external remodel with the addition of an Accessory Dwelling Unit (see page 4 of Summary) or a structural replacement with 2 town-homes(Attached) or skinny houses. It also may restrict the rebuilding of the single dwelling on 2-lots if the existing structure becomes damaged beyond repair. Do you support the 1 dwelling unit minimum for every 2,500 square foot property in the R2.5 zone?

Answer Options	Response Percent	Response Count
Yes, I support the city's proposal	14.5%	12
No, I do not support the city's proposal	72.3%	60
I don't know	13.3%	11
None of the above	0.0%	0
Other (please specify)		7
answered question		83
skipped question		9

7. Rose City Park contains historically narrow lots in two areas in our R5 zone (5,000 square feet per lot), see the red highlights on the NE Portland Residential Infill Map. In most cases, one house sits on two of these historic narrow lots, totaling approximately 5,000 square feet of area. Currently, the city allows houses to be developed on all historic narrow lots. The city proposal would support allowing new houses on each narrow lot within the mapped area and but not on narrow lots outside the mapped area. If the existing home on these mapped narrow lots were removed/ demolished the city proposes to require new units to be attached (town home) with a common lot-line or allow tandem houses, flag lots, if the existing house is retained. See page 4 of Summary. Similar development pressures will likely apply to these historic narrow lot properties as they will for the R2.5 properties, discussed above. Select one of the options below regarding proposed changes to the historically narrow lots.

Answer Options	Response Percent	Response Count
No change, I like the city zoning code the way it is.	49.4%	41
I support the changes to the historically narrow lots in the R5 zone as identified above in the City's Proposal.	12.0%	10
I support the changes to the historically narrow lots in the R5 zone as identified above in the City's Proposal. But, it should apply to all of these types of lots throughout the city, not just in the mapped areas	26.5%	22
I have no opinion on historically narrow lots.	8.4%	7
None of the above	3.6%	3
Other (please specify)		7
<i>answered question</i>		83
<i>skipped question</i>		9

8. The city proposes parking changes for new and historically narrow lot development. No off-street parking will be required for detached houses on narrow lots. Front-loading garages for detached houses on narrow lots would be prohibited, see page 4 of Summary. Retain use of alley access or common driveways for parking in the rear of property. For attached housing on narrow lots, front loaded garages would be allowed when tucked-under the first floor and the driveways are combined. Where no off-street parking is provided it will require the residents of these units to use on-street parking for all their vehicles. A city sponsored parking study shows that 72% of all renters own at least one vehicle. Please check all that apply.

Answer Options	Response Percent	Response Count
I support the city's proposal for not requiring off-street parking or front-loaded garages for all detached houses on narrow lots.	15.5%	13
I oppose the city's proposal for not requiring off-street parking or front-loaded garages for all detached houses on narrow lots	64.3%	54
I support the city's proposal for attached housing on narrow lots to be allowed front loaded garages when tucked-under the first floor and the driveways are combined.	31.0%	26
I oppose the city's proposal for attached housing on narrow lots to be allowed front loaded garages when tucked-under the first floor and the driveways are combined.	8.3%	7

I have no opinion on parking for narrow lots.	3.6%	3
None of the above	2.4%	2
Other (please specify)		9
<i>answered question</i>		84
<i>skipped question</i>		8

9. The city's Infill proposal addresses scale of housing to limit the construction of new large houses out of scale to the surrounding houses. The proposal is to limit the size of houses while maintaining flexibility in form. There are 3 elements: size, height and setback, see page 2 of the Summary. Proposal is to size the house based on the square foot of the lot area. Currently, the code allows up to 6,750 square foot house on a typical R5/ 5,000 square foot lot. In 2013 the average sized house in the R5 zone was 4,461 square feet. The proposal would reduce the allowed house size for a typical R5 zoned lot to 2,500 square ft. of livable dwelling unit space. This measurement excludes basements, non-habitable attics and detached structures from size limits. Likewise, a 2,500 sq. ft. lot would limit a habitable structure to 1,250 sq. ft. of space with the same exceptions. Do you support this element of the city's proposal?

Answer Options	Response Percent	Response Count
Yes, I support limiting the size of the residential houses to being proportional to the lot size.	77.9%	67
No, I do not support limiting residential house sizes.	11.6%	10
I don't know	3.5%	3
Other (please specify)	7.0%	6
<i>answered question</i>		86
<i>skipped question</i>		6

10. The proposed building height would be reduced for all impacted properties in the Single Dwelling/ Low Density Zones through changing the measuring method. The proposal would change height measurements from starting at the high point of the grade to the low point of the grade within 5-feet of the structure's foundation while keeping the top of the measurement the same, at the mid-point of a sloped roof line, see page 2 of the Summary. Flat-roofed houses would be reduced by 5-feet in height to lessen undesirable shading. Results: R5 zone - Peaked-roof height limit measurement of 30 feet remains the same, but measured from the lowest grade at the foundation not the highest. R5 zone - Flat-roof height limit measurement changed to 25 feet and now measured from the lowest grade at the foundation not the highest. R2.5 zone - Peaked-roof height limit measurement of 35 feet remains the same, but measured from the lowest grade at the foundation not the highest. R2.5 zone - Flat-roof height limit measurement changed to 30 feet and now measured from the lowest grade at the foundation not the highest. Do you support this element of the city proposal?

Answer Options	Response Percent	Response Count
Yes, I support this height measurement change for all impacted Low Density Residential Zoned properties.	64.7%	55
No, I do not support this height measurement change.	20.0%	17
I have no opinion about the proposed height limit change.	12.9%	11

None of the above	2.4%	2
Other (please specify)		7
answered question		85
skipped question		7

11. The city proposes front setbacks for new homes consistent with setbacks on existing and immediately adjacent homes, see page 2 of Summary. In both the R2.5 and R5 zones increase the minimum front setback from 10 feet to 15 feet. Exceptions would apply for matching the front setbacks on existing, immediately adjacent homes. The existing side and rear set backs, which is typically 5 feet, would remain the same. Retains current code's building coverage limits of 15% for 5,000-20,000 square foot lots and 37.5-50% coverage on lots less than 5,000 square feet. Do you support these proposed set back changes?

Answer Options	Response Percent	Response Count
Yes, I support the city proposed front setbacks.	66.3%	57
No, I do not support the city proposed front setbacks	12.8%	11
I have no opinion on the front setbacks.	19.8%	17
None of the above	1.2%	1
Other (please specify)		5
answered question		86
skipped question		6

12. The city proposed Residential Infill Proposal is scheduled for City Council hearing this fall for concept approval of Draft Proposals, see page 1 of Summary. This process is proposed to by-pass the Planning and Sustainability Commission to enable the current Mayor to review these documents. The development of the Draft Code is scheduled to follow next year, 2017. The June 15th to August 15th public comment period was established with this schedule in mind. How would you like to proceed with the Residential Infill proposal? Check all that apply.

Answer Options	Response Percent	Response Count
I support the public review process and timeline proposed by the city.	12.9%	11
I do not support the public review process and timeline proposed by the city.	22.4%	19
I support a much broader discussion with our neighborhoods on this issue throughout the fall of 2016.	62.4%	53
I want to understand the proposal better in the way it may impact public facilities such as parks and sanitary sewer.	54.1%	46
I want to better understand the impact of the Infill Proposal on neighborhood livability, home ownership, and safety.	61.2%	52
I support stopping this proposal in its tracks and taking the time needed for public education and integration of public comments.	47.1%	40
I have concerns about how the addition of this number of new dwelling units will impact on-street parking and air quality.	60.0%	51
I have no comment on the proposed process	2.4%	2
Other (please specify)		8
answered question		85

skipped question

7

13. This concludes our questionnaire. The results from this questionnaire are to be presented to the RCPNA Board at their Aug. 2nd meeting from 7:00-9:00 pm at the German

Answer Options	Response Count
	21
<i>answered question</i>	21
<i>skipped question</i>	71

**REACH Community Development
Comments on City of Portland Residential Infill Project
August 12, 2016**

Fundamentally, REACH's experience has shown that increasing density and affordability can be compatible with preserving neighborhood character. In fact, REACH Community Development owns several multi-unit properties that are integrated within predominantly single family neighborhoods. Further, REACH has continued to rent these to low and moderate income households. These properties have not detracted from neighborhood character or received complaints. In fact, many neighbors view the properties as valuable community assets that contribute to neighborhood character in a positive way for their historic appearance and by making the neighborhood housing stock more inclusive and diverse.

Therefore, REACH is supportive of proposals to allow more housing types in R5 zones such as duplexes and triplexes. In fact, we would encourage the City of Portland to allow these types throughout the city.

Further, REACH would advise against reducing the size limit on new buildings in R5 zones. The proposed 2,500 square foot limit would do little to contribute to affordability and would be a barrier to development of duplexes and triplexes that could contribute more positively to affordability. We would advise no change to the current size requirements. Or if the size requirement is reduced for single family, it should allow for duplexes and triplexes to be larger.

REACH believes the affordability and accessibility incentives are commendable ideas, but they may be difficult to achieve in practice and may not be frequently used. As an alternative, or in addition, we would encourage the City to consider incentives or allowances for pre-qualified non-profit organizations to create triplexes and fourplexes in R5 zones.

Also, while we believe higher density housing will have a positive affect on overall housing affordability. We also believe these policies would contribute only modestly to the large shortage of housing affordable to households below 60% MFI. Sustained investment in larger multifamily development will remain the most direct way to address affordability at this level. However, this should not discourage the city from diversifying housing in R5 zones because affordability is a growing problem for a wide range of low and middle income households.

We commend the City of Portland for its work to diversify the Portland's housing stock. In fact the great cities and neighborhoods of the world are known for their diversity of housing types, not homogeneity. We encourage Portland to allow maximum flexibility and creativity to encourage construction and renovation of multi-unit housing throughout the city. It will make Portland a better place for everyone.

August 9, 2016

Bureau of Planning & Sustainability
City of Portland

Re. Testimony on Residential Infill Project

Not since the 1960s have Portland's older neighborhoods come under greater threat of the bulldozer and loss of their identity. The drive to increase density and affordability in the face of ramped up market demand, along with the lack of meaningful incentives for preservation, have resulted in the loss of over 300 homes per year and the wholesale change in neighborhood character.

Scenarios are being reported of shill buyers telling sellers they plan to preserve their home, only to learn the pretend purchaser had an arrangement with a developer to turn around and sell it to them for demolition. Other unscrupulous developers are targeting beloved local landmarks like the Markham House or Ocobock House and holding them for ransom by the neighborhood.

Of course, not every old house should be saved and the Infill Design Project was intended to provide a tool to protect the historic character and help new structures play well with the old. The resulting document is a mixed bag that needs more work.

On behalf of the members of Restore Oregon, a non-profit organization whose mission is to preserve, reuse, and pass forward the historic places that make our communities livable and sustainable, I offer the following comments on the proposal.

Restore Oregon appreciates and supports:

- The limited size of infill housing that would avoid out-sized McMansions and create a more harmonious sense of continuity.
- The general aligning of set-backs for a cohesive streetscape.
- The encouragement of duplexes and triplexes – especially when they are designed to echo their surrounding context.
- The ability to add ADUs – more than one in some cases.
- Allowing cottage clusters on oversized lots.
- The ability to internally convert a large existing house into multiple units.
- Not allowing garage doors to be the primary feature of skinny houses
- Sharing driveways and garages to open up more parking on the street.

Restore Oregon is concerned about and objects to:

- The likelihood that multi-family zoning **will incentivize demolition** of existing homes. There should be criteria that must be met that demonstrate the existing home could not be repaired, added on to, moved, divided, etc., and that design review is required when demolishing an existing structure.

- There are way **too few incentives to encourage retention of existing homes**, and **lack of emphasis on the internal conversion** – and adding onto – of existing houses. Its always more sustainable to reuse what is already there.
- Extending the infill zoning **a quarter-mile from corridors is too deep** in many neighborhoods and will, in effect, change the entire neighborhood. (Hollywood, Grant Park, Laurelhurst, Alameda, Boise, and more)
- **No parameters for the scale and design** of external ADUs to ensure they are compatible with and sensitive to the existing home. There should be a maximum total square footage allowed for the lot.
- The **“one size fits all”** application of these standards that doesn’t take into consideration neighborhood dynamics and character. Corner triplexes will NOT fit well into every neighborhood! There needs to be a level of customization by neighborhood.
- **No oversight or review of design** will result in some ugly, congested development that negates the intent of this project.

We all are in favor of increased density, but this plan has some ways to go to ensure that this new density is thoughtfully designed to reflect individual neighborhoods, and to make sure that a mish-mash of new construction and ADU units doesn’t replace authentic neighborhood character with what more closely resembles a human zoo.

Thank you for considering and addressing these concerns,



Peggy Moretti
Executive Director

S·M·I·L·E

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

August 1, 2016

Residential Infill Project
Portland Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201

The Sellwood-Moreland Improvement League (SMILE) has carefully evaluated the Residential Infill Project (RIP) proposal and respectfully submits the following comments:

We value the character and livability of our neighborhood. We are concerned that this proposal, which could more than double the population of our neighborhood, would diminish the character and livability of our neighborhood. Our schools are overcrowded and enrollment is growing at an unsustainable rate. Many of our residential streets are narrow, and have commuter cut-through traffic that is at times unsafe for neighborhood children and elderly residents. Parking on both sides of the narrow streets prevents emergency response vehicles from entering the streets. Twenty years ago no one expected 4-6 story apartment buildings would be built in our neighborhood. Now we have hundreds of apartment units being built; from which we have learned that we must assume zoning changes will eventually result in construction of the maximum allowed density.

We also recognize that housing affordability is a major problem and that increasing density is inevitable. It should be done in a manner that preserves the character and livability of our neighborhood.

Housing diversity proposals

We believe that there is insufficient justification for the proposed ¼ mile radius for increased density. In order for SMILE to seriously consider accepting significantly more density, we must understand the potential impact on our neighborhood. The City's Growth Scenarios Report presents expected future housing demand, but that demand is not transferred to the neighborhood level. How many units of middle housing would be built in Sellwood-Moreland? Sellwood - Moreland presently has hundreds of 5000 square foot R2.5 lots on which duplexes could be built – how much middle housing can Sellwood-Moreland provide on these lots with present zoning? The planning that RIP has done is entirely supply based – allowing middle housing within ¼

mile of centers. Is that supply sufficient? If that supply is excessive, will a large fraction of middle housing come to our popular neighborhood rather than other neighborhoods?

We believe that the market, rather than zoning, is why middle housing is not being built. Larger R2.5 lots have been available for construction of duplexes, yet none have been built (see box). From 1984 until at least 2014, no 2-4 unit multifamily units were built in the 97202 zip code. Thus, proposed zoning changes would not increase the supply of middle housing in the current market. Our concern is that providing too much middle housing zoning now could cause undesirable widespread conversion in years or decades later, similar to what is happening now in our commercial centers.

1397	R2.5 lots in 97202 zip code 5000 sf or larger
	From 2010-2014 for these lots...
269	lots sold
12	New single family homes built
8	Lots split for 2 or more single family houses
0	Multi-family units built

The City should consider the following principles when deciding how to change zoning to increase density:

1) Develop neighborhood scenarios for future housing demand.

Consider the demand for housing created by population growth and the paradigm that more supply is needed to increase affordability. A simple scenario is to start with the Growth Scenarios Report estimate of 20,000 new households in Southeast Portland by 2035. Sellwood-Moreland has 8.1% of the land area of Southeast Portland. Therefore, if growth is uniformly distributed in Southeast, Sellwood-Moreland would grow by 1,620 households.

2) Estimate how much growth can be accommodated with existing zoning, property turnover, and construction rates in each neighborhood. This should be a holistic approach that considers commercial, accessory dwelling units (ADUs), and existing multifamily and single family zones. For example, there are at least about 500 units presently under development in our neighborhood.

3) If additional density is needed, introduce it gradually. Establishing a minimum density for all residential zones, such as proposed for the R2.5 zone, is a way to increase density without increasing the maximum density that could be built. Phase in the additional density by allowing only one additional unit per lot and years later evaluate supply, demand, and infrastructure resilience before increasing density further.

In addition, we are concerned that the accessible bonus unit would be a loophole to easily add an additional unit, and while we like the concept of cluster housing we would need more information to fully evaluate it. We also suggest that you consider specifying a minimum unit size to insure that some new units are large enough for families.

Scale of houses

SMILE strongly supports all of the proposals to limit the scale of houses. These include

- Maximum size depends on lot size
- Height measurement from lowest point, not highest

- Maximum R2.5 height reduced to 30 feet
- Maximum flat roof height 25 feet
- Maximum height for narrow lots: 23 foot height for pitched roofs, 20 feet for flat roofs
- Attached houses maximum height: 30 feet for pitched roofs, 25 feet for flat
- Limit dormer projection.
- Increase minimum front setback 5 feet, except to match adjacent setbacks.
- Increase allowed side setback projections for bay windows and eaves

We have reviewed the square footage limits and estimate that about one-quarter of the homes built in our neighborhood since 2010 exceed the limits, so the limits appear to preserve existing building scale and continue to allow most construction to take place.

Closing comments

The results of the Project questionnaire would be a valuable resource for us to better understand and represent the opinions of our neighborhood and to provide feedback on the Project. Please make the detailed results for each neighborhood or, if not possible, zip code, available to the public.

In summary, we oppose the housing diversity proposals because there is insufficient justification to tremendously increase the density of our neighborhood. A better approach would be for the City to downscale citywide estimates of growth to the neighborhood level so we can evaluate the impact growth will have on our neighborhood and estimate how much growth the neighborhood can accommodate. If density has to be increased, do so gradually and in a neighborhood-friendly manner. We fully support the housing scale proposals which would help ensure that future residential development preserves the character and livability of our neighborhood.

These comments were drafted by the SMILE Land Use Committee with input from 10 well-informed neighbors and revised and approved by a vote of 7 yes, 2 no, and 1 abstention of the SMILE Board of Directors July 20, 2016. We thank the City for their outreach efforts regarding this proposal and we look forward to continuing to work with the City on this important issue.

Sincerely,



Corinne Stefanick, President
Sellwood-Moreland Improvement League



August 12, 2016

City of Portland
Bureau of Planning and Sustainability
Morgan Tracy, Project Manager
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Re: Sunnyside Neighborhood Association – Residential Infill Project Testimony

Dear Morgan Tracy,

The Sunnyside Neighborhood Association (SNA) Board [mailing address: 3534 SE Main St, Portland, OR 97214] has deliberated on the current Residential Infill Project's concepts. The SNA Board urges City staff to embrace *Portland for Everyone's* Residential Infill policy recommendations including the following to be applied in all Single-family zones (and not restricted around "centers and corridors"):

I. Scale of Houses

Sliding scale maximum square footage of house:
2,500 square foot house on 5,000 square foot lot
1,750 square foot house on 2,500 square foot lot
additional square footage of home allowed on larger lots

II. Housing Types

Alternative housing types allowed in all Single-family zones (e.g., R-5 and R-2.5):
a duplex within house, plus external ADU or, house with one internal and one external ADU
Triplex allowed on corner lot, but no ADU
One extra unit within house, if "affordable" or "accessible", for maximum of four units on lot.

III. Narrow Lots

Narrow lots in all Single-family zones (e.g., R-5 and R-2.5), including lot remnants at least 25' wide.

Sincerely,

A handwritten signature in black ink, appearing to be "Tony Jordan", followed by a horizontal line.

Tony Jordan, President
on behalf of the Sunnyside Neighborhood Association Board

Cc: Susan Anderson, Portland Bureau of Planning and Sustainability Director
Mayor Hales and Commissioners Fish, Fritz, Novick and Saltzman



July 29, 2017

Morgan Tracy
Project Manager
Residential Infill Project
Residential.infill@portlandoregon.gov

Julia Gisler
Public Involvement
Residential Infill Project

SWNI Comments on Residential Infill Project BPS draft proposal July 2016

Southwest Neighborhoods Inc. (SWNI) is comprised of seventeen neighborhoods in southwest Portland, and each of them has a representative on the SWNI board of directors. Many of our residents, including specifically the members of the Land Use Committee, have followed the Residential Infill Project (RIP) process, attended meetings of the Residential Infill Project Stakeholder Advisory Committee (RIPSAC), and attended one or more of the recent open houses to discuss the draft “concept” proposal from staff. The comments submitted here were proposed by our Land Use Committee and informed by the attached report from Jim Gorter, our representative on the RIPSAC, which provided additional background and support.

As you likely know, residents of the southwest neighborhoods have been particularly interested in the Residential Infill Project, because, like residents of other Portland neighborhoods, we have seen a substantial increase in demolitions of older, smaller, affordable homes, with replacement by new larger and significantly more expensive homes. These new homes, in addition to being larger and thus impacting the neighbors in the same ways that you have heard documented during the RIPSAC discussions (loss of neighborhood character, loss of solar access and privacy, loss of affordable “starter home” or “downsizing” housing stock and the diversity of residents that accompanies it, etc.), additionally affect the southwest neighborhood residents in particularly unique ways, due to the particularly unique topography, geology, and lack of infrastructure of the southwest neighborhoods. We agree with the premise of the RIP that the current code language appears to allow and even incentivize these demolitions and oversize replacements, and thus the impacts our existing neighborhoods are enduring. We commend the city and RIPSAC members for seeking ways to revise current codes to limit the negative impacts and channel development to provide more positive benefits to the community and the existing residents.

However, we have significant concerns with the proposal in its current state. These are changes we think will better serve the SWNI area and our residents:

1. The proposal needs specific rules for the westside “pattern area,” as it is defined in the Comprehensive Plan.

Most of the proposed new rules are based on assumptions and analysis of how they would work in a grid street neighborhood – even the illustrative drawings used in the handouts and presentations at the open houses and on the website show examples of homes built in a grid street pattern. That pattern exists in limited places in the SWNI area, due to the extremely hilly topography, carved with numerous canyons and creeks. Density of development, setbacks, and building heights are impacted much more by steep hilly topography in southwest Portland than in the flatter Portland neighborhoods.

These “one size fits all” concepts that lack contextual code for these unique features will likely lead to an increase, rather than a decrease, in development that is incompatible with our existing homes, if the proposed plan is not modified to take into account the area differences. The plan needs to relate to the size of homes, the footprint of homes, the height of homes (and from where that height is measured), and the setbacks in the context of the existing neighborhoods. Those specific rules should take into account differences in topography and neighborhood character that have guided existing development for decades.

2. The proposal must tie development to existing or concurrently developed supporting infrastructure.

In the southwest area, vacant land on a site is not just “undeveloped” land – it is very often providing site, neighborhood, and community functions such as stormwater drainage and attenuation, transportation corridors for both humans and wildlife, and energy efficiency and climate change attenuation from the tree canopy. Losing vacant land has significant impacts for the entire neighborhood, because when those functions are lost, they must be replaced with much more expensive “built” infrastructure – and the city has neither the funds nor any plans to provide that level of developed infrastructure. The new Comprehensive Plan and the current codes that protect significant areas of the southwest neighborhoods with conservation overlays recognize this, but these proposals do not.

The service levels that might be presumed in a grid street pattern area are just not available in the southwest areas, and it would be prohibitively expensive for either the city or the developers to provide them, completely thwarting the goal of providing more “affordable” housing, as well as undermining our adopted city policies of providing “complete neighborhoods” and achieving Vision Zero (including Safe Routes to Schools) or implementing the climate change action plan objectives.

Even in areas designated as “centers” or “corridors” in the recently adopted Comprehensive Plan, infrastructure for safe pedestrian, bicycle, and transit use is currently lacking – many sections of Barbur Blvd., Beaverton-Hillsdale Hwy., Capitol Hwy., Terwilliger, Macadam, and Multnomah Blvd. do not even have adequate shoulders, let alone sidewalks or bike paths. Stormwater facilities are even more inadequate – many southwest neighborhood streets act as rivers during heavy rainfall, and adding more impervious surface to the area would exacerbate the flooding and landslide hazards, as well as the sinkholes in our roadways, that we already regularly experience here.

Allowing additional density in the existing single-family neighborhoods is irresponsible, and this proposal (especially the “middle housing” portion that gives density bonuses to incentivize diverse types of development) would do just that. If the proposal truly is to be limited to “where appropriate,” then area specific criteria for that determination should be identified, and, in the southwest neighborhoods, it must be tied to existing or concurrently developed infrastructure, and the recognition that, in many places, only vacant land can provide those functions and thus the additional development cannot be allowed.

3. The proposal must not provide incentives for demolition.

The RIP was initiated ostensibly to address the rapid loss of neighborhood character and increase in neighborhood conflicts from demolitions. The new homes were not actually an “infill” problem but more of a “refill” problem – existing homes are being demolished and REPLACED with new development that is not in character with the existing homes. This has imposed more negative impacts on the neighboring residents than what had previously been there.

Somewhere along the line, though, the project’s list of goals expanded to include other concepts like providing affordable housing and “housing diversity,” which spawned “solutions” like the middle housing proposals. Our two problems with this broadening of goals are that (a) the original goals of preserving neighborhood character and decreasing demolitions seem to have gotten pushed out of the way by the newer goals, and (b) no analysis has been done of whether the solutions proposed meet even the newer goals, let alone the original ones.

Southwest neighborhoods residents do not resist providing affordable or diverse housing options. In fact, the southwest neighborhoods, prior to recent predation by demolition and “refill” developers, was known as a place you could find a small quirky cottage-size home with garden plants and feral orchards tucked in among the trees on a dead-end street. Our neighborhoods similarly have quite a bit of multi-family housing – even including a significant number of senior and assisted living centers and other group residential facilities – but it’s also tucked into the trees and hillsides, not soaring out of a concrete grid in a bustling city center, so it tends to be overlooked when planners consider where large numbers of residents might be housed.

However, allowing for single-family lots to be built at higher densities than are currently allowed will only increase the pressure to demolish the existing homes, reclaim underlying lots, and then redevelop the property. Economically, this raises the value of the LAND relative to the value of our HOMES. This DECREASES the affordability, making our lots with smaller, older homes worth more if the existing home is demolished than if it is lived in. We believe that, when the economic analysis is done, it will show exactly that effect. And it was exactly this effect that residents were begging to be addressed with the residential infill project. The proposal must not provide incentives for demolition – it not only will directly thwart the original goal of preserving neighborhood character but also will indirectly thwart the new goal of providing affordable housing.

The “middle housing” building types (duplexes, cottage cluster, etc.) are not objectionable, but the proposal needs to divorce them from density bonuses in single-family zones. Duplexes are already allowed on corners, and one ADU (either internal or external) is already allowed on nearly every single family homesite. The proposal can incentivize these with tools like fee reductions rather than density bonuses, which instead incentivize demolition and refill development. Allowing additional types of retrofits (for example, splitting up a large old house into a triplex) can provide more housing units without incentivizing demolitions. Additional types of multi-family housing (like cottage clusters) can be allowed in the mixed use or multi-family zones. There are many ways to meet the goal of providing additional housing units without encouraging demolition. But allowing new construction of multi-family housing in the single-family zones not only violates the “truth in zoning” principle but also thwarts the original goals of decreasing demolitions and preserving neighborhood character.

4. Proposed solutions should be accompanied by supporting analysis showing whether or how it will meet the project’s stated goals.

In addition to the lack of economic analysis showing how these proposals will affect affordability of homes, we are troubled by the lack of analysis or even consideration of whether or how these proposals will affect the diversity mix of residents. Having a diverse mix of residents is a laudable goal and one that we hold high in the SWNI area, for many reasons. But just as “diversity of housing types” seems to have become a proxy for affordability, it also seems to have become a proxy for diversity of residents in this process.

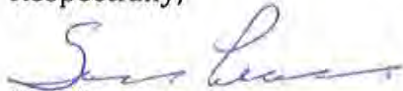
And yet, the proposal does not include any documentation of how the choice in housing type differs by ethnicity or nationality or in any other way. Do Asian-Americans prefer different types of housing than Hispanic-Americans or African-Americans? There was no data presented that so indicates, and the only data provided was that, with the current cost of housing in the Portland area, pretty much everybody is being priced out. Without knowing WHO wants “cottage

clusters” over high rises, for example, we cannot at all be sure that providing more cottage clusters is going to diversify our single-family neighborhoods.

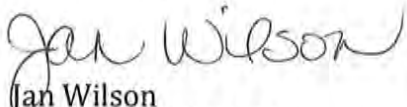
Any proposed solution should be accompanied by supporting analysis showing whether or how it will meet the project’s stated goals, and in this case, that analysis has not been done. Because the city has stated that it intends to perform the economic analysis after the comment period for these concepts is closed, we are additionally concerned that this proposal will be too far along for the analysis to influence the plan, that those who have devoted significant time to developing the concepts will not be influenced by the analysis or, on the other hand, the analysis will be skewed to support the already-invested solutions. Either way, we simply cannot evaluate the effectiveness of the proposal without this relevant data at this stage of the process.

Thank you for your work so far on the RIP and your attention to these comments. We look forward to seeing the next iteration of the proposal and remain hopeful that our concerns will be addressed.

Respectfully,



Sam Pearson
SWNI Board President



Ian Wilson
SWNI Land Use Chair

Residential Infill Project Staff:

The University Park Neighborhood Association's Board of Directors and the UPNA Land Use Committee are pleased to present the following comments on the RIP proposal for your consideration.

1) While the goal of increased density is desirable for environmental reasons, the current BPS proposal is inequitable. It may in fact be defacto the greatest racially biased policy proposed by the City of Portland since the construction of the Veterans Memorial Stadium, I-5 and Legacy Emanuel Hospital. It is incumbent on the BPS Staff to prove that the RIP proposal will not increase the racial and income disparity within Portland.

Simply put, the land along the corridors and centers within the 1/4 mile radius is primarily owned by the predominant cultural race, aka whites. The residents and owners who are non white are predominantly beyond the proposed zone. Due to the increased zoning density, the land values of the predominant race will be increased. People of color and of lower income will not be able to capture this additional economic value for identical pieces of property. Therefore the BPS proposal creates a systematic bias against People of Color and Low Incomes in favor of the predominant white owners.

For instance the 1/4 mile radius adjacent to Lombard Avenue, particularly in the Portsmouth neighborhood, is primarily white. The population outside the 1/4 mile corridor is significantly more diverse, if not a majority. This is also true of the University Park Neighborhood, where except for a few apartment buildings with a racially and income diverse residential base (owned by whites or white controlled corporations) within the 1/4 mile corridor most residents and owners are white. Yet the population is more diverse beyond or south of that 1/4 mile corridor (due in part to the University of Portland).

The zoning code is intended to be race and income neutral. The RIP proposal does not meet the goals of equity set forth in the proposed 2035 Comprehensive Plan as approved by City Council. It also will accelerate gentrification particularly of those neighborhoods that still have diversity of ownership or residences.

In other words, if density is so important, then apply it uniformly so that it is not an instrument of inequity and injustice. The UPNA requests that the BPS staff revise the RIP proposal to apply it uniformly. Otherwise the BPS is implementing a zoning change in a piecemeal and prejudicial fashion.

2) No where does the BPS provide data on the impact of the RIP proposal on transportation, water, sewer or school infrastructure. Nor does it consider the economic and financial impact of significant additional ADUs being built on the City's budget given the current policy of waiving System Development Charges.

3) The UPNA Board SUPPORTS the proposal of placing garages and parking along the alleys when available.

4) The UPNA Board OPPOSES the proposal of three houses and up to three ADUs on corner lots. UPNA already is having to deal with parking problems of just two houses with a common wall that have ADUs.

5) The UPNA Board REQUESTS that notice be given of ALL ADU permits requests. Otherwise the neighborhoods cannot adequately implement or initiate parking permit zones.

6) The UPNA Board SUPPORTS the proposed Set Back requirements.

7) The UPNA Board QUESTIONS the ability to limit new houses to 2500 SF without creating inequities. Thus if only smaller homes were allowed in a corridor or center, then the larger homes could only be built outside the corridors. Again the same inequities would apply only in reverse. Similarly in those corridors or centers where there was diversity in residents or ownership, this RIP proposal could perversely accelerate gentrification.

8) The UPNA Board SUPPORTS the Height proposal particularly with regard to Dormers and Attached Houses.

9) The UPNA Board SUPPORTS proposal 5, but feels that it is too limited -- perhaps the parcel size could be reduced to 6 or 7,000 sf. Proposal 5 was the one proposal that had universal support among UPNA Board and General members at the meetings.

10) In conclusion, the UPNA does not feel that the BPS has adequately presented these proposals to the neighborhoods and property owners. It is rezoning in a piecemeal fashion without informing the property owners. The UPNA Board requests that these proposals be mailed to each property owner and resident who might be affected.

Thomas Karwaki
Vice Chair and Land Use Committee Chair
253.318.2075

**To: Residential Infill Project Staff BPS
Mayor Hales
City Commissioners Fish, Fritz, Novick, Saltzman
BPS Director Susan Anderson
Morgan Tracy, Project Manager**

Re: Residential Infill Project Concept Proposal

United Neighborhoods for Reform (UNR) has grave concerns about the initial Residential Infill Project proposal from the Bureau of Planning and Sustainability and recommends that significant changes be made in the concept for the reasons stated below.

UNR is a citywide grassroots neighborhoods group with no organizational ties, financial or otherwise, to any other entity. Thank you for your very serious consideration of our concerns and ideas as work on this proposal moves forward.

The Residential Infill Project

- The Residential Infill Project (RIP) was initiated by Mayor Hales because of the following concerns of residents, none of which are adequately solved by the Bureau of Planning and Sustainability (BPS) proposal resulting from this project:
 - Demolitions of viable, relatively affordable houses.
 - Construction of large, out of context, expensive replacement houses.
 - Lot divisions that result in demolitions and the replacement by two or more out of scale houses.
 - Threatened loss of cherished neighborhoods.

The RIP Process

- The RIP Stakeholder Advisory Committee was supposed to be a balanced group representing varied interests. Instead, the RIP scope/process was hijacked by developers, “housing advocates” and moneyed interests who used it as a platform to create more opportunities to pad their profits by encouraging demolitions and building many more homes not affordable to the majority of Portlanders.
- Discussion at SAC meetings was steered by staff toward increased density, with little consideration for preserving existing neighborhoods and housing.

- The city promised modeling and economic analysis would guide new proposed zoning and development standards. This critical analysis and modeling to predict the economic, neighborhood and significant environmental impacts of the proposal has not been done. There is no objective proof that any part of the BPS plan would produce the original/initial desired results.
- Adequate infrastructure of streets, sidewalks, sewers, public transportation and traffic management does not exist to support the proposed increased density. The RIP process is seriously flawed by not including any publicly available analysis from transportation, environmental services and other city staff responsible for infrastructure planning.

“Affordable” Housing

- There is no evidence that the proposed plan will result in “affordable” housing and reduce displacement. In many neighborhoods recent new construction is at least two times more expensive than the demolished existing houses.
- Stating that more construction will result in “affordable” housing is a smoke screen created by developers looking for more construction opportunities and profits.
- Currently the most affordable housing in Portland is already built. Why destroy houses and neighborhoods in hopes of unproven affordability dreams?
- Truly affordable housing for those with lower incomes requires ongoing government and other subsidies. This BPS plan will not solve the current Portland housing crisis.

Increased Density

- The BPS and City Council proposal to open up huge areas of the city to radically increased density (density that is greater than currently allowed in zone R2) without any modeling is irresponsible. Increasing density a quarter-mile from Centers, Corridors and frequent transit and Max stations includes most of the city and is not necessary.

- Indiscriminate infill density increases will greatly accelerate the demolition trend, resulting in the loss of many additional viable, relatively affordable houses. This is a move to make the city's established neighborhoods more available to increased profits for developers.
- The city's own Growth Scenarios Report states there is adequate vacant and undeveloped land to meet the city's projected growth needs twice over until 2035 without increasing density in existing stable neighborhoods.
- Duplexes on corner lots have been legal in R5 zones for many years. To date relatively few corner lot duplexes have been built by developers in response to "the market". There is no need to open up the entire city to the backhoe until available land has been used.
- One of the main reasons for adopting residential zone designations with maximum allowed densities in the city development code was to provide homeowners some certainty that the character of their neighborhood would not change significantly. Homeowners in stable, complete, residential neighborhoods bought those homes with that understanding.

Lot Divisions

- Historic 25' x 100' lots were never intended at platting to be built on as single lots. Buyers purchased 2 or 3 lots and built one house on the combined lots.
- Allowing lot divisions throughout the city will stimulate many more demolitions of viable houses.

UNR Recommendations

- UNR supports the plan for substantially reduced house size based on the size of the lot, using the tool of Floor Area Ratio (the total square feet of the building related to the total square feet of the lot). FAR should be the same for any sized lot.

- UNR strongly recommends that house height, size and setbacks must be determined by the local neighborhood context, in contrast to the one-size-fits-all neighborhoods concept proposed by this plan. One zoning code does not fit all the varied areas of the city. Proposed one-size-fits-all unfairly targets areas with more, small, affordable homes.
- UNR supports the idea of internal conversions of large houses in R5 and R2.5.
- Lot divisions involving historic narrow lots should be allowed in R2.5 only.
- If skinny houses are allowed in future city code it should be required that the houses be attached to allow more usable green space associated with the houses.
- Opening up vast tracts of single-family neighborhoods to very dense development is irresponsible, especially since current zoning has not reached its zoned potential. It is reasonable to try increased development for density in very limited areas, a few hundred feet from Centers and Corridors, do careful analysis of the results and then move forward based on the observed outcomes.
- If the city wants to increase density in single-family residential neighborhoods a proper re-zoning process needs to occur. This re-zoning process would include notification to affected property owners and an opportunity for public input.

Preserve Portland

- The BPS proposal to open up vast areas of Portland's neighborhoods to developers without thoughtful analysis of possible outcomes is reckless. At this point it appears that the city wants to open up the neighborhoods for a land grab and hopes that things will turn out all right. Developers will make decisions based on the bottom line, not on what is best overall for the city.

- Many of our neighborhoods are vibrant, walk-able, healthy places to live - the reason so many people want to live in Portland. Why destroy these neighborhoods in the name of density and developers' profits?

Please take our and other Portland citizens' input seriously. We wish to work with you to make this a much better proposal.

Sincerely,

United Neighborhoods for Reform Steering Committee Members

Janet Baker, 3416 NE Cesar Chavez, Portland OR, 97212

Jack Bookwalter, 4110 NE Klickitat, Portland OR, 97212

Jim Brown, 3407 NE 27th, Portland OR, 97212

Claire Coleman-Evans, 6260 SW Hamilton Way, 97221

Margaret Davis, 4216 NE 47th, Portland OR, 97218

Al Ellis, 3635 NE Skidmore, Portland, OR, 97211

Erin Flasher, 2024 SE Woodward, Portland OR, 97202

Jim Gorter, 8041 SW 8th, Portland OR, 97219

Jeff Hilber, 5603 NE 31st, Portland OR 97211

Alyssa Isenstein Krueger, 2348 SE Tamarack Ave, Portland OR, 97214

Barbara Kerr, 1150 NE Faloma Rd, Portland OR, 97211

Gary Miniszewski 8343 SW 57th Ave, Portland OR, 97219

Barbara Strunk 3444 NE 35th Place, Portland OR, 97212



URBAN FORESTRY COMMISSION

1120 SW FIFTH AVENUE, PORTLAND, OREGON 97204

PHONE 503-823-5396 FAX 503-823-5570



AMANDA FRITZ, COMMISSIONER

MIKE ABBATÉ, DIRECTOR

Director Susan Anderson
Bureau of Planning and Sustainability
City of Portland
1900 SW 4th Ave
Portland, Oregon 97201
Re: Portland's Residential Infill Project

July 21, 2016

Dear Ms. Anderson,

Morgan Tracy recently briefed the Urban Forestry Commission on the current status of the Residential Infill Project. We appreciate the opportunity to submit comments to your Bureau that reflect our concerns and recommendations.

Although Mr. Tracy shared with us the focus and intent of this project as well as the short timeline, we were dismayed that the schematics presented in the documents did not depict trees, and failed to reference existing or new trees at all. Given the overarching goals and aspirations contained in the Comprehensive Plan and other future looking documents produced by the City in the last few years, we see this as another instance where canopy standards are a secondary consideration and in this case, omitted entirely. While we recognize that this document is purely about scale and types of houses, we firmly believe that if trees are not represented, they will continue to be an afterthought. The work of the Commission is to ensure that Portland meets its canopy targets, large healthy trees are protected, and that canopy standards are an investment that all bureaus take seriously.

We are therefore very concerned about the impacts of proposed new allowances for residential infill on the preservation and growth of large healthy trees on private residential land. The City needs to move quickly to develop a site review process for large healthy trees to ensure the overall purpose of Title 11 to preserve trees that can be preserved with new development is achieved. We understand that such a site review process cannot be implemented as part of the Residential Infill Project. Therefore we recommend, at very least, the City incorporate the following into proposed code changes currently being considered:

1. Allow an additional dwelling unit within allowed building footprint or additional square footage within the allowed building footprint in exchange for extra tree preservation - preserving one or more large healthy trees (20" or greater including root protection zones required by Title 11).
2. Instead of simply "retaining current side and rear setback minimums," allow adjustment of setbacks in exchange of preservation of one or more large healthy trees (20" or greater including root protection zones required by Title 11) that would otherwise have to be removed.



URBAN FORESTRY COMMISSION

1120 SW FIFTH AVENUE, PORTLAND, OREGON 97204

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AMANDA FRITZ, COMMISSIONER

MIKE ABBATÉ, DIRECTOR

3. Instead of simply "retaining current parking requirements for all houses on standard lots," allow for parking requirements to be waived in exchange for preservation of one or more large healthy trees (20" or greater including root protection zones required by Title 11) that would otherwise have to be removed.

Points #2 and 3 are direct recommendations from the Title 11 Oversight Advisory Committee Report. Additionally, these recommendations note a 20" diameter threshold as a direct reference to the Tree Code large tree classification. We are highlighting this threshold for permitting greater flexibility in site planning and development situations than would be the case if this flexibility were granted only for trees above a larger diameter threshold, i.e., 36" DBH.

We are happy to discuss these recommendations with your staff in greater detail. Thank you for your time and attention to this issue.

Sincerely,

Meryl A. Redisch,
Policy Chair, Urban Forestry Commission

Cc. Members of the Planning and Sustainability Commission, Urban Forestry Commission,
and the City Forester

Appendix F: Notes from open house Q&A sessions

**Residential Infill Project – Open House #1 Southwest Portland
Multnomah Arts Center, June 15, 2016, 6:30-8:30 PM**

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A after the staff presentation by Sandra Wood, Supervising Planner of the Bureau of Planning and Sustainability and Morgan Tracy, Project Manager of the Residential Infill Project.

Q1 – Concern about multifamily housing everywhere and increased density in the zone in which he bought his house.

Q2 – Concern that developers will create “pre-fab slums”; wants to see quality not quantity.

Q3 – Concern that the 2,500 sq. ft. size limit of houses on 5,000 sq. ft. lots will restrict options for larger families.

Q4 – How will this changes effect projects that are still in the application phase?

A – Once the application has been deemed complete the project will be vested and allowed to be completed under the old code.

Q5 – Concern about the proposed setback requirements. Most of southwest is not on a grid; there are a variety of setbacks.

A – The draft proposals address this in part by allowing a new house to match the front setback of the neighboring house if they choose.

Q6 – Appreciate your attempt to reduce scale, but why do we have to add more housing to single-dwelling zones? The comp plan said we can accommodate the growth projections.

A – That is true, but we are talking about diversity of housing types in the single-dwelling zones so more people can live in areas with good amenities ant not just in large multi-unit buildings.

Q7 –Concern about citizen involvement; feels the city already has space for all projected new households; concerns about neighborhood change.

Q8 – Public comments from this meeting need to be on record.

A –Staff is seeking feedback on these concepts for future refinement and direction from City Council prior to entering the legislative phase, where public hearings before the Planning and Sustainability Commission and City Council will be held and official testimony is received.

Q9 – Problem is the job you have been given. I suggest you ask for a moratorium on demolitions and infill (one year) until you can figure out what you need to do to make a thoughtful plan.

Q10 – Confusion about ¼-mile radius of centers and corridors on map; you don’t want to blow up the maps so we can see if our property is in or out of the area for density because it is just conceptual, but it is important to us to see this detail. When will you consider environmental issues, infrastructure impacts, storm water, landslides, etc.?

A- Map is conceptual and additional analysis is still required to determine area constraints. We will be analyzing all of those issues before the line goes from conceptual to a solid proposal
(Note: Conceptual centers and corridors maps have been posted on the project website documents/resources. They cover 6 geographical areas: SW, NW, East, NE, North, and SE)

Q5 – Like the height and setback ideas for reducing scale but will need to know more about how they will be implemented because developers say things and then don't do them.

A – This will be a two-step process. Proposals are conceptual in this phase with details to be determined with code development begins in 2017.

Q6 –Understands the need for middle housing. Does the internal ADU count toward total SF allowed?

A – Yes, the square footage counts the internal ADU. (basements are excluded however)

Q7 – Portland Public Schools is seeing an increase in household size; concern about school infrastructure because PPS is planning for more children. Suggestion: put data into chart.

A – PPS is seeing a greater absolute number of children even as the average number of children per households goes down, because the absolute number of households is increasing. In other words, the overall proportion of total households with children is declining while the number of total children is increasing.

Q8 – Concern over one-size-fits-all approach. Concerns over schools and infrastructure e.g. lack of sidewalks. Expressed thanks to staff.

A – Staff is seeking input for feasible ways to differentiate approaches. Infrastructure will be more closely evaluated as the concepts are refined.

Q9 – Urged staff for a new zone to avoid the confusion between the differences in R5 within and outside the “Near Centers and Corridors” geography.

A – Good suggestion. Thank you.

Q10-- The Smart Growth ideals of the city's original Comprehensive Plan have still not been borne out.

Q11 - Questions the growth projections. Commenter handed out Census Bureau report that did not list Portland as one of the top 20 fastest-growing cities in the country.

A – Growth projections are furnished by Metro. Data over the previous 5 years shows that the City population growth is on track with these projections.

Q &A session ends; audience is invited to continue the open house where display boards illustrate the proposal and project staff is available to answer questions.

For more information visit the project website at www.portlandoregon.gov/bps/infill

**Residential Infill Project – Open House #2 Southeast Portland
Tabor Space, June 28, 2016, 6:30-8:30 PM**

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A after the staff presentation by Sandra Wood, Supervising Planner of the Bureau of Planning and Sustainability and Morgan Tracy, Project Manager of the Residential Infill Project.

Q1: You say that the City will have less children in your population projections and yet there are 8 new babies on my block.

A: Neighborhoods go through cycles. The absolute number of children will go up but the percentage of children as part of the total population is projected to go down.

Q2: What will happen to our comments?

A: All feedback we receive during this 8 week review period will be reviewed and compiled into one Summary Report that we will post on the project website in September.

Q3: I am from Sellwood and want to know why East Moreland is not included in area to receive extra density? It should be allowed in all single dwelling zones in the city.

A: The proposal for allowing more ADU's, duplexes and triplexes on corners is tied to a quarter-mile distance from centers, frequent transit corridors and max stations. Based on those distances, some parts of the city are excluded from this aspect of the proposal.

Q4: Your examples are only in the R5 and R2.5 zones. Does this proposal only apply to R5 and R2.5?

A: The proposals apply to all single-dwelling zones, but some of the provisions are only available in certain zones.

Q5: At what time will it be determined that a neighborhood is saturated and cannot absorb any additional people?

A: I don't think there is an easy answer for this. We will be working with our partner agencies, to analyze and determine whether the infrastructure in the single-family-zoned areas of the city can accommodate the additional units the Residential Infill Project is proposing. Perhaps when all sites (in all zones) have developed much closer to their max FAR entitlement, or when we have a condition like East Portland that is lacking a way forward for needed infrastructure, the City may need to look at a "saturation" condition.

Q6: Question whether the scale proposals (reduced house size) applied to all single-dwelling zones or only to the alternative housing types that would be allowed within a quarter of center and corridors?

A: As proposed, the reduced scale would apply to all single dwelling zones, including the areas within a quarter mile of centers and corridors where the alternative housing types would be allowed.

Q7: What are the size limits for internal ADUs in duplexes?

A: To be determined. The current ADU size limitation is 75% of the house size or 800 square feet, whichever is less. We would have to develop rules specific to duplex units.

Q8: Would these proposals apply in Historic districts?

A: To the extent that they apply to other single dwelling zones, yes. However, a couple points to add: historic districts have rules in place to address alterations to existing homes, and procedures to vary from these requirements through that review. Also, these proposals are in a preliminary concept phase, and more work will be needed to evaluate the intersection between these changes and say other areas of the City in overlay zones or special plan district areas.

Q9: The Stakeholder Advisory Committee (SAC) was mostly developers

A: The SAC was comprised of appointees from Neighborhood District Coalitions, United Neighbors for Reform, East Portland Action Plan, in addition to builders, architects, real estate professionals, and land use, historic preservation, anti-displacement advocates. We attempted to balance the makeup of the committee both from an interest perspective as well as geographical representation.

Q10: Why hasn't an economic study been done?

A: This proposal is trying to encourage a variety of housing types. We are quickly filling up the single-dwelling zones – there are few vacant lots left. We do have a consultant on board to help us with an economic study once we have identified a more definitive set of proposals.

Q11: The recently adopted Comprehensive Plan notes that there is already sufficient land capacity for the projected housing need. Why are more housing units in single dwelling zones being proposed?

A: The overall citywide capacity for total housing is sufficient for the projected growth. However, this capacity is largely in central city and mixed use corridors, in essence housing in multi-unit complexes. There is not significant capacity in single dwelling zones for additional housing units. This project is about offering more types of housing options in areas that are near centers and areas with good access to transit that are not just in large multi-unit buildings.

Q12: Why can't we build houses on vacant/unused street right-of-ways?

A: That is an interesting idea we will have to look into.

[Note: when rights of way are vacated, typically the land reverts back to adjacent property owners.]

Q13: With all these smaller houses how do we stop developers from renting them out?

A: The city does not regulate whether a house is owner occupied or renter occupied.

Q14: We should set the height limits to get better solar access...for example use the average grade elevation at the north-south midpoint of the lot.

A: Thank you, we will take a look at that. As for specific solar access regulations, the City previously had rules on the books that were pretty complicated, required protecting solar access in shady areas (forested or hillsides), and generally didn't work very well, so they were repealed several years later.

Q15: There is nothing in place that ties density with affordability.

A: The proposal includes a bonus provision for an extra unit, if that unit is affordable. Overall, this aspect of the proposal is about providing more housing type choices, that are less expensive than a large new single family house. Providing truly affordable housing (<60% median family income) requires other approaches and subsidies that are outside the scope of this project, but are in part being addressed through other programs.

Q16: Housing plus sustainability is good...is there another way besides density to get there?

A: I think this was about trying to find ways to get additional housing without demolishing existing homes. There are a few proposals that attempt to encourage retention of existing homes (internal conversions, and tandem houses – i.e. flag lots in lieu of skinny houses) These viability of these approaches will depend on specifics of the house and the lot.

Q &A session ends; audience is invited to continue the open house where display boards illustrate the proposal and project staff is available to answer questions.

For more information visit the project website at www.portlandoregon.gov/bps/infill

Residential Infill Project – Open House #3 North Portland Historic Kenton Firehouse, July 6, 2016, 6:30-8:30 PM

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A after the staff presentation by Joe Zehnder, Chief Planner of the Bureau of Planning and Sustainability and Morgan Tracy, Project Manager of the Residential Infill Project.

Q1– On a 2500 square foot R2.5 lot, would you still be able to do a house with an internal ADU and a detached ADU?

Morgan – Yes, a house with both an internal ADU and external ADU would be allowed. The house (and internal ADU) would be limited to 1,750 sf total (based on the 2,500 sf lot) with 400 sf allowed for the detached/external ADU.

Q2– It appears a lot of the city is in the centers and corridors area. Why not make it the whole city? The property next to me is in it, and I’m not. Why not the whole city?

Morgan – Comp Plan process concluded that focusing future development around centers and corridors met more of the city’s goals than other growth strategies we looked at. Also, part of the rationale for encouraging additional units in these areas is their proximity to transit and services. When transportation costs are reduced, people can spend more to get into housing.

Joe – Going more broadly, just means that the new construction would be more dispersed.

Q3 – In the multiple objective pie chart, I didn’t see historic preservation or preservation of neighborhood character. How does this address the demolition epidemic? Has the city decided not to address the demolitions?

Morgan – Lots of questions in there. For the wheel, these issues would fit in the “neighborhood context” section. Historic preservation not called out explicitly because that’s outside the scope of this project. In terms of addressing demolitions, there’s not much we can do. Houses will continue to be demolished. But we can address what gets built in the place of the demolished house.

Joe – If a demolition happens, this project means that what replaces it will be more contextual. We’ll also potentially reduce demolitions IF the demolish is motivated by the desire to build something enormous.

Morgan – Also, the proposal includes incentives to retain existing houses, such as allowing bonuses for internal conversions, or allowing historically narrow lots to create flag lots behind the existing house.

Q4 – Would that apply to somebody who already owns the house and just wants to convert it?

Morgan – Yes.

Q5 – What’s the size limit for units in a duplex on a 5000 square foot lot?

Morgan – The duplex structure is limited to the same size as a single house structure (2500 sf). The units within the duplex would have to split that allowed area (1250 sf each if split equally). Basements are not included if 4 ft below grade. Detached ADU would get extra square footage.

Q6 – Will the code reflect the concerns about utility capabilities?

Morgan – yes, the longer answer is that city council gave us direction to find and zone areas “appropriate” for smaller units. We have to model it to make sure that the infrastructure can support it, but we’re not there yet.

Joe – that comes after we get the guidance from council on these concepts.

Q7 – back to demolitions issue. That was the impetus for this whole project, people’s concerns about demolition. I’m on the deconstruction advisory group. Deconstruction is demolition, just including reuse. When RIPSAC was set up, they were told they couldn’t deal with demolitions because it’s not in the scope. This project DOES deal with demolitions because it incentivizes developers to tear down existing houses. Does this project allow more houses and increase demolitions?

Joe – The project would allow for more units in a limited size structure. This would rein in any demolition motivated by an intent to build something large.

Q8 – 2500 square feet is not contextual. There is no regulation that makes them be contextual.

Joe – Okay. Instead of contextual, I’ll say that they are smaller than what could currently be built.

Q9 – New stuff doesn’t fit at all. Little house on Greeley, with a commercial use and has a triplex in the backyard, 2 stories.

Morgan – That sounds like it’s probably a commercially zoned area. This project is only about single-dwelling zones.

Q10 – I’m very concerned about the quality of the materials coming into these houses. How are they going to last? My house was built in 1909 and it’s still solid. Five realtors want to sell it, and I want to grow old in my house. To what this lady is saying, the difference between deconstruction and demolition. “By right” - those words are just as bad as the F word! The workers are just working with no protection. We’re not protecting the daytime workers. We need to pay attention to the workers. You can see beautiful renaissance homes and I’m five feet tall and I can put my head on one wall and my feet on another.

Q11 – it seems to me the only way for this whole middle housing plan to work is for you to demolish every house in Portland! You’re encouraging demolition!

Joe – this is not going to suffice as an answer, but I want to make this point. We need to absorb 20,000 households in the sf zoned areas. There is a demand side to this. The zoning doesn’t dictate the pace of change, the market does. As we grow, we want to grow in a way to meet our goals.

Q12 – I see the ADU conversions as a really positive thing. Let’s make our garages into ADUs; I think it’s great!

Q13 – In my neighborhood they tear down a 300K house, and put up three 800K houses. What assurances can you give us that this isn't going to happen with this project.

Joe – this proposal would say that there's only 2500 square feet on that lot that you can build. If somebody wants to build that and charge over a million dollars for it, I don't know how we can stop that. We are trying to ensure the size of new homes is limited and in some cases, that there be more units in that smaller size structure.

Q14 –Portland is growing so much just in the last few years. Prices are going up because there's not enough supply. For every 300K house I put on the market, there are 14 qualified buyers. If there were enough available units for those buyers, prices would not be escalating so fast. Nothing is going to stop people moving here. Some of the ideas that are being proposed are in the most sought after areas. People want to live there. These ideas aren't just something that's made up. North Portland has a wide diversity of housing already, this just allows more of it.

Q15 – Let's build wealth. Middle housing is just for renters. But what if lots could be split 50/50 when there is an alley. An owner could split the lot so half is accessible from the alley, half accessible from the street so the existing house could be saved. Why isn't that on the proposal?

Morgan– if you're looking at the historically narrow lots, the proposal would essentially allow you do that with a flag lot. The flag 'pole' is needed because of utility access from the street.

Joe – we'll look at the best way to utilize alleys as we draft the code, it's consistent with this project.

Q16 – how can I find out what you did with my comment?

Morgan – We'll include all the comments and suggestions in a Summary Report posted on the project website in September. The Summary Report will influence the recommended proposals we prepare for City Council.

"Q17 – Just wanted to follow up on affordability question. I live in an area where a lot of people are being displaced. When developers buy properties **and demolish them, they **destroy truly affordable existing housing and this works** against affordability. This project thinks that the development industry is going to actually make affordability happen. I don't believe it. Why can't you **add the necessary new units by letting** existing homeowners divide their **existing homes and build ADUs on them, instead of imposing a de facto zoning overlay that will dramatically increase demolitions?"**
*(red reflects revisions sent in by the commenter- 07/28/16)***

Morgan – Existing homeowners can do this. They have the same ability to do that as a developer/builder.

Q18 – recent article in NY times about how zoning and planning laws can really have an impact on cities. Regulations affecting zoning and planning that are too restrictive actually negatively impact the city.

Audience Member – Can you name a city that has built itself into affordability?

Audience Member – Somebody's got to be the first.

Joe – I understand why the proposals seems that way to you. This project is not sufficient to provide low income affordable housing. We still need to be doing that. Those approaches has to be there as well. This will not deliver that kind of housing. But without some kind of action, the situation will get worse.

Q19 – Developers should be regulated heavily. I think density is good, but homeowners should be allowed to do things, not developers.

Audience Member– I support this guy. I see a lot of this being driven by the developers. Need to support homeowners making improvements to their property. Grants for homeowners. North Portland has been completely rezoned. This is all going to be a higher density area. I have no problem with ADUs, but it should be pay as you go as needed. You should be building houses that can be added on to as you go. No requirements to finish house, so you can just build it incrementally over time.

Q20 – You can't put everything on this project. New bond would include elements for I believe people to make improvements so they can stay in their homes. But that's only part of this. We can't put that all on what these guys are doing.

Q21 – This is a comment about process. I find it very strange that you haven't done economic analysis yet. I work in natural resource protection. Biologists do their work, economists do their work, then we have a public meeting to share this information. We're expected in this planning process to buy into this affordability thing. I just think it's really odd that you don't have economic information to share with us yet.

Joe – I'd like to talk to you about that and explore that, because this is pretty different.

Morgan – We're very early in the process. Also, this is not a project to provide affordable housing. It's about providing more diverse options for more people that is less expensive than the default (if we did nothing/make no changes).

Q22– But you're encouraging demolitions!

Joe – I'll talk about this with anybody who wants to gather round after this.

Q23 – Why aren't you working on zombie houses?

Joe – I am not familiar with the issue, so I don't have an answer for you.

Q24 – We recently bought a house in Concordia, have a little kid. We want continued economic diversity in our neighborhood. School is one of the most economically diverse, and we want to preserve that. I think these proposals are really important. I would love to see all of those options for people with different incomes in my neighborhood.

Q &A session ends; audience is invited outside to continue the open house where display boards illustrate the proposal and project staff is available to answer questions.

For more information visit the project website at www.portlandoregon.gov/bps/infill

Residential Infill Project – Open House #4 East Portland East Portland Neighborhood Office, July 13, 2016, 6:30-8:30 PM

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A after the staff presentation by Joe Zehnder, Chief Planner of the Bureau of Planning and Sustainability and Morgan Tracy, Project Manager of the Residential Infill Project.

Q1: The extra ADU is concerning - not everyone is putting up first one, so why is second necessary? Would that turn a single family home into 3 units that a developer or property manager would want to use as rentals? Why don't we wait and see if the first ADU gets developed before offering a second?

A: The principle of the proposal is to give options to be able to put three smaller units on a single family lot. This is part of the whole debate - whether this is a good idea and in which parts of town. The heart of the principle is instead of allowing McMansions that people find too big and unaffordable and out of context, this proposal makes sure that single new homes are smaller and in line with neighborhoods. If you put two smaller units on a lot, they will cost less than one larger unit. Creating three even smaller units goes by this same principle.

Q2: But aren't we jumping the gun? Shouldn't we wait to see if the first ADUs pop up? Offering two ADUs will incentivize someone from outside the community to buy a bungalow and turn it into three units.

Q3: Interested to know if there is an emphasis on encouraging homeownership and occupancy by an owner as opposed to rentals and if it's encouraging people to make changes to their own properties rather than developers coming in and making changes. Are people going to be priced out of owning their homes if developers have the chance to come in?

A: Let's talk about homeownership opportunities - ADUs/duplexes/triplexes are typically not homeownership opportunities unless they're condos. Narrow lot proposals try to get more homeownership opportunities, so this is a two-pronged approach at ownership and rental. And allowing rentals on site may actually help homeowners afford their mortgage.

One of the main reasons single dwelling homes keep going up in price is because our neighborhoods are great and the price gets bid up, and the options go down for others. Part of this is increasing the number of units in neighborhoods that people are currently getting priced out of. Down payments are now 20 percent. This makes it even harder to get into higher priced units. More people would be able to come up with a down payment on a smaller, less expensive unit.

Q4: On two ADUs, will there be restrictions requiring long term rentals vs. short term? Short term rentals (STR) will not increase housing stock and no one wants to put in long term rentals because you can make more money on STR.

A: We already have limitations on STR through our Accessory Short-Term Rental permit which allows only 2 bedrooms to be rented on a site. Bedrooms in the main house or in an ADU all count in the 2 bedroom maximum, so adding an ADU doesn't increase amount of STRs allowed with a permit. Enforcement is on a complaint basis; we may find ourselves in a position where we have to crack down; it's only been 1.5 years since changes have been in effect.

Q5: Appreciate the effort to get the word out about this project, but it is not working well. I live in Richmond, off Division, and was told a month ago that the 2035 Comp Plan would have all the housing capacity needed. If the city is serious is about public input they would send mail to all residents noting with crisis language the potential change to property values. Use more emotional language about how would you feel in a certain situation e.g. neighbor sells house; less open space. The language used in our outreach seems subdued.

A: Good input about getting the word out, which is challenging. This is the concept stage so we are trying to flesh it out and get the word out as far as we can. When we get to the code change stage, we will also send out notice to properties affected.

Q6: Clarifying question – Are regulations about square footage and height intended just for new houses or additions?

A: No, they will apply to new construction and additions as well as alterations that increase the square footage of existing houses.

Q7: Will there be square footage requirements for duplexes and triplexes like there are for single family homes? Will 2-3 unit buildings be subject to scale regulations?

A: Yes, size limitations will be for the entire structure no matter how many units are in it. So for example there would always be a 2500 sf total on a 5000 sf lot even if it was a duplex or triplex.

Q8: Quarter-mile radius: Can you speak to how it will prevent demolition and how opening up settled neighborhoods to increased development will prevent demolition? This seems like giving away the land and making houses turn to smoke.

A: These proposals would apply to new construction and may blunt demolitions by lowering the square footage allowed and therefore the amount of money you can get for a new home. We will do analysis on whether a developer will make more money on building two units rather than one. There are a number of factors, it may be that there is enough demand for single family homes that people will pay for them, while a duplex is a different product and one more step away from a McMansion. There is more bang for the buck for landlords in multifamily buildings. Making the house smaller is not enough to prevent demos but we will be doing analysis on the question.

Finally, 30% of new households will be in central city not neighborhoods; ~~80%~~ 50% will be on mixed use corridors e.g. Richmond, but in more parts of the city. The remaining 20% will be in single dwelling areas. 20% of 123,000 households is about 1,200 single family households per year to reach the number projected. There are about 150,000 single family units now, so this is a relatively incremental change. Some parts of the city are seeing more new construction than others.

Q9: Clarifying comment - tells audience that there are different size limits for different sized properties. Does not include basement sf.

Q10: 2500 square foot maximum for a triplex is a small unit. Portland is becoming more diverse with larger households in some cases, can you cram 5 people into a 830 square foot house?

A: The average size of households are declining. However, we want to create options in transit-rich, attractive areas so we can forestall the demand that will make it harder for low-income, bigger households to find a bigger house.

Intention of the proposal is not to have duplexes replacing every single family house or to have small units everywhere, but creating more options, rather than having only large houses.

Q11: I have 90k in student loan debt; many of us are coming out of college with lots of debt and we cannot buy homes. How will this enable us to at least get on a pathway toward ownership?

A: This proposal doesn't deal with that directly, however, increasing the number of smaller units, creates more rental options for folks and may prevent renters from being pushed out of neighborhoods but doesn't deal directly with that (debt-burden) issue.

Q12: Historically narrow lots were highly contested 13-14 years ago; we're still seeing that in neighborhoods where they are prevalent people think they are "untruth in zoning." This proposal is making that worse by removing the 5-year moratorium on rebuilding after demos. That compromise was created to slow down demolitions. You may continue to call it R5 zoning but that is misleading; let's call it how it's used on the map. Notify people that their zoning is being changed because it is and has been.

A: This mirrors comment of the gentleman suggesting notices, and clarity in the rules. The zoning designations will still dictate the size of lots, but the rules may be different in these areas as to what housing types (duplexes/triplexes) would be allowed. We are also talking about utilizing existing historically narrow lots in these areas as these smaller lots provide opportunities for smaller "fee-simple" home ownership.

Q13: Breach of trust in neighborhoods where this (narrow lot development) is happening. Compromise was to slow it down and this throws that in the fire.

A: Indeed it reopens an issue people thought was settled. We are bringing it up again because of the current housing crisis, the demand for housing, lack of housing diversity, dramatically raising housing prices, and the goal that more people of different incomes have access to complete neighborhoods.

Audience Member: This proposal drastically changes the character of neighborhoods that are quite far from centers and corridors.

Q14: Clarifying question – does large lot mean 5000 square feet or larger?

A: The numbers relate to the City's current housing mix information from the Comprehensive Plan. Two types of detached homes were looked at: "small lot" was generally smaller than 3,000 s.f. and large lot was generally homes on lots larger than 4,000 s.f.

Q15: Recommendation: If increasing units to 3 on a lot with 40-45 foot lots, must consider parking because people do have cars.

A: Parking minimums will continue to apply on these standard width lots

Q16: Parking - neighborhoods look nicer without driveways but complete neighborhoods need places to park because residents will park in front of businesses and impact businesses if they can't park at their home.

Q17: It is imperative to define what large lot is because the public perception is 10,000 sf in the suburbs. People think putting more units on a large lot doesn't apply to their neighborhood if they don't know what a large lot is.

A: The purpose of that slide (showing the % of homes on "large lots" vs. "small" lots) is to show the current mix of dwelling units –apartments to single family houses. The lot-size distinction from this comp plan information relates more to the house construction type and market – smaller houses versus more standard homes which are built on larger lots. It is not directly related to references in the Infill Project proposal that speak to "narrow" and "standard" lots.

Q18: Questionnaire is difficult to understand; please revisit and simplify.

A: Let's talk about why after this.

Q19: Affordability for families is an issue; other than duplex/rental units, I don't see anything in 1100-1600 sf range. This is what makes housing affordable for new homeowners; people need to change their mindset about what is needed for raising two kids. There is nothing in this proposal to make single family homes smaller, only duplexes or triplexes.

A: We settled on 2500 but it could be the wrong number. Depending on where the house is located you could fit two smaller homes on a 5000 sf lot.

One of the issues is that it's not the sf of the homes that is driving the cost of the structure; it's the land value. In other words, small single homes on larger lots will continue to get more and more expensive.

Part of the dilemma is that tearing down a home and building a new one will cost more but the reason that happens is because someone is willing and able to buy; people will continue to be willing to buy to get into these great neighborhoods so we are tackling the problem by softening the pressure by limiting the size and providing the option to build more units.

Q20: People are confused about how much parking there is or isn't required in your proposals.

A: Current the code requires 1 space per dwelling unit unless the unit is within 500 ft of frequent transit. ADUs do not currently require parking. This proposal does not change that. We are not changing parking except for narrow lots, where street facing garages would not be allowed and parking would not be required.

Q &A session ends; audience is invited outside to continue the open house where display boards illustrate the proposal and project staff is available to answer questions.

For more information visit the project website at www.portlandoregon.gov/bps/infill

**Residential Infill Project – Open House #5 Inner Northeast
German American Society, July 14, 2016, 6:30-8:30 PM**

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A after the staff presentation by Joe Zehnder, Chief Planner of the Bureau of Planning and Sustainability and Morgan Tracy, Project Manager of the Residential Infill Project.

Q1: How much of that 44% single family geography (the percentage of total city land area) is covered by this proposal?

Morgan: The near centers and corridors geography is about half of single-dwelling zones area and the scale proposal applies to all single-dwelling zones.

Q1: And how does cost of old houses compare with cost of new houses?

Morgan: That varies by part of town.

Q1: We're seeing small bungalows probably \$300K-400K. By knocking those down and getting two new \$600K houses, you're not making things more affordable.

Joe: Why are those houses being built? Because they can be sold, because people want to live there. If the only housing stock we have in the future is what we have now, people are still going to want to live here. Our houses are going to get more and more expensive. What could make them less expensive is to offer other choices so the existing houses aren't only game in town. Get supply more in line with demand. Not a way to ensure affordable housing, but a way to blunt the rapid increase in housing cost caused by more people wanting to come here. People want to live in our neighborhoods.

Q2: My answer is 2.4 times more. That's what I've heard. Allowing more units on one lot makes it more valuable. County will assess it higher and we'll pay more in taxes. It'll incentivize demolitions and new housing costs more housing. People want single family homes. When you knock them down and build other housing, single family prices go up because you're causing a shortage.

Joe: Let's clarify how this project is using the word "affordability". That diagram shows what parts of the city are affordable for whom. This can't address that. We're talking about how to create less expensive housing in good places. Part of how it creates less expensive options is by limiting the size of what can be built. If you build two or three, people are paying less for it, and that brings down the cost of new housing. People have more choices, and smaller choices. That's kind of the logic of the thing.

Q3: Why isn't preservation of existing homes part of that? Out-of-state developers are going to build ugly things. Why isn't a requirement for protection to renters? Why isn't it required to retain the existing house?

Morgan: As part of this draft proposal, we allow for bonus unit if you're doing certain things – like preservation and conversion of existing house, universal design, or providing affordable

units. What we need are ideas that are feasible to implement that would incentivize housing retention.

Q4: Small space does not mean affordable. Studio apt in San Francisco costs \$3500/month. It's not true to say that small means affordable. My question is about parks and open space. We're going to jam more people in. Our parks are already understaffed and overused. You can't just put people in little houses; what about the rest of their lives? You say nothing about parks and that's critical for livability.

Joe: What we're talking about tonight is just a piece of the puzzle. We just adopted the Comp Plan about how we grow over the next 35 years, and what you're talking about with parks, schools, business districts, etc., so people can get out and walk more, all of that's in the Comp Plan. Providing parks is in there, although it's still a challenge. That value is built into the Comp Plan.

This is about where and how to provide housing as we grow as a city. Housing that's in a larger complex on a corner on Division, and houses that are a block off Division need parks. The need is there no matter what form the housing. The San Francisco example is really good one. Why is it so expensive? There's a lot of money there. A lot of people want to live there. San Francisco has a long history of preventing new housing from being built, and those past decisions are putting them in a crunch. Without turning the faucet on and flooding our city – how do we do it in a gentle Portland way? Again, we're not saying that it makes affordable, but we want it to be less expensive.

Morgan. When a studio apartment costs \$3500 – imagine how much the houses in San Francisco cost.

Q5: People want to live in the new houses because the houses are being built, and that's what's available. Go to other parts of the city where there's land and build there. Use the land that's available. You don't have to pack people in because people are talking about livability. Oh good you can you take the bus! There's a lot of space in Portland. Build there!

Morgan: I believe you're referring to the Growth Scenarios report which says that we have capacity to accommodate the projected growth. Most of that capacity is in the mixed use or multi-family zones. When we're talking about single-dwelling zones, we're almost at capacity. We can accommodate growth in tall apartment complexes that people are also concerned about, or we can accommodate some in single-dwelling.

Q6: Are there any incentives for homeowners to build small units, affordable units, etc. and not tear down things. Permit waivers, tax incentives?

Morgan: for ADUs, yes – system development charge (SDC) waivers. SDCs go to infrastructure improvements. To encourage ADU development, those fees are waived. As soon as we did that, the number of those units started climbing.

Audience member: but then there's the tax reassessment!

Morgan: That's been corrected. There are incentives for ADUs. There is always the question though of paying the fair share. There's another balance we have to contemplate – what do we lose by losing those fees?

Q7: You say the city is going to become less diverse, but it's become less diverse. I was born and raised here and am also a realtor. I've watched what's happened over the years. Why don't we have a program to encourage people who own large homes to take families into their homes? Why can't there be a tax incentive for that to help people live in their own houses and rent out rooms? When you say you want people to build smaller houses, but what's the cost for a contractor to build a smaller house instead of a larger house? If there's some lots where that can be done, why not give incentives to contractors who are doing some things? You say we're encouraging this but we're going to change all sorts of fees to discourage it. But where are the incentives to encourage people to rent out their house?

Joe: That's allowed now. A single-dwelling house can have a family of any number of relatives, plus up to five unrelated people.

Audience Member: Ecumenical Ministries has a home-sharing program, and there's a program called Let's Share Houses that's also exploring that idea.

Q8: Thank you for doing this. People have pent-up frustration about what's happening in our neighborhoods. I have a questions that I've heard nothing about so far. If somebody comes in and tears down a house, through the design review process, they have to put out a notice to neighborhood and have 60-day period to address square footage and design. It's important to neighborhood that we have some input to the design review board that makes the final decision. People should get the final say on what happens in their neighborhoods.

Morgan: So a little of that frustration is shared by the city, in that by and large, the city is prevented from applying discretionary review on housing being built. Partly that's state regulation, which acknowledges that those review processes cause delay and increased expense. You will see design review for mixed use projects, but not single dwelling housing.

Q9: I was contacted by a 72-year old woman today who owns a large expensive house. She and six of her friends are trying to figure out how to downsize. About that other question about incentivizing teardowns by allowing more units to be built – does that land value actually change? I've heard that the land value is about the same.

Joe: Yes, land where you could build multiple units costs about the same as land where you could build one unit. Land cost per square foot is on par. What's going on there is that there's only so many single-dwelling lots that the price for them is going up. Not a crazy incentive to build more. What the proposal does is to allow people to stay in their neighborhood when they don't want to live in a big house any more. This is something we're going to see more and more of as the population ages. Used to be you stayed in your house and could rent rooms out to boarders. This proposal allows more options for people in that situation. ADUs. Does everybody know what that is? You could live in the front house and rent out the back. That's a way to stay in the neighborhood. We're talking about making the house fit in, but providing more options.

Q10: What's the forward movement on tiny houses?

Joe: Tiny houses on wheels is a variation on what we're talking about. More complicated. You can't live in a trailer, and if your house is on wheels, it's a vehicle. We haven't figured out a solution for that yet. I can talk to you about that later – it's interesting!

Q11: We've been hearing a lot of people concerned about providing more affordable housing. Is that built into your plan so much what's the result more than developers making enormous profits? Also, what accountability do you have on taxes, given that the county handles that?

Joe: Taxes first. We've worked with the county on getting reinterpretation and clarity from county assessor about the issue with ADUs, and there's progress. That phenomenon where people were shocked by ADU thing really pushed it to the top. The Comprehensive Plan is making people worried that being rezoned is going to make them be reassessed, and we have clarity that that won't happen.

Affordability – housing affordable for a 60% MFI – we're desperate to increase that supply. That takes public money to subsidize that. Demand far exceeds money we have to build it. Good news is that state allowed us to create construction excise tax. Every bit counts. State has allowed us to adopt a program where if you're building 20 units or more you have to provide affordable units. We have more resources. Will those resources be spent on making this kind of housing in this project more affordable? It could, but there's no specific effort to do that yet. The housing in this project, without subsidy, will be market rate housing, but at a level that is less expensive than a larger new single house.

Q &A session ends; audience is invited to continue the open house where display boards illustrate the proposal and project staff is available to answer questions.

For more information visit the project website at www.portlandoregon.gov/bps/infill

**Residential Infill Project – Open House #6 United Neighborhoods Reform (UNR)
SMILE Station, July 30, 2016, 10:00 AM-12:00 PM**

Question and Answer Session

These notes reflect the general conversation that occurred during the Q&A sessions after staff presented the draft proposals for each topic and a UNR representative shared comments the group had heard at other open houses.

Topic: Scale of Houses

Q1– Could you clarify the source of these comments that the person from UNR read. Are comments from the online questionnaire included also?

A: No, they do not reflect input from the questionnaire. UNR members took notes at the previous open houses and are sharing the comments they have compiled. BPS will post a Summary Report in September of all the comments we have received.

Q2—We keep hearing from UNR- what is their role in this open house?

A: We have hosted 5 open houses although slightly different format from this one— this is an additional event. UNR is cohosting this event. In addition to these open house events, staff has also presented at other events that groups have invited us to present the draft proposals.

Q3—What about recession resiliently? When the next wave hits there will be all these larger homes in a very different economic situation.

A: A good point, very large (and more expensive) homes may be more difficult to sell in a more challenging economic climate. However, the proposal would allow for internal conversions to add units in these existing larger homes, which could help with that.

Q4—I have issues with the 2,500 sq. ft. limit on houses. I have done analysis of house sizes in the Irvington Neighborhood and the range is enormous we have both bigger (than 2,500 sq. ft) and smaller houses. What we would like to see is areas with small houses we would like to have small new houses and areas with larger houses we could have compatible infill that was larger than 2,500 sq. ft. Can a developer can request a variance?

A: Yes, and an adjustment (aka a variance) would be able to respond to context sensitivity. The ability to require discretionary rules (i.e. not “clear and objective” rules) for housing is constrained by state law. At the very minimum, where a more contextual review is required, there has to also be a clear standards track.

Q5—If I go in my backyard and all my neighbors have a detached ADUs it will adversely affect my relationship with my neighbors. I don’t know how to address that maybe neighborhoods should be able to vote for particular requirements. Your proposals pushed down height but allow more on a site –it seems like a bait and switch.

A: The premise of these proposals is to limit the amount of what gets built on a site (by limiting the total square footage of what gets built, and with some changes to address height and

setbacks). Once that size limit is set, the next question is what are the effects of adding another unit in that same square footage.

Q6—I don't understand why attics can't be finished. Bay windows shouldn't be allowed into the setbacks. The new house next to me has a bay window and I can hear them talk, smell their food- it would be worse if it was in the setback.

A: The size limits don't apply to non-habitable attics. However, you could remodel an attic as long as it doesn't go above the height limit, or increase square footage beyond the size limit. I should also mention that the size limits would apply to future additions on existing houses.

Q7—I live in the Sellwood neighborhood. Overall I like the plan. My biggest concern is how quickly this can be implemented?

A: First we will get City Council guidance in November and then it usually takes us a year to do a code projects; 6 months to develop code and 6 months for the hearing process with Planning and Sustainability Commission and City Council for final approval.

Q8—I have lived in Portland my whole life. I don't consider this healthy growth and I am wondering what the City is doing to manage the growth. Aim towards good management otherwise it is not sustainable for us. We live in a Metro Area how are the cities working together?

A: This question is broader in nature than our project. Let's hold off until we get to our discussion about housing types.

Q9--Where in the process is the discussion of how we can diversify incomes?

Q10—Do basements count towards the size limit?

A: Basements will not be counted so long as they are at least 4 ft. below grade.

Q11-- One size fits all – discretionary standards is disingenuous, we would like to talk about context leading the discussion.

A: "Discretionary reviews" is a legal term, I apologize if that was not clear. There are ways to craft standards that rely on averaging other nearby structures, but there are significant challenges to this approach, and would ultimately require that each house be custom designed, which further increases the cost of housing.

Q12—Scale proposal is not a one size fits all-- it would be the new cap and you could apply discretion to go bigger with a variance. What will happen if we keep the same regulations in place today is that we are going to see even larger houses than we are seeing now.

A: Look at trends. Right now infill houses seem too big and expensive. Why is that? Whose house has gone up in value? The majority of that value increase is in the land, not the structure. People moving to the area want to live in close in neighborhoods. By offering more housing choices, that takes some of the pressure off.

Q13--Like proposals now is our best chance to create more housing units while still keeping single family character. Greatest risk is having Portland be a city that no one can afford to live in. I would like to see more flexibility to preserve trees so developers that want to preserve trees have more options. Bonus units if you really, really do preserve a large tree. There is a tendency to leave trees out of these discussions.

A: Thank you for the suggestion.

Q14—Setback proposals seem to work. Developers can apply for a variance- who determines if they get it? What is the criteria? Sunlight- what are you going to do to prevent new development from taking away sunlight?

A: We will send notification to neighbors and the neighborhood association the property is located in – during the code development phase we will develop specific criteria. There are proposals aimed at addressing height of houses, including flat roof structures. Additionally, reducing the building size will limit the amount of structure that blocks sunlight.

Q15—Are you going to talk about the carbon input on new construction? Shoddy construction not well insulated or ventilated will have more of a carbon footprint.

A: Currently there is a BPS proposal to consider rating houses using a home energy scale- this will help inform buyers and renters what the potential energy costs would be. If you think this is a good idea and you want to help you can be an advocate for the program because we think it may be controversial.

Q16—Affordable – when is the City going to perform an economic analysis to see the impact on affordability of housing?

A: That will be part of next phase

Q17—Speaking of the mad rush to build in our city, other cities have cast moratoriums on development (*claps interrupt speaker*)

A: Oregon law wouldn't let us do it. It's a pretty high bar to impose a moratorium, and one of the tests is the affect a moratorium would have on housing supply.

Topic: Historically Narrow Lots

Q18—Parking. If skinny houses don't have parking that is not a good idea. There will be lots of fights over street parking.

A: One of the impacts of having driveway curb cuts on each individual narrow lot is the removal of all on street parking opportunities. The residents of the narrow house may have a dedicated spot, but the neighborhood loses out on available street parking.

Q19—I agree, I live just off of Hawthorne and my quality of life has deteriorated rapidly because of all the apartments built without adding on-site parking.

Q20—looking at the pictures it seems like garages underground would be better.

Q21—Are we are going to demolish homes to build more skinny houses? Economic studies should have been done. It seems the assumption is that developers are going to build affordable housing out of the goodness of their hearts. They will not, all this will just make developers wealthy.

A: The math we are talking about is pretty simple. Smaller units will cost less than larger houses. Affordable housing at below market rate requires public subsidies, mandates (like inclusionary zoning) or other incentives.

Q22—I live in Alameda where they are demolishing a totally affordable home and replacing them with more expensive ones. If I sold my house right now it would be demo-ed.

Q23—Narrow lots would allow for a 1,750 s.f. house, two of these side by side would be 3,500 total s.f. which is larger than the 2,500 s.f. house on a single 5,000 s.f. lot. Do I have that right?

A: Yes, that is something we will be looking at.

Q24—I don't understand "near corridors". Also, will there be a flag lot driveway by my bedroom?

A: When we are talking about areas "near centers and corridors" we are describing a ¼ mile distance that the GIS buffered around designated centers in the new comp plan (like Sellwood) frequent transit routes (like the #75 bus), transit stations (like the orange line stop on Tacoma) and inner ring neighborhoods (like Buckman and Sunnyside).

For the driveway, we haven't got into that level of detail just yet (i.e. whether a driveway is required, whether it will have to be shared, etc).

Q25—Concerned about parking and cars driving on the street. How can we add more houses but keep the number of cars stable?

A: We have some options. We can use a "stick" and create parking minimums and other reforms so that it will cost more to drive here, or we could use a "carrot" and encourage people to drive less. SDC can be used to help create different transportation options.

Q26—What are SDCs?

A: System Development Charges – fees that are paid to help develop infrastructure systems, i.e. sewer, water, stormwater, transportation, parks.

Housing Types

Q27—I've been following this project lightly – I live in Ladd's Addition. How will you address historic districts? Why apply in historic districts at all? There are already regulations to convert historic structures into more units.

A: In historic districts there is historic demolition delay and historic review for new houses. This would not change. We will be coordinating our proposals with the historic overlay zone- and all the overlay zones—when we start to develop the code.

Q28—Metro said we have enough land in the UGB? This project is driven by developers.

A: 33% of growth in region is attracted to Portland. Economist Joe Cortright, talks about how we don't have a lack of housing, but a lack of great neighborhoods. When other parts of the region are able to develop amenity-rich neighborhoods then we will have more competition for this demand.

Q29—45% of city land is single-family neighborhoods and almost the same amount of trees is in those neighborhoods. We need to know how many trees would be lost under this proposal. We should give parking spaces to trees. We need to calculate how many trees are needed per person and preserve them.

Q30: (Points out zoning map of Sellwood has lots of commercial and multi-dwelling zoning) We should apply this in neighborhoods that don't have lots of commercial and high density zoning. Let's start with R1 and R2 zones and make them accommodate more density then look to single-family areas. Tailor to neighborhoods.

A: Quarter-mile proposal indeed captures most of Sellwood, but the extent of this area is still in concept. This project is in part about providing opportunities for more housing options. We looked at Sellwood and found there are only about a dozen available vacant single dwelling lots in the neighborhood. Sellwood will continue to attract people who want to live here. Options are to bid up existing houses, or go into new apartments but not many other options.

Q31: Where is the data to say that these smaller housing types don't exist? I live at Division and 21st; people have ADUs inside and outside and there are apartments. How would you find this out people aren't surveyed about how many people live in their homes.

A: We want to bring these options to other places. We do know how many units are in these neighborhoods from the tax assessor's databases.

Q32—I live in Multnomah. Little attention has been given to the environmental impacts of your proposal. Urban habitat corridors support non-human species. We are at a milestone: Do we want to be a green city and support non-human species? Also, many elderly people are not all interested in downsizing into apartments.

A: It's important to recognize that the proposal also includes measures to reduce the overall size of houses. The net effect of this is more space for yards, trees and habitat.

Q33—13,000 houses could already be built in the areas zoned for higher density and are being converted at a rate that will take 75 years to build out to higher density. We need economic analysis about what this will actually do before promising the public affordable housing but actually creating pockets of opportunity for developers.

Q34—I live in a duplex on a 9,370 sf lot in Eliot has been downzoned from R2 to R2.5. Would you be willing to consider allowing more than one ADU with a duplex?

A: Interesting comment. Without a land division, under this proposal, an ADU is the most additional you could have in this situation.

Q35—What I love about this proposal is that it enables individual homeowners to develop properties so that they can use the extra rental income to stay in their property. We can convert to a duplex. Often building a whole other home is not within our reach. If you don't like Airbnb, then tax Airbnb. Many people use ADUs for family members, flex space. ADUs allow flexibility to take care of members of their communities. We are planning for 20 years so we need to build in possibility for growth; options for duplexes, triplexes, and ADUs. If you want more affordability we need more density; I became a real estate agent because I care about the community. If you have a house that you don't want demolished, you can pay \$5,000 to Restore Oregon for a façade easement.

Q36—Student enrollment at Llewellyn elementary school is increasing and they are cutting programs and increasing class sizes; this is happening in the middle school too. Increasing density without thinking about infrastructure like schools, emergency vehicles, sewer, water, and parking is not right.

A: We are thinking about capacity. Concept is not to increase number of total households over what we're projecting; we're thinking about how and about where.

Q37—I live in the north end of West Moreland; surrounded by condos and apartments. I am happy with my neighbors and with the fact that density has led to investment in bike and transit and sidewalks, so now my family of 4 can life with one car. These efforts are important for affordability because I save \$5,000 a year by not having car. Even if new units coming online are higher-end that means one less person is buying a more affordable unit that someone else needs. Without increasing capacity, finding a home will become more and more expensive.

Q38—I live in Buckman. Where is the equity in this proposal? Why not allow all these housing types citywide? Why can't we allow houses in the SW Hills with their fantastic amenities and great schools to be internally converted to create more density and diversity? Quasi-gated communities; why is equity not on top of this list?

A: The SAC discussed this and some wanted the allowed housing type area to be much tighter while others wanted it more citywide for equity concerns. This proposal landed on areas close to services. We need to look at the geography. Others chimed in on political pressures.

Q39—How are you going to use our input? Are you going to modify this proposal?

A: Public comment period closes August 15th. We will develop a report that summarizes themes and concerns we have heard; we are seeking specific suggestions for ways to improve the proposal. Recommendation will be developed for City Council in November.

For more information visit the project website at www.portlandoregon.gov/bps/infill