

Herb Ozer

#72950 | January 14, 2020

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

I am appalled by these regulations and the allowance of a fourplex on my property, especially when the rents will not be affordable and with no off-street parking required. This RIP helps only those who stand to make money on this kind of unfettered development: developers, builders, the politicians who take campaign contributions from these kinds, the industry associations, and finally the City, which stands to make a lot more in property taxes. Yes, more urban density may be necessary but not at the expense of current residents or future residents who work in Portland but can't afford to live within the city boundaries. This plan also has the potential to destroy close in neighborhoods that have been the stand out value for Portland. There is no evidence to support many of the assumptions in this plan and there is also no consideration for traffic problems (already worsening) that will ensue. Again please do not pass this plan!!!

Testimony is presented without formatting.

Rachel Lee

#72951 | January 14, 2020

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

I grew up in NE Portland and currently live in the Sabin neighborhood. As a member of my neighborhood association's land-use committee, I have been observing infill patterns and housing costs for the last seven or eight years. If RIP would actually make NE Portland affordable again, I might support it. But in our neighborhood, infill has largely involved demolishing less-expensive houses (including at least one older multi-family building) and constructing large, very expensive new houses/units. Even on corner lots, which developers often partition to create two units (similar to how RIP would allow duplexes on non-corner lots), the resulting new units are much more expensive than the housing stock that they replace. Replacing an older, existing house with two units at \$900K each makes Portland less affordable, not more. Based on our neighborhood's experience with development on corner lots, I am very concerned that RIP will stimulate more of this type of development, which just makes housing even more expensive and displaces lower-income residents. Portland is in an affordability crisis. But I haven't seen any evidence that RIP will actually improve that, and I fear it will make the problem worse.

Testimony is presented without formatting.

Alice Knouff

#72952 | January 14, 2020

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

A Big Missed Opportunity Fact: Affordable housing is one of Portland's biggest problems. Fact: Our city needs to help create new housing for lower income groups. Fact: The current RIP plans do not address this problem, and instead (using developers' own figures) will increase rents and cause mid to low-income homes and rentals to be demolished for more lucrative structures. City Planners: 1. Why not include mandates for affordability and use this pivotal opportunity to turn the desire for density into something worthwhile? Please. Do our city planners want to be creating more gentrification, which will need remuneration for years to come? That scenario is currently being played out in parts of Portland and it is both painful and costly. 2. The inclusion of some parking for each large structure would greatly help the neighborhoods into which high density housing will be built. There WILL be cars needing a place to sit. Developers are fully capable of including parking, (but would like to avoid due to cost). It is the onus of our elected city planners to insist on it, keeping visibility on tight neighborhood streets paramount for the safety of bikers, pedestrians and vehicles. Please reconsider with a fresh eye the huge effects of the RIP as written. It will not help renters, except the most wealthy. It will not help the fabric of neighborhoods. It will not make Portland a better, more functional place. Which should be the goal of everyone. Thank you for your consideration. Alice Knouff and Mike Chewning

Testimony is presented without formatting.

Stephenie Frederick

#72953 | January 14, 2020

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

Dear Mayor and Commissioners: As a resident of SE Portland, I support the Residential Infill Project (RIP) for these reasons: 1. Portland's housing supply is too low, which drives up house prices and rents . . . we need to increase the housing supply before we push even more residents into homelessness. 2. A trend roughly equivalent to RIP is already occurring in Portland . . . parcels are being divided and a new housing unit constructed on each parcel . . . in my neighborhood (Brentwood-Darlington), land-use decisions in 2019 alone are replacing 7 housing units with 20! This trend is occurring without pushback from neighborhood residents, indicating that there is tacit support for the RIP concept. 3. We have a chance to undo racist zoning. "To prevent lower-income African Americans from living in neighborhoods where middle-class whites resided, local and federal officials began in the 1910s to promote zoning ordinances to reserve middle-class neighborhoods for single-family homes that lower-income families of all races could not afford." *The Color of Law*, by Richard Rothstein (who details how this exclusionary zoning is still with us nationwide; the author also documents how we have made sure that most African Americans remain low income). I wish to end single-family-zoning racism; I'm proud of Oregon's action on this. 4. Re climate crisis, we need density to (a) support decent supermarkets and other services that residents can reach on foot or by bicycle; (b) support increased transit service; (c) absorb climate refugees from rural areas of Oregon (and out of the American Southwest and California). PLEASE SUPPORT THE RESIDENTIAL INFILL PROJECT . . . thank you. Sincerely, Stephenie Frederick
5618 SE Malden Street Portland 97206 (626) 399-5799

Testimony is presented without formatting.

Christopher Rall

#72954 | January 14, 2020

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

My wife and I have 3 children, ages 12, 12, and 9. As soon as 6 years from now, they may begin looking for their own housing. Will they be able to find a place to live when they fledge from the nest? At the rate we've been allowing housing to be built, it wasn't looking good. Portland's RIP could turn this trend around by allowing more housing to be built, and more smaller scale units for which there is the most demand. The RIP increases the chances that my kids will be able to stick around the city where they grew up. Therefore, I ask you to approve the RIP with the deeper affordability option, and include a tenant opportunity to purchase to help protect existing tenants. By eliminating parking requirements and allowing for more housing in the city of Portland, we can become a more welcoming city for people, and help address the housing crisis and the climate crisis. Please do the right thing for those you serve, the city, the planet, and our children and grandchildren. Thank you for your service! -Chris Rall

Testimony is presented without formatting.

Stephen Lapp

#72955 | January 14, 2020

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

I'm concerned about the ramifications that the Residential Infill Project will bring to existing Portland neighborhoods. Historically, much work has gone into the development of our current residential zones. Zoning allows for a degree of certainty, that when someone purchases their home, that the continuity of the surrounding context can be anticipated. On the residential level, zoning requirements anticipate the quality and quantity of natural light, privacy, and views into a parcel of property, and to what extent neighbor's can or cannot alter those existing qualities. To provide some examples, the quality and abundance of natural daylight entering into the exterior yards, entering into a house and its interior rooms. For privacy, maintaining the degree of privacy for those portions of housing originally designed to be private. For views, maintaining the experience of views, whether borrowed from the neighbor's backyard or a hill on the distant horizon. Zoning allows a degree of certainty that these qualities and experiences remain, to some level of degree, after investing into the property, investing into the neighborhood. This investment is often one of the largest investments an individual or a family will make. From my tracking of the proposed changes, the magnitude of what will be allowed to be constructed in existing residential neighborhoods will be detrimental to an existing neighborhood's fabric. The impact of a duplex, triplex, and especially a fourplex to surrounding houses can, and in many instances, will be significant. Decreases in privacy and decreases to natural light will significantly alter the experience of existing yards and homes. I'm also concerned that the rich housing stock of two to three bedroom home, often the most affordable of existing housing within the city, will be the first to be demolished to make way for newer triplexes and fourplexes. If the goal is to provide a greater number of affordable priced housing options different than apartment building or condominiums, I'm unsure from a statistics standpoint, such proposed changes lead to more affordable options. Historically, I have not noticed a significant decrease and often an increase of cost per square foot of these new housing units as compared to existing housing stock. I'm supportive of means to increase density, a necessity for the anticipated growth of the city and its region. I'm not supportive of these proposed changes. A thoughtful zoning approach should be street by street, block by block. Density zoned reflecting and aligned with major and minor arterials (streets) that support such density. Density that is supportive of existing neighborhoods. These proposed changes blanket all the neighborhoods with the same standards for a significant increase in building height, density on a lot, and proximity to existing lot lines. Such an approach as proposed will in many cases be detrimental to existing the housing stock and character of the neighborhoods.

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Zach Hynoski

#72956 | January 14, 2020

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

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Testimony is presented without formatting.

Eric Ridenour

#72957 | January 14, 2020

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

I am writing in support of the Residential Infill Project. The primary reasons for my support include:

- a desire to see QUALITY "Missing Middle" housing in the City.
- a recognition that housing at moderate density is directly linked to our ability as a community to tackle multi-modal transportation. Portland's historical pattern of sprawl is a major impediment providing truly successful transit.
- an understanding that stand-alone detached housing does not fit many modern "households" well - families and individuals are open to - and seeking - many more types of housing than in the past. I live in a successful existing example of "middle housing" (townhouses) and see the potential for increasing affordability, providing housing choice and enriching the neighborhood.
- a commitment to expanding supply as ONE tool to address affordability* In implementing the RIP program, I would hope to see some reasonable protections for neighborhood character, including: - incentives/requirements for green space/trees, especially where mature ones are saved - limits on site coverage - especially for asphalt - design guidelines (not necessarily full design review) that will help guide the market to better quality housing than some of what has been built in recent years - rapid, thoughtful development of the cottage cluster code - I believe this model will resonate better than other in established neighborhoods. Knowing that this will be a political process and anticipating potential compromises, my support would drop significantly if the policy were modified to: - require off-street parking - prohibit middle housing in historic neighborhoods (though I would support full design review in those areas) In thinking about the affordability issue, I would also support evaluation of a revision to the policy that would only allow quad-plexes if one of the units was affordable (or an in lieu fee) - a scaled version of inclusionary housing, if you will.

Testimony is presented without formatting.

Quinton Mattson

#72958 | January 14, 2020

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

Dear Commissioners and Portland City Council: I favor the residential infill project and support the two different methods of infilling the project area. Specifically I favor that you should allow for additional housing types (house with two accessory dwelling units (ADU's), duplex with one detached ADU, tri-plexes and four-plexes). I also believe the project should include incentives for creating affordable units and retaining existing houses. I believe it should be changed to the above reasons.

Testimony is presented without formatting.

Seth Pellegrino

#72959 | January 14, 2020

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

I support the Residential Infill Project, especially with the "deeper affordability" and "tenant opportunity to purchase" renter protection. Please approve the recommended draft and accompany it with those additional pieces. I support this proposal because we are experiencing a housing crisis, and re-legalizing fourplexes is a common sense strategy to make progress on that goal. I have lived in and next to medium-density multi-unit housing since I moved to Portland 10 years ago, and they are a critical part of our urban fabric. We must re-legalize development of these units so we can add more of this kind of housing stock to meet our equity, housing, and climate goals. Thank you for your consideration.

Testimony is presented without formatting.

Teresa Wirsching

#72960 | January 14, 2020

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

Please do NOT allow multifamily residences on every single family house lot. Instead, true mixed neighborhoods by permitting only a portion of house lots to be multifamily. Neighborhoods with a variety of housing types best support family and neighborhood health and welfare.

Testimony is presented without formatting.

Paul Leitman

#72961 | January 14, 2020

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

I support the Residential Infill Project and ask the City Council to approve the recommended draft. I support the recommendations because Portland needs greater diversity of housing to allow people of all ages, life stages, family types and incomes to live in Portland. Allowing a mix of detached and attached homes to be built in our existing neighborhoods is a strong step forward to ensuring inclusion in our communities. I also support the modified sizes of homes to ensure new homes fit better into the existing fabric of our neighborhoods. Lastly, I support the removal of parking requirements for homes in single-family districts.

Testimony is presented without formatting.

Frances DeRook

#72962 | January 14, 2020

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

I am writing to strongly oppose the Residential Infill Proposal (RIP). Based on these arguments, I hope you will vote against the plan. 1) RIP is a plan that favors developers above everyone else. They benefit the most from new construction. 2) New construction displaces long standing residents and existing families who live in small single family dwellings which are affordable housing. Development means demolition of small- often historic-homes affordable to young families, minorities, and the elderly. 3) Infrastructure (sewers, water, roads) to support new construction will come at taxpayer expense, a consideration not often recognized and factored into costs. 4) RIP provides NOT affordable housing, but expensive apartments. As such, RIP amounts to a tax subsidy for luxury housing. RIP does not include any protections for displaced tenants. 5) RIP permanently alters the face of Portland, its beautiful, historic neighborhoods which are essential to the character of the city. Once this occurs, it can NEVER be undone. This is something that we may well come to regret and that will - in the long run- potentially result in Portland being a LESS desirable place for people to move to. 6) The greatest challenge facing all Americans right now is climate change. Given this fact, it is critical to remember that the greenest home is one that already exists. a) New construction brings demolition and untold pollution and environmental degradation. Construction equipment spews diesel fumes with fine particulate matter into the air, land and water. Noxious fumes, toxic dust, noise, traffic impediments and other pollution adversely impact the health of residents and persists in the environment creating long term damage for all of Portland residents. b) Construction of multi-occupancy buildings on existing lots means that trees must be cut which creates an urban heat sink (more concrete, less trees). This means less homes for wildlife, summer shade and carbon dioxide uptake. 7) RIP has no provisions for increased school funding: the new classrooms, teachers, books and supplies that higher population density demand. Down the road, Portland's children and their education will suffer. 8) Portland revenue is significantly derived from tourism. Who will come to a city whose buildings are predominantly new, cheap construction, devoid of character and historic value but rather built to minimize cost and maximize profit? Prefabricated identical apartment blocks are nightmares now. As they age and deteriorate, what option remains but to demolish them as the low-cost materials rarely justify upgrades. These are just some of the compelling reasons to oppose RIP. I am sure there are more. In summary, RIP will change the character of this charismatic, dynamic city, it harms the environment, the elderly, minorities and children. It stands to benefit developers, and does not solve the issue of affordable housing need.

Testimony is presented without formatting.

Emilie Portell

#72963 | January 14, 2020

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

I am writing with homeowner concerns around the residential infill project. While I understand the need for more housing, especially affordable housing in Portland – this project will do more to diminish the livability of our strong, single-family neighborhoods – the very owners who help this city pay for services through our property taxes. The proposed zoning changes not only increase density, they remove parking requirements that decrease safety and mobility in our city. Density is somewhat palatable on large, main avenues. It is not in the middle of a single-family home block where it adds more cars, traffic, more people and more turnover. I grew up in an urban, single-family neighborhood that positively shaped my youth. In college and in the beginning of my professional career I not only shared housing, but also lived in dense housing complexes, with a lot of turnover, noise and safety concerns. It was not a good experience. I have finally been fortunate enough to live in a great, close-in Portland neighborhood, all single-family homes and few rentals. I realize I am very lucky. Most are raising young families or have already raised their kids and near retirement. We're a community. For us, our Portland home is our oasis from the growing Portland traffic and density. Our home is an investment, an important part of our retirement portfolio and we'd like to stay, but changes like adding huge apartment complexes near us with little to no parking have affected our investment and our neighborhood. These proposed changes negatively impact homeownership in Portland even more. It's time to give homeowners their rights back and keep density where it belongs- on the main avenues – and with parking for each unit. We are still stinging from Portland allowing this and will continue to fight to keep density out of our fantastic neighborhoods.

Testimony is presented without formatting.

Paul Runge

#72964 | January 14, 2020

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

Portland City Council-- I am writing in support of the Residential Infill Project, Recommended Draft. Please approve the Recommended Draft and accompany it with a new "deeper affordability" option for below-market-rate developers and the citywide "tenant opportunity to purchase" renter protections advocated by Anti-Displacement PDX. I support RIP because it relegalizes an already existing and beloved housing option that already exists in our city: modest apartments and condos on small lots, located in Portland's fantastic neighborhoods. It helps us fight our climate crisis, giving Portlanders a path to smaller homes in central locations with better transit access. It adds new faces to existing neighborhoods, keeping our renowned hyperlocal retail, beverage, and restaurant scenes thriving and expanding. It pushes development to keep units modestly sized and rents manageable. It creates opportunities for homeowners to age in place, make space for family, or create new income streams. It enables the creation of more housing close to job centers. But we can do more and reap the rewards as a community. We can let those among us with the best intentions--our affordable housing developers--build more homes with greater cost efficiency through a deeper affordability option. We can get our ducks in a row on equity by implementing an accompanying anti-displacement policy, such as a tenant opportunity to buy option. We're in the middle of a climate crisis. We're in the middle of a housing crisis. It's obvious what we need: more modest housing where people can walk, bike, and take transit. Please help Portland get there. Thank you for considering my testimony, Paul Runge

Testimony is presented without formatting.

armando luna

#72965 | January 14, 2020

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

I support the Residential Infill Project and would like to see the following changes: Allow up to six units and total floor area ratio of 1.45 if half or more of homes are regulated affordable (rental or for sale) to households making no more than 80% of median income. Allow up to eight units and total floor area ratio of 1.50 if 100% of homes are regulated affordable (rental or for sale) to households making no more than 60% of median income. Allow waivers of construction excise tax, system development charges, and abatement of property taxes for affordable projects. Allow current tenants to have a right of first refusal when properties change hands. Find sustainable options for new revenue to support affordable housing in low-density zones, such as earmarking construction excise tax collected in those zones to also be spent in those zones, or allowing a limited amount of additional building size to be purchased if revenue is used to support affordable housing. Support low-wealth homeowners by connecting ordinary people with information on financing additions to their property that create low-wealth housing. Commit to supporting experimental programs that could make public housing funds go further by financing below-market cottages in low-income homeowners' backyards. Please approve the recommended draft and accompany it with a new "deeper affordability" option for below-market developers and the citywide "tenant opportunity to purchase" renter protections advocated by Anti-Displacement PDX.

Testimony is presented without formatting.

Brandon Narramore

#72966 | January 14, 2020

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

My name is Brandon Narramore, I live at 901 SW King Ave and I am testifying in favor of the residential infill plan. I support the residential infill plan because frankly I do not see why duplexes, triplexes, and fourplexes are illegal in the first place. These types of “middle” housing offer better economic integration while also reducing sprawl and displacement. By the city’s own analysis, legalizing these types of housing would reduce displacement by 20 percent. That said, legalizing middle housing still offers a piece to the solution. It opens up housing options for a wider diversity of incomes in otherwise exclusive neighborhoods. I can speak to this myself directly. Throughout college while cash-strapped, I was still able to afford living in the desirable close-in neighborhood of Irvington through splitting rent on a duplex. In a neighborhood where the average home sells for a million dollars, my rent was under \$1,000 I want more individuals and families to have the opportunity that I had. I want parents to have the choice to live in neighborhoods where their children can walk on safe streets to school while they themselves are spending 15 minutes on their commute instead of an hour. I want more artists, creatives, and eccentrics being able to afford Portland and in turn keeping it weird. I hear a’lot from opponents of this plan that somehow by allowing a fourplex the city is “destroying neighborhood character” but what these detractors misunderstand, is that a neighborhood’s character comes not from the structures but from the folks living inside them. Having more neighbors means having much more character. I also hear lots of hand-wringing about what this plan would do to the parking situation in Portland. I would contend in turn that where parking is lost, so is sprawl, and greater efficiency in public transit is gained. But I won’t lie, the outrage over parking is incredibly disheartening to me. In the midst of a housing crisis, some folks are finding more concern for a piece of asphalt with paint than a family being displaced. I work as an assistant property manager for a Home Forward community. It’s pretty stressful job. I work with folks that are often in various states of crisis nearly everyday. But the part of work that comes home with me the most is the near twice-weekly phone calls from someone who is distressed, on the verge of homelessness, and asking if we have any vacancies. In these calls, I have to explain that the waitlist has already closed and I have no idea when they are going to open again (it will probably be a few years) If the residential infill plan prevents even one less such-call then it would be massive success in my book. That is why I found it necessary to use part of my vacation time to testify in front of you today. Please vote in favor of the residential infill plan with the deeper affordability options as well as the renter protections advocated by Anti-Displacement PDX. Thank you for your time.

Testimony is presented without formatting.

Barbara Portwood

#72967 | January 14, 2020

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

I am appalled at what City Council believes is acceptable in residential neighborhoods. I'm watching the creep in my neighborhood already, sliding toward 3-story houses, either skinny or maxed out to the setback with no yards. I will be moving soon due to my encroaching old age, and it sure as hell won't be to a 3-story house. You are effectively telling the elderly, "Get lost, Grandma/Grandpa!" I will miss my neighborhood, but I already can't afford to buy in it, and this makes me sick about the prospect of my 1912 home being torn down and the lot turned over to a developer to make hovels.

Testimony is presented without formatting.

Joshua Baker

#72968 | January 14, 2020

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

Dear Mayor Wheeler and City Council, I'm writing in support of the Residential Infill Project and the deep affordability amendments. The situation in our region is clear: we are facing an extreme housing shortage and affordability and displacement crisis. At the same time, our carbon emissions continue to be too high in the face of climate change. Passing the RIP is one concrete step the city can take to help address all these issues. To start, legalizing fourplexes on any lot will help create a greater diversity of housing choices and bring down the price of new homes compared to our current zoning. It will allow more people to live closer to job areas, transit lines, grocery stores, and the places that make walkable neighborhoods so great. This, in turn, helps to eliminate the need for cars and slows sprawl, both of which are carbon intense. I am currently a renter in SE Portland and I hope someday to my own house or condo unit somewhere in the city where I can continue to live car-free. However, our city is currently on a trajectory that will likely never allow me or an increasing number of Portlanders that opportunity. Even renting in Portland has become more challenging annually, even as my income has slowly increased in the decade I have called Portland home. As data has shown, if today's zoning remains in place, twenty years from now the average monthly rent for new homes in these zones would skyrocket to more than double what it will be if the Residential Infill Project passes. And while the implementation may not RIP may not automatically make me able to afford a home in the future here, it is a good step in the right direction for thousands of current (and future) Portlanders like me. Additionally, I encourage you to amend the RIP to deliver more below-market homes. The creation of a Deeper Affordability Bonus will make affordable projects competitive with market-rate developers. As others are calling for, please allow for up to six units and a total floor area ratio of 1.45 if half or more of homes are regulated affordable (rental or for sale) to households making no more than 80% of median income. I strongly also support allowing for up to eight units and a total floor area ratio of 1.50 if 100% of homes are regulated affordable (rental or for sale) to households making no more than 60% of median income. Thank you, Joshua Baker

Testimony is presented without formatting.

Brent Hoffman

#72969 | January 14, 2020

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

Portland is a city of beautiful and unique historical homes and neighborhoods-it's a living and breathing work of art where neighbors form communities. RIP will destroy this. It's the modern equivalent of McMansions, while the numbers show it will do nothing to produce affordable rents. Infill does need to happen-but it needs to happen in a manner that's sensitive to the history of place-by encouraging remodeling of current structures for greater density and ADUs. Not with a one size fits all solution that caters to developers while failing the citizens.

Testimony is presented without formatting.

Adam Zucker

#72970 | January 14, 2020

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

Dear Planning Sustainability Commission Members I write to express my strong support of the proposed Residential Infill Project. While there is room for refinement, I am really impressed with the obvious thoughtfulness that has gone into the staff report and proposed code changes. In particular I feel that "A paradigm shift towards more 'middle' housing" (page 5 Staff report) provides a compelling case of why the City needs a more diverse housing stock. I admire that this project addresses "visitability" through new design standards that will better enable current residents to age in place. I appreciate the allowance for greater roof eave encroachments into setbacks (2-feet instead of the current 1-foot standard). I think that this change will promote better design aesthetics and structure longevity. I also believe that it is smart policy to not apply the new "a" overlay to land located with a mapped floodplains. Moving forward, I think that this proposed housing policy should address potential displacement, continue density incentives like the current SDC waiver for ADUs, and include a program that provides financial assistance for lower income home owners interested in developing new housing units. I also think that the proposed extents of the "a" overlay should be increased to have a broader reach throughout the City and a small increases in the proposed FARs should be considered. And finally, I believe one way to help make the implementation of this policy more effective and result in the creation of the greatest number of new housing options throughout the City is to promote policies that will entice current property owners to become landlords to help manage this new housing stock. As a former renter and, currently being fortunate enough to be a so-called "mom and pop" landlord, I see a great benefit to both renters and property owners a like, to push forth policies that help support a diversity rather than a consolidation of landlords and property managers. Once again I appreciate all the hard work that city staff and citizen volunteers have put into developing this draft and offer my strong support of the Residential Infill Project.

Testimony is presented without formatting.

Krista Van Engelen

#72971 | January 14, 2020

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

I oppose RIP because it does not benefit low and middle income people, it harms the environment, and makes Portland a less desirable place to live. RIP benefits developers who have no concern for our neighborhoods or our housing needs.

Testimony is presented without formatting.

Trisha Patterson

#72972 | January 14, 2020

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

Hello Council and Mayor, I'm writing to express my strong support for the Residential Infill Project and the Deep Affordability Bonus amendments. This project is a win for climate, bike-ability and transit, and is an important step in the fight for fairer housing in Portland. If Portland is to make good on its claims of being a progressive city that takes action on climate change, we must implement this project. Housing policy is often analogous to climate policy, and I firmly believe that denser, more walkable neighborhoods are an integral part of creating a livable future. Smaller, more condensed homes are more efficient than the enormous, single-family homes that are currently the only option to be built by developers. I support the passage of the RIP, and the creation of housing choices in Portland. As a young person who hopes to someday own my own home, whether it be a shared duplex, a triplex, a sixplex, or an eightplex, I fully support the Deeper Affordability amendments. I know this project, and everything that comes with it, seem like lofty goals. But mitigating the worst effects of climate change will also be a big lift, and one that falls primarily on my generation. I will be 32 when my climate fate is sealed. I have spent the majority of my life concerned about climate change. I was 10 years old when I realized ocean acidification was destroying our reefs, that millions of species were going extinct without our notice or care, and that humans were polluting our only home, planet Earth, for the sake of profit. I ask that Council see the enormous benefits this project will bring- whether it be helping increase affordable units, increase density in mid-zoned areas, increase low-income homeownership, or decrease overall home emissions- and see past the fears that we will be sacrificing the 'character' of a neighborhood. After all, this is Portland; it's the people that make it home. And in my Portland, neighbors of all kinds are welcome.

Testimony is presented without formatting.

Seth Alford

#72973 | January 14, 2020

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

I am not a resident of Portland. Nonetheless, I write to you in opposition of the Residential Infill Project (RIP) because Portland influences the rest of the state of Oregon. It was a Portland legislator, Tina Kotek, who got a state version of RIP passed, HB2001. Portland passing RIP makes it easier for other jurisdictions to pass their own RIP, and makes it more difficult for the Legislature to repeal HB2001, as the Legislature should. A good summary of why HB2001 should be repealed can be found in an opinion piece in Eugene Weekly, <https://eugeneweekly.com/2019/12/26/think-again-2/?fbclid=IwAR0hcETp8YkLGWOBk8KTHh1G0tSggOt6SU-n8qxw-kMI1Vi7c7ghszZdFEM> Like the author of that piece, I have also been involved in land use planning, but not nearly as extensively. Back in 1988 and 1989 I was a Planning Commissioner for the City of Beaverton. I and the rest of the Commission approved single family residential neighborhoods. People bought those houses in those neighborhoods with the idea that the zoning would protect their investment. The building next door would remain a single family house. It wouldn't become a 4 plex, 6 plex, 8 plex, or a multiple story building, looming over the backyard, destroying privacy, blocking the sunlight, whose residents took up all of the available on-street parking. I bought my current house in 1992 in unincorporated Washington County with that understanding as well. At the time I bought my current house, I had also looked at houses within the Portland city limits. I'm sure that others who bought in Portland before and since then with that understanding as well. Taking away that protection with HB2001, and with RIP, is a betrayal of the trust that I and those homeowners put in City and County governments. Yes, we have a housing affordability crisis. That's due to income inequality and the restriction of buildable land with the urban growth boundary (UGB). That is, there's a reduced ability to pay and reduced supply. RIP and HB2001 won't solve that affordability crisis. There is no regulation in either that says the resulting housing will be affordable. RIP and HB2001 will make those problems worse. Existing affordable housing stock will become raw material for developers to demolish and replace with 4 (or 6 or 8) plexes. Since the developer has to make a profit, the resulting multiplex housing will be that much more expensive, since the developer has to cover the cost of the original house that was torn down. Some of the more visible aspects of the housing crisis are the tent and RV camps on our streets, sidewalks, parks, and bike paths. A lot of that problem is due to drug use, as evidenced by the needles that can be easily found near those camps. Tearing down houses and replacing them with multiplex units won't solve someone's substance abuse problem and won't magically erase those camps. Yes, we have more people moving here, and we have to put them someplace. I say, expand the UGB. I would rather subdivide the Christmas tree farms, grass seed farms, or horse farms, none of which produce food, than see the livability of our existing neighborhoods destroyed for the benefit of people who don't live here. Maybe you like RIP and HB2001 because of greenhouse gases (GHG) and the climate crisis. If GHG is important, then why is Portland contemplating expanding I-5 through the Rose Quarter? Expanding I-5 will not reduce GHG, as ODOT might have you believe. Expanding capacity creates induced demand, which means more motor vehicle traffic, which means more GHG. Why hasn't Rep. Kotek, who sponsored HB2001, or Mayor Wheeler, come out squarely against the Rose Quarter I-5 expansion, rather than merely calling for an EIS for it? And what of the impounded GHG in the existing houses that will be carted off to landfills? And what of the trees that counteract GHG, which will be cut down to accommodate multiplex housing? Finally, if you are involved in urban planning, you've probably heard of Robert Moses and Jane Jacobs. Robert Moses wanted to put more freeways through neighborhoods in New York City. Jane Jacobs fought him. To me, RIP and HB2001 feel more akin to Robert Moses' top-down, we-know-best, shut-up-and-obey, big government approach to policy making than Jane Jacob's approach. Jacobs valued neighborhoods and citizen participation. Do you really want to align yourself with Robert Moses? So, in summary, have the courage to protect existing neighborhoods and vote down RIP. If you can't quite find the courage to do that, please refer RIP to a public referendum. But, please do find the courage and vote no on RIP.

Testimony is presented without formatting.

Gerson Robboy

#72974 | January 14, 2020

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

I support the Residential Infill Project and I hope the city council will pass the recommended draft without amendments that would weaken it. I am a home owner in the Hosford Abernethy neighborhood. Over the years I have watched inner Portland become unaffordable to all but the rich. We urgently need more housing choices, and we need more housing to meet the demand. We need to allow at least 4 units per city lot in order to offset the outrageous cost of the land. Please pass the recommended draft, or better yet, strengthen it.

Testimony is presented without formatting.

Janet Anderson

#82978 | January 14, 2020

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

RIP is being promoted as a solution to the housing affordability crisis. However, the analysis commissioned by the City of Portland showed that rezoning all single-family lots to allow for duplexes, triplexes, quadraplexes, and townhouses will promote market-rate rentals over home ownership. The new units are predicted to be mostly micro-rental units with unaffordable average market-rate rents of \$1,823/month. Rather than affordable housing, Portland will see speculative redevelopment accompanied by increased demolitions of the most-affordable existing housing and more displacements of the most-vulnerable residents. According to the City's analysis, this type of rezoning will result in the displacement of low-income residents with no path of return. This will disproportionately impact minorities. The adopted 2035 Comprehensive Plan already has a 20-year housing supply of all housing types without RIP, including detached single-family, duplexes, triplexes, quad-plexes, and townhouses. Objections to RIP include: • Elimination of Single-Family Neighborhoods • Promotion of rentals over home ownership • Increased demolitions of affordable housing • No parking requirements • No infrastructure requirements • No transportation planning • Environmental protections overridden • Significant loss of residential tree canopy • No protection for historic resources • No restrictions on vacation rentals • Decreased fire safety in multi-units • Creates unaffordable housing • Displaces minorities worse than redlining • Exceeds the State-mandated requirements of HB 2001 The predicted unintentional consequences of RIP are far too negative to jeopardize the livability of the City of Portland. Please vote against it. Please add this to the Record.

Testimony is presented without formatting.

Jan Cassetta

#82979 | January 14, 2020

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

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Jan Mawson

#82980 | January 14, 2020

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Testimony is presented without formatting.

Joanne Carlson

#82985 | January 14, 2020

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

I am asking you to please think long and seriously about how you vote for the Residential Infill Project as it stands today. Infill will always be a part of the Portland Landscape but it needs to be done responsibly. RIP brings major change to Portland's neighborhoods that give us no assurance that the new replacement housing will be either affordable or family friendly. Rather than affordable housing Portland will see speculative redevelopment accompanied by increased demolitions of the most affordable existing housing and more displacement of the most vulnerable residents.

According to the city's analysis this type of rezoning will result in the displacement of low-income residents that will be permanent. If the above was not enough RIP fails to adequately address environmental and waste impacts of housing demolition and causes significant loss of residential tree canopy. It is also worth mentioning that the adopted 2035 Comprehensive Plan already has a 20-year housing supply of all housing types without RIP, including detached single-family, duplexes, triplexes, quad-plexes, and townhouses. RIP needs to be fixed otherwise it will cause great irreparable harm to Portland. Please vote against RIP. Please add this to the record.

Testimony is presented without formatting.

Diane Tweten

#83190 | January 14, 2020

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

I have seen the price of housing, including rentals, skyrocket as more and more development takes place. It is disingenuous to say that it is in the interest of the public. I have seen properties in my neighborhood in N.E. be subdivided, and everything that replaced it cost more than what was torn down, even though it was smaller and of lower quality. I don't see how Chloe can say, 'with a straight face', that this is about entitlement of certain neighborhoods or associations. I voted for her but will not in the future. Only by staying in place have we been able to continue affording to live where we do. Everyone knows that the minimum wage or salaries, in general, haven't kept up with the cost of housing. This is like a game of musical chairs and the increasing homeless are just people who no longer have chairs. Government officials are furthering this process while saying they 'feel the pain' of those who suffer. I am deeply disappointed in you, Chloe. I thought you really did want to represent the public!

Testimony is presented without formatting.

Laura Jackson

#83191 | January 14, 2020

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

I somewhat agree with what the RIP is trying to do, but it is an ill-thought-out, poorly written measure. It reminds me of a teen who jumps off a bridge without checking the depth, current, and temperature of the water below. The RIP as written will be a windfall for developers, increase gentrification and removal of the most vulnerable from our city, and create environmental impacts that have not been considered. Rather than affordable housing, Portland will see speculative redevelopment accompanied by increased demolitions of the most-affordable existing housing and more displacements of the most-vulnerable residents. According to the City's own analysis, this type of rezoning will result in the displacement of low-income residents with no path of return. This will disproportionately impact elderly and minorities. For every single-family home that is not top-tier, young families just starting out, or older folks looking to downsize from a larger home, will compete with well-funded developers. What used to be called starter homes or fixers will become "scrapers," and folks who want to buy a modest home will have to outbid deep pocket developers. I can foresee an increase in "we pay cash for homes" pressure on those in less glamorous homes, and the lure of money, for them to sell. But where will they go? Nowhere in Portland. There needs to be a strengthening of the anti-demolition ordinances to preserve usable houses, while allowing those that NEED to be replaced, to be replaced. The promotion of ADU development will not get Portland to "density." In my neighborhood, I can think of 10 ADUs that were built recently. Nine are in AirBnB-type rentals. Only one is in long-term rental. This is not density. Our city is not ready to handle increased density. Every neighborhood in Southeast, and many in Northeast are deeply in need of maintenance. We have failing sewer lines, failing water lines, and our streets need repaving. Our infrastructure cannot handle the new demand. SDCs cover new capacity...they do not help maintain what we have. That burden will fall on existing taxpayers to fix the failings caused by "density." For years, the City has been telling us to disconnect downspouts; to run our stormwater onto our yards to recharge groundwater. To plant trees for stormwater management. We've been told to "grow food not lawns" and to plant flowers and fruit trees to support pollinators. Now we're being told to grow homes. From a climate and habitat perspective, food and pollinators are the appropriate path. When my neighbor puts two ADUs on his lot, where is the stormwater going to go? His neighbors lots or into the storm drain, neither of which is fair or appropriate. With the City doing the South Reach plan to get folks into and onto the Willamette, how many more CSO days will the RIP create? Witness the controversial project a few years ago at SE 41st and Lincoln. The controversy was over trees, however, it was also over density. One home, a fixer, on a large lot, was sold for around

\$425,000. Three homes built, the largest 3,100sf, each selling over \$800,000. This is not affordability. Also, none of these homes has space for a usable vegetable or pollinator garden or adequate on-site stormwater absorption. On two of the homes, stormwater runs across the sidewalk and into the street stormwater system. To get this density, builders will need to go up. Where is the recourse for a neighbor whose solar panels are now impeded? For a family whose vegetable garden cannot get sun, or someone whose bee hives have no nearby trees or flowers? Not everyone can afford to sue. Please go back to the drawing board. Come up with a plan that protects people who want to live here, and stay in their homes, and continue doing the right thing. Protect affordable fixer and small single family homes for people who want to live in our city. And please, do an assessment of the impact on water/sewer/stormwater infrastructure, as well as trees, birds and bees, before handing our neighborhoods over to deep-pocket developers.

Testimony is presented without formatting.

Chris Eykamp

#83192 | January 14, 2020

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

I am writing to ask you to vote No on the proposed Residential Infill Project proposal. While I support allowing our city to grow more densely in an organic fashion, and recognize the benefits that density can bring, the proposal before you is deeply flawed. It will lead to an increased rate of renters being displaced due to accelerated redevelopment, is unevenly applied, and will likely have large unintended impacts that are difficult to foresee. Portland has some history experimenting with large-scale rezoning, perhaps most recently when the Albina Community Vision plan rezoned much of inner N/NE Portland in the early 1990s. While the density of the rezoned areas consequently increased, it did so by displacing thousands of families living there, disrupting and destroying entire communities. I doubt planners at the time understood the full implications of their actions, just as I doubt today's planners really grasp the wide-ranging impacts likely under RIP. Albina Community Vision serves as a clear warning of the unintended consequences of making sweeping and rapid changes to the zoning code, and also of the near impossibility of reversing course and repairing the damage once such a change is made. While I doubt RIP will bring such dramatic upheaval to my neighborhood, where property values are high enough to make large-scale redevelopment less attractive, it is likely to cause significant disruption in neighborhoods like Montavilla and Lents where housing is still more affordable than areas closer in, but which have a character attractive to developers. Those neighborhoods are likely to see significantly elevated rates of displacement as developers demolish cheaper housing to build new market rate units that will attract higher rents/sales prices, and RIP includes only meager anti-displacement measures. Existing levels of spending on housing assistance, for example, has proven inadequate to meet even today's needs, and with an RIP-induced increase in demand for assistance, an enlarged, permanent, and dedicated funding source for anti-displacement efforts is needed. This could be achieved by taxing development that destroys more affordable housing. While the impact on my neighborhood is likely to be less severe than in other areas, RIP will accelerate the loss of our remaining affordable rental housing, incentivizing its replacement with high-end owner-occupied housing. This is happening already; one example is a house nearby that provided cheap shared rental housing for 5 adults that was demolished and replaced with two large houses with ADUs that each sold for \$900,000. One of the houses is occupied by its new owner, a Bay Area software engineer, the other is being used as an illegal Airbnb rental (along with one of the ADUs; the other ADU is a properly permitted short-term rental). Technically, this project increased housing density, but I lost my neighbors, who their affordable and pleasant place to live with a yard and a garden, the neighborhood lost diversity and

tree canopy, there are fewer people living here, and we all lost the energy and CO2 emissions embedded in a fully serviceable and well-kept older house. Is increasing housing density in this manner a net win? The fundamental problem with RIP is that it encourages increased redevelopment of the least expensive properties, which are typically either rentals or the sort of smaller houses a young family might hope to buy if they were not outbid by a developer. Some alternative strategies that might allow growth in our housing stock and increases in density without the displacement risk posed by RIP:

- Prohibit short term rentals such as Airbnb and VRBO in stand-alone units (this change alone would bring a huge number of small rentals in high-demand areas onto the market in a very short time).
- Increase incentives and assistance for people in less wealthy neighborhoods to build small ADUs, but only if they are used for long-term housing.
- Allow unlimited internal conversion of larger houses to duplexes and triplexes in all zones.

Some changes to RIP that might help mitigate its worst aspects:

- Give current renters and housing non-profits first right of refusal on properties under threat of redevelopment.
- Allow higher density only when an existing structure has reached the end of its functional life, so as to not act as an incentive to demolish serviceable housing.
- Include permanently-funded anti-displacement measures in RIP paid for by a levy on redevelopment projects.
- Apply RIP to all parts of the city; do not exempt the wealthiest and most privileged areas, such as the West Hills, as is currently proposed.
- Limit the size of structures to what was originally proposed at the beginning of RIP. Smaller buildings will result in lower sales/rental prices, even if they produce less profit for developers.
- Commit to increased spending on development and maintenance of the soft and hard infrastructure needed to support an even more rapidly growing population with less access to yards, gardens, and other amenities.

• • Some aspects of RIP that are positive, and should be adopted separate from the rest of the proposal:

- Limits on the size of new residential construction (2a, should be further reduced).
- Limitations on the height of entrances (8a-8c).
- Height limitations on “skinny houses” (12a).
- Requiring/allowing adjacent “skinny houses” to be merged into common-wall duplexes (12b).

The changes listed above cannot fully mitigate the damage that RIP is likely to cause. With RIP, in 25 years, we can expect to see a replay of the changes that occurred in N/NE Portland starting 25 years ago: we will have a city comprised of older, wealthier residents, living in newer and more expensive housing, with less economic diversity, and fewer opportunities for people on the lower rungs of the economic ladder to start their lives here. As an incumbent property owner, I stand to gain from RIP. My neighbors with less economic security, not as much. Please oppose the Residential Infill Project in its current form.

Testimony is presented without formatting.

Seth Alford

#83193 | January 14, 2020

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

I am not a resident of Portland. Nonetheless, I write to you in opposition of the Residential Infill Project (RIP) because Portland influences the rest of the state of Oregon. It was a Portland legislator, Tina Kotek, who got a state version of RIP passed, HB2001. Portland passing RIP makes it easier for other jurisdictions to pass their own RIP, and makes it more difficult for the Legislature to repeal HB2001, as the Legislature should. A good summary of why HB2001 should be repealed can be found in an opinion piece in Eugene Weekly, <https://eugeneweekly.com/2019/12/26/think-again-2/?fbclid=IwAR0hcETp8YkLGWOBk8KTHh1G0tSggOt6SU-n8qxw-kMI1Vi7c7ghszZdFEM> Like the author of that piece, I have also been involved in land use planning, but not nearly as extensively. Back in 1988 and 1989 I was a Planning Commissioner for the City of Beaverton. I and the rest of the Commission approved single family residential neighborhoods. People bought those houses in those neighborhoods with the idea that the zoning would protect their investment. The building next door would remain a single family house. It wouldn't become a 4 plex, 6 plex, 8 plex, or a multiple story building, looming over the backyard, destroying privacy, blocking the sunlight, whose residents took up all of the available on-street parking. I bought my current house in 1992 in unincorporated Washington County with that understanding as well. At the time I bought my current house, I had also looked at houses within the Portland city limits. I'm sure that others who bought in Portland before and since then with that understanding as well. Taking away that protection with HB2001, and with RIP, is a betrayal of the trust that I and those homeowners put in City and County governments. Yes, we have a housing affordability crisis. That's due to income inequality and the restriction of buildable land with the urban growth boundary (UGB). That is, there's a reduced ability to pay and reduced supply. RIP and HB2001 won't solve that affordability crisis. There is no regulation in either that says the resulting housing will be affordable. RIP and HB2001 will make those problems worse. Existing affordable housing stock will become raw material for developers to demolish and replace with 4 (or 6 or 8) plexes. Since the developer has to make a profit, the resulting multiplex housing will be that much more expensive, since the developer has to cover the cost of the original house that was torn down. Some of the more visible aspects of the housing crisis are the tent and RV camps on our streets, sidewalks, parks, and bike paths. A lot of that problem is due to drug use, as evidenced by the needles that can be easily found near those camps. Tearing down houses and replacing them with multiplex units won't solve someone's substance abuse problem and won't magically erase those camps. Yes, we have more people moving here, and we have to put them someplace. I say, expand the UGB. I would rather subdivide the Christmas tree farms, grass seed farms, or horse farms, none of which produce food, than see the livability of our existing neighborhoods destroyed for the benefit of people who don't live here. Maybe you like RIP and HB2001 because of greenhouse gases (GHG) and the climate crisis. If GHG is important, then why is Portland contemplating expanding I-5 through the Rose Quarter? Expanding I-5 will not reduce GHG, as ODOT might have you believe. Expanding capacity creates induced demand, which means more motor vehicle traffic, which means more GHG. Why hasn't Rep. Kotek, who sponsored HB2001, or Mayor Wheeler, come out squarely against the Rose Quarter I-5 expansion, rather than merely calling for an EIS for it? And what of the impounded GHG in the existing houses that will be carted off to landfills? And what of the trees that counteract GHG, which will be cut down to accommodate multiplex housing? Finally, if you are involved in urban planning, you've probably heard of Robert Moses and Jane Jacobs. Robert Moses wanted to put more freeways through neighborhoods in New York City. Jane Jacobs fought him. To me, RIP and HB2001 feel more akin to Robert Moses' top-down, we-know-best, shut-up-and-obey, big government approach to policy making than Jane Jacob's approach. Jacobs valued neighborhoods and citizen participation. Do you really want to align yourself with Robert Moses? So, in summary, have the courage to protect existing neighborhoods and vote down RIP. If you can't quite find the courage to do that, please refer RIP to a public referendum. But, please do find the courage and vote no on RIP.

Testimony is presented without formatting.

Freda Sherburne

#83194 | January 14, 2020

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Sean Green

#83195 | January 14, 2020

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Nelli Fischer

#83196 | January 14, 2020

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Robby and Karyn Munford

#83197 | January 14, 2020

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Laurel and Larry Roberts

#83198 | January 14, 2020

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

RIP is being promoted as a solution to the housing affordability crisis. However, the analysis commissioned by the City of Portland showed that rezoning all single-family lots to allow for duplexes, triplexes, quadraplexes, and townhouses will promote market-rate rentals over home ownership. The new units are predicted to be mostly micro-rental units with unaffordable average market-rate rents of \$1,823/month. Rather than affordable housing, Portland will see speculative redevelopment accompanied by increased demolitions of the most-affordable existing housing and more displacements of the most-vulnerable residents. According to the City's analysis, this type of rezoning will result in the displacement of low-income residents with no path of return. This will disproportionately impact minorities. The adopted 2035 Comprehensive Plan already has a 20-year housing supply of all housing types without RIP, including detached single-family, duplexes, triplexes, quad-plexes, and townhouses. Objections to RIP include: • Elimination of Single-Family Neighborhoods • Promotion of rentals over home ownership • Increased demolitions of affordable housing • No parking requirements • No infrastructure requirements • No transportation planning • Environmental protections overridden • Significant loss of residential tree canopy • No protection for historic resources • No restrictions on vacation rentals • Decreased fire safety in multi-units • Creates unaffordable housing • Displaces minorities worse than redlining • Exceeds the State-mandated requirements of HB 2001 The predicted unintentional consequences of RIP are far too negative to jeopardize the livability of the City of Portland. Please vote against it. Please add this to the Record.

Testimony is presented without formatting.

Julie Wainwright

#83199 | January 14, 2020

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

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Jynx Houston

#83200 | January 14, 2020

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

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Maria Thi Mai

#83201 | January 14, 2020

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Natalia Bronner

#83202 | January 14, 2020

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Christine Yun

#83203 | January 14, 2020

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Jeff Welty

#83204 | January 14, 2020

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Philip Shen

#83205 | January 14, 2020

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Joanna Niedermeyer

#83206 | January 14, 2020

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Kay Hilt

#83207 | January 14, 2020

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- Promotion of rentals over home ownership
- Increased demolitions of affordable housing
- No parking requirements
- No infrastructure requirements
- No transportation planning
- Environmental protections overridden
- Significant loss of residential tree canopy
- No protection for historic resources
- No restrictions on vacation rentals
- Decreased fire safety in multi-units
- Creates unaffordable housing
- Displaces minorities worse than redlining
- Exceeds the State-mandated requirements of HB 2001

The predicted unintentional consequences of RIP are far too negative to jeopardize the livability of the City of Portland. The infrastructure of Portland, as it currently is, does NOT support an increased population. RIP gets "the cart before the horse" Housing is unaffordable even for people with good jobs. The city streets are in hazardous condition with no apparant fix forth coming; our schools are second rate at best (except for wealthier neighborhoods); we have dangerously high vacancies in the Police department; we have people living on the streets, in cars and other inadequate places for all kinds of reasons--unaffordable housing, limited resources for mental health/ addiction tx, jobs with livable wages; Portland traffic is among the worst and no matter what you do to try to get cars off the streets, it won't happen. Not everyone can ride a bike, take public transportation or drive a car all the times. There needs to be accommodation for all modes of efficient transportation. The Parks and Recreation bureau is being decimated and pushing away the very people who need it most. We do NOT need more people until these infrastructure issues are addressed and FIXED. (Please refer to the 'over crowding rat studies') If developers paid the true cost of their development there would be a lot less development. City council needs to do something about the existing issues BEFORE making things worse. Don't be short sighted about this

190093

destruction of what has historically made Portland a charming place to live. RIP is not the answer. I am AGAINST this proposal. Please vote against it. I am a resident who cares about what happens to this city and I vote. Please add this to the Record.

Testimony is presented without formatting.



January 14, 2020

To: Mayor Wheeler
Commissioner Eudaly
Commissioner Fritz
Commissioner Hardesty
Council Clerk

Re: Residential Infill Project

We're writing to ask that you please adopt the Residential Infill Project without further delay. We appreciate the efforts by the Bureau of Planning & Sustainability to fulfill the vision of the 2035 Comprehensive Plan by increasing the amount of affordable housing across the city. We should pass this plan as soon as possible as analysis has shown that RIP will reduce displacement relative to the status quo, overall and specifically in Eliot, and provide more affordable housing options for Portlanders.

We also support the proposed amendments for FAR bonuses, like allowing 8-plexes that are affordable at 60% AMI, and the anti-displacement measures. We should pass these amendments, but we should not hold up passing RIP, since RIP is itself an anti-displacement measure. The past four years of discussion of this plan have already displaced Portlanders. Continued delays in passing RIP allow for more displacement.

Thank you for your time.

Sincerely,

Brad Baker
Land Use Chair, Eliot Neighborhood Association
2301 NE Rodney Ave
Portland, OR 97212

Brad Baker

#83254 | January 14, 2020

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

Letter from Eliot NA attached

Testimony is presented without formatting.

Braden Bernards

#82951 | January 15, 2020

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

Dear Portland City Council, I am writing in support of the RIP - I am a 27-year-old resident of NW. I am a Portland native and hold an MSc in Urban Planning. There are three primary drivers for my support of this policy: 1) to improve the city's urban character, 2) to encourage the development of affordable housing, and 3) to forge a more sustainable city. A city's character is made of many things, including buildings and people. By creating more places for people to live within the city, we will allow for more of the interactions, combustions, and delightful encounters that define urban life. Think of college students living in ADUs getting to spend a holiday with a family in the front, of the elderly on the street enjoying having more kids around - this sort of city makes us less lonely, less afraid. Moreover, a city's physical characteristics can be enriched by thoughtful development, which recycles the building types of the past into modern uses. Many items in this plan are simply re-legalizations, rather than prototypes from other planets. We can see the quality of these housing types across the city. A city of only large, single-family homes, indeed, is not much of a city at all. Second, the components of the RIP will create a more varied housing stock in the city. By allowing appropriately sized duplexes, four-plexes, bungalow courts, etc., Portland can accommodate a much wider range of price points, rather than those who can afford a down payment. Single-family homes, in most of the world, are an extraordinary luxury given what an inefficient use of precious city space they are (imagine the cumulative wasted space of all the front yards alone...). We should encourage all efforts to allow more flexibility in delivering housing supply to meet the demand from all incomes, demographics, and generations. Third, land use policy is climate policy - there is no future where a sustainable city is full of automobiles and single-family homes, as Portland is now. There is seldom a street in this city in which you can walk and see more persons than cars. Parking is plentiful everywhere you look. Sometimes it might even be a block away, and a walk is good for most everyone. This is common sense stuff that I'm afraid is made complex only by a perverse and somewhat provincial parking adoration that afflicts so many. In order to reduce emissions, we need to change how we get around the city. The first step of this change is allowing more people to live near their work, school, place of worship, etc. The RIP helps us realize this future. At present, all housing options are expensive for renters, the city feels empty, and cars abound. Let's take a chance to increase housing supply, support vibrancy, and allow for more sustainable living, for all of us. Then let's do a ton more. Thank you for your consideration and service.

Testimony is presented without formatting.

Richard Sheperd

#82952 | January 15, 2020

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

Dear Mayor & Commissioners: I want to express my support for the Residential Infill Project (RIP) and for any amendments which provide FAR bonuses for additional affordable housing units at 60% and 80% AMI (up to 8 units). I am also in favor of allowing tenants, non-profits, and Community Development Corporations (CDC's) first right of refusal on home sales. This can help ensure tenants stay in the community that they know, and that when redevelopment does occur it is performed with public interest in mind. The current exclusionary zoning policies in place are an extension of Oregon's racist history. This history started out as Oregon's declaration as a white ethno-state, to repeated segregation of communities through racist covenants, to red-lining of black and immigrant neighborhoods, and later enshrined in exclusionary zoning. While exclusionary zoning back then was created to keep communities segregated, today it pushes our communities of concern away from jobs, education, and even access to healthy foods and community spaces. Today, we know that red-lined communities are at the forefront of tremendous environmental injustice. Communities that were red-lined experience temperatures 13 degrees higher, on average, than non-redlined neighborhoods. Red-lined communities also tend to be located alongside highways and busy arterials, placing our most vulnerable communities next to one of the highest sources of air and noise pollution, along with deadly fast-moving vehicles. The RIP proposal with the affordable housing bonus amendments will offer significantly more choices to our neighbors who are currently being priced out. Currently, developers can literally build no other product but a single-family home. We should not be surprised that McMansions are being built on single-family zoned lots in communities with good schools, high-frequency transit, and nearby amenities. RIP can ensure access to good jobs, educational opportunities, and healthy grocery stores are available to Portlanders who are not just making six-figures. Housing is the highest share of expenditures for households, followed by transportation. With the average cost of car ownership close to \$9,000 a year, it's not surprising that the top GoFundMe request was for car repair bills or for purchasing a reliable automobile. The Portland Bureau of Sustainability described in their 2009 Housing and Transportation Report that we should consider "location efficiency" as an equivalent to "energy efficiency." By living in a place where you can meet your daily needs by walking, biking, or taking transit, you are a more "location efficient" Portlander. In fact, Portland should join other cities such as Seattle and San Francisco in offering Fannie-Mae backed "Location Efficient Mortgages" to allow for greater borrowing capacity for car-free households, thus allowing even more community members to live closer-in and reduce congestion, pollution, and energy consumption. We must

prevent ourselves from becoming another Seattle or San Francisco, where homes can only be afforded by those making over 6-figures. Portland needs housing for our public school teachers, nurses, and transit operators. According to affordable housing advocates, by providing an affordable housing bonus of up to 8 units, housing ownership can be made available to folks at 80% AMI with zero subsidy, and at significantly reduced subsidies for those at 60% AMI. The affordable housing bonus gives non-profit and CDC's the ability to stretch our affordable housing dollars significantly further. It is clear that RIP can do much to address affordability, but I also want to address the how RIP will address the climate crisis. The recent Emissions Gap Report from the United Nations specifically stated that the United States' exclusionary zoning policy is a barrier to achieving the reduction in greenhouse gas emissions necessary, as single-family dwellings consume more energy and have lower location efficiency as multi-family residences. We therefore must recognize that refusing to pass RIP continues to endanger not only our future as Portlanders, but that of our species. Housing policy is climate policy. I ask today that you support RIP along with amendments to allow for additional housing bonuses for affordable units. Support the end of racist exclusionary zoning, allow homes to be built for Portlanders of all incomes and backgrounds, and tackle the climate crisis. Support the Residential Infill Project. Sincerely, RJ Sheperd

Testimony is presented without formatting.



*Housing Oregon
Board members:*

*Sheila Stiley,
Board chair – NW
Coastal Housing*

*Diane Linn,
Vice-chair - Proud
Ground*

*Travis Phillips,
Secretary –
Catholic Charities
of Oregon*

*Trell Anderson,
Treasurer –NW
Housing
Alternatives*

*Rachael Duke -
Community
Partners for
Affordable Housing*

*Ernesto Fonseca -
Hacienda CDC*

*Nkenge Harmon
Johnson – Urban
League of Portland*

*Sean Hubert-
Central City
Concern*

*Richard Morrow –
Columbia Cascade
Housing Corp.*

*Arielle Reid –
NeighborWorks
Umpqua*

*Lisa Rogers –
CASA of Oregon*

Wednesday, January 15, 2020

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

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

Dear Mayor Wheeler and members of Portland City Council:

Housing Oregon is a membership-based statewide association of Affordable Housing Community Development Corporations (CDCs) committed to serving and supporting low-income Oregonians across the housing needs spectrum – from homeless to homeowner.

The Portland Metro Policy Council consists of Housing Oregon member organizations in the Portland metro area meeting once a month focused on affordable housing policy and advocacy efforts.

Our group is made up of a diverse set of organizations – from those that provide large-scale multi-family Affordable Housing rentals to those that focus on affordable homeownership opportunities at precisely the scale of development that the Residential Infill Project (RIP) would provide. But we all recognize the important role that the RIP plays for all our organizations and more importantly – the people we serve. Providing housing opportunities across the scale and income continuum is key to resolving our housing crisis.

That is why, with some of the additions and considerations noted below, Housing Oregon’s Portland Metro Policy Council supports the adoption of the Residential Infill Project.

[Income Levels and the Housing Continuum](#)

The term “affordable housing” covers a broad spectrum of housing types and income levels. In the context of the RIP, we anticipate Affordable Housing that will most often serve households making between 60-80% of the area median income (AMI). This is due, in part,

because the economy of scale needed to make deeper-affordability isn't feasible in the zones impacted by the RIP. This scale of development does, however, neatly fit into existing affordable homeownership models.

Subsidies for these types of developments are traditionally targeted at households earning no more than 60-80% AMI (and up to 100% AMI in some instances), and thus, the bonuses outlined in the RIP correlate with these sources. The attached graphic from Metro outlines what these AMIs translate to in terms of household income and thus, a mortgage or rent payment that is no more than 30% of that household's income (what is often considered a "rule of thumb" for determining a cost that will not overly financially burden a household).

Sincerely,

While there is some possibility of the outcomes of the RIP serving households making below these AMIs, we'd like to emphasize the role that serving households at 60-80% AMI plays in the overall Affordable Housing continuum. Often, affordable rental housing is regulated at a maximum of 60% AMI (or less). Having options for households that are ready to "graduate" to a different housing type opens up units that could be serving lower-income households. For example, through homeownership counseling and assistance, a household earning between 60-80% AMI could purchase a home developed by an Affordable Housing developer in the zones covered by the RIP, and as a result, make available a regulated rental unit for a household that is lower-income. **In essence, the types of developments allowed by the RIP acts as a two-for-one in the regulated affordable housing continuum.**

It is also important to note that households with even lower incomes may be served by the opportunities provided by the RIP. For example, some of our organizations foresee opportunities on sites that have mixed-zoning with existing buildings. Instead of going through an expensive and arduous zone change process and possibly a demolition process, the RIP begins to provide options for converting existing buildings into small plexes (i.e. 4-6 units), in addition to developing more dense new construction on the portions of the site that allow it. This scale of development could more easily fit into existing affordable housing funding sources for households below the 60% AMI level.

Density and Scale

At the core of the RIP is a simultaneous increase in allowed density and a decrease in scale of structures. The incremental increase in allowed FAR based on number of units is a key piece of this – allowing for family-sized homes to still be provided while responding to the existing scale of single-family zones. This responds to the City of Portland's climate change goals by reducing the climate impact of larger units and considers the reality of land scarcity in many of our amenity-rich neighborhoods that are covered by the RIP. This is made even more feasible for Affordable Housing developers through thoughtful bonuses. For example, **this translates to four units allowed on a 5,000 SF R2.5 lot, and with the FAR bonus, would translate to an average unit size of 1,250 SF – a size that is reflective of 2- and 3-bedroom homes currently being developed by organizations such as Habitat for Humanity and PCRI.**



Example of affordable homeownership 4-plex by PCRI, architect: Brett Schulz Architect



Example of affordable homeownership duplex by Habitat for Humanity Portland/Metro East

Such organizations are eagerly awaiting adoption of the RIP in order to develop more housing at this scale in zones--beyond what is currently allowed. Additionally, by providing the flexibility in scale, type, and location of housing, it allows affordable housing developers to better respond to the various needs and preferences of their clients. For example, being able to include design elements such as a front porch and private entrance to their home, even if part of an attached-development, was consistently noted as a high-priority for households being served through PCRI's Pathway 1000 Initiative and the N/NE Preference Policy homeownership program. The RIP allows for these types of design choices to be integrated in an efficient and cost-effective way by sharing land costs.

Deeper Affordability Bonus

While the currently proposed bonuses will undoubtedly play a key role in Affordable Housing developers' ability to provide more housing options, we are also in support of a proposal from Portland: Neighbors Welcome, which outlines a "Deeper Affordability Bonus" (see attached). The metrics for this bonus were vetted with and based on actual numbers from several of our members. While the proposed increases have a variety of benefits to it, we'd particularly like to highlight that **increased density translates to serving more households with less subsidy and/or serving households at lower incomes.**

Subsidies for developments of this size can come in a variety of forms, but just some examples include existing City and State down payment assistance, City SDC and CET Waivers, grants from foundations, property tax exemptions, and matched-savings Individual Development Accounts (IDAs). All of these combined with an increase in density play a role in more effectively and efficiently serving households of many income levels.

Displacement

Much of the work our organizations are doing are a result of gentrification and displacement that was propelled by City policies and code changes. As such, we are acutely aware of the impacts of zoning and policy on our communities. With this in mind, we still cautiously support

the RIP – as models of the current proposal show an **overall decrease in displacement across the City (by 28%), including a 21% decrease in displacement for populations noted as especially vulnerable to displacement** (such as low-income households and People of Color).

However, we also recognize that there are areas that have been projected to have modest increases in displacement and that models can only predict so much. As such, we support the continued efforts to thoughtfully adopt anti-displacement measures that will not only complement the anti-displacement impacts of the RIP but would benefit communities throughout the city. We strongly encourage City Council to coordinate these efforts with ongoing efforts from community-based organizations (i.e. – the ADU project spearheaded by Hacienda CDC) and to work with these organizations to understand the impacts of anti-displacement policies and programs currently under consideration.

These efforts must happen and cannot be overlooked but should also not delay the adoption of the RIP which is an anti-displacement tool in and of itself.

Additionally, **we caution City Council against wholesale removal of areas projected for increased displacement from the RIP.** Not only would this likely have implications on displacement projections elsewhere in the city, but it also would hinder the ability for Affordable Housing developers to develop regulated Affordable Housing in these areas. Instead, we encourage City Council to consider ways to incentivize and/or fund Affordable Housing development in these areas (i.e. – down-payment assistance for homeownership, expedited permitting for regulated Affordable Housing developments, pre-development funding, etc.).

Other Considerations

We strongly support existing language that allows for lot divisions with attached houses in certain instances, and we encourage City Council to work with Staff to explore ways to expand these opportunities. This is key when considering Affordable homeownership opportunities by eliminating the need to incorporate costly and time-consuming condominium ownership structures.

Elimination of parking requirements for housing in these zones is key for providing the flexibility needed to develop infill sites efficiently and affordably. As with all development, access, slope, trees, and more all impact how and what can be developed on a site, and often there is cost associated with that. This becomes even more complex and expensive on infill sites where there is less land to absorb unique site challenges and less units to absorb increased cost due to such complexities. By removing parking from this equation, it allows for developers to be responsive to the site and the households that will be served by the development. In some instances, this may mean including parking, but not mandating that is key.

We'd like to recognize the hours of thoughtful engagement that Staff conducted throughout the development of this project. Over the past four years, Staff have consistently communicated with Affordable Housing developers to ground-truth their assumptions, models, and analysis. Similarly, the Planning and Sustainability Commission integrated lingering

concerns that were presented to them from the Affordable Housing community. As such, the resulting proposal represents a truly collaborative process that has considered a variety of trade-offs, impacts, and goals. We are confident City Council will carry this thoughtfulness forward through your deliberations and we look forward to providing additional Affordable Housing with the passage of the Residential Infill Project.

Respectfully,

The Portland Metro Policy Council
Housing Oregon

Contact:

Brian Hoop

Director, Housing Oregon

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brian@housingoregon.org

PO Box 8427

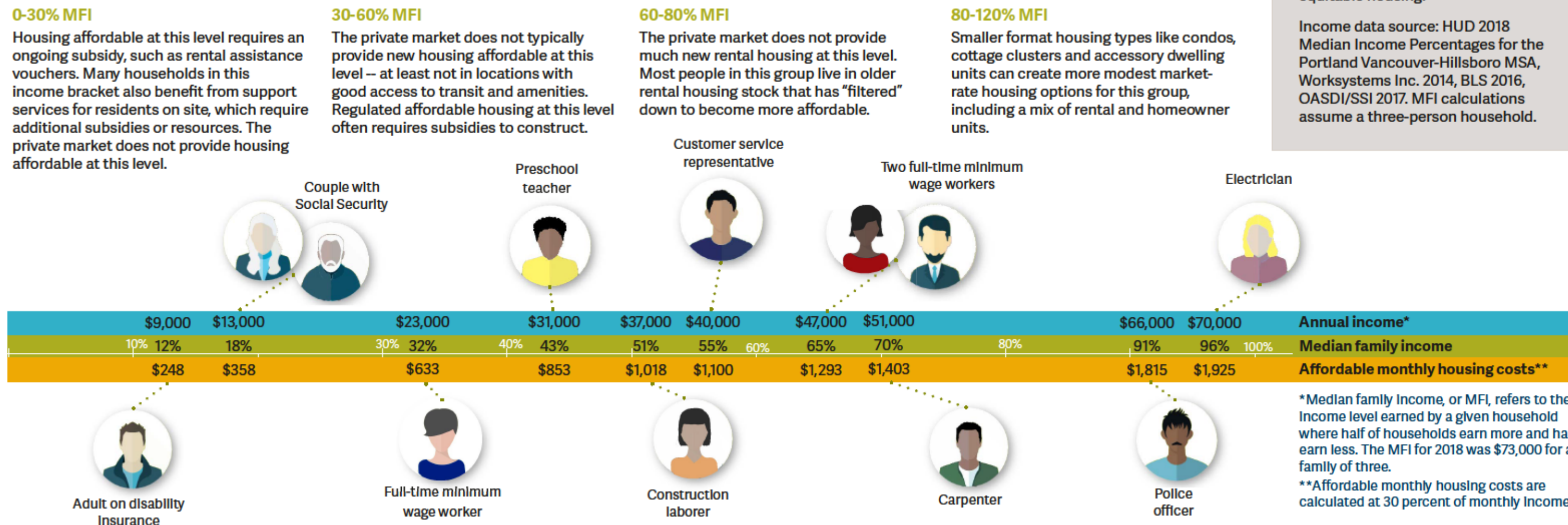
Portland, OR 97207

Regional affordable housing framework: Connecting equitable housing strategies to the needs of residents

What does the housing market currently provide? The private market typically provides new housing for households above 80 percent of median family income; public subsidies tend to be targeted at households earning less than 60 percent.

Learn more about Metro's Equitable Housing Initiative at oregonmetro.gov/equitable-housing.

Income data source: HUD 2018 Median Income Percentages for the Portland Vancouver-Hillsboro MSA, Worksystems Inc. 2014, BLS 2016, OASDI/SSI 2017. MFI calculations assume a three-person household.



*Median family Income, or MFI, refers to the Income level earned by a given household where half of households earn more and half earn less. The MFI for 2018 was \$73,000 for a family of three.

**Affordable monthly housing costs are calculated at 30 percent of monthly income.

Strategies: Regional partners are working with a variety of tools to serve families at different income levels.

- Increase and optimize resources (helps families with 0-60% MFI)**
Increase funding flexibility and pursue coordinated investment strategies to expand the region's supply of regulated affordable housing with tools such as:
 - tax increment financing
 - revolving loan funds
 - donation of public/surplus land
 - housing trust funds
 - rental assistance vouchers
 - dedicated public funding
 - transit-oriented development grants.
- Mitigate displacement (helps families with 0-80% MFI)**
Support public and nonprofit partners to prevent rent increases and evictions that may accompany property improvements and infrastructure investments with tools such as:
 - public/nonprofit acquisition/rehabilitation
 - real estate investment trusts
 - rental rehabilitation grants
 - tenant protections (e.g. notifications for no-cause evictions, rent stabilization)
 - short-term rental or utility assistance.
- Leverage growth for affordability (helps families with 30-80% MFI)**
Encourage for-profit developers to include some income-restricted units in market-rate projects or to pay into a fund for affordable housing with tools such as:
 - tax exemptions
 - density bonuses
 - fast-tracked permitting
 - linkage fees
 - inclusionary zoning.
- Increase and diversify market-rate housing (helps families with 60-120% MFI)**
Eliminate regulatory barriers, deliver education, and create incentives for transit oriented development, missing middle housing and accessory dwelling units using tools such as:
 - zoning/building code changes
 - developer/homeowner education
 - fast-tracked permitting
 - innovative financing for accessory dwelling units
 - scaled or waived system development charges
 - reduced parking requirements
 - vertical housing tax credits
 - transit-oriented development grants.
- Stabilize homeowners and expand access to homeownership (helps families with 60-120% MFI)**
Pursue strategies that bridge the homeownership gap for lower income groups and communities of color and create stability for homeowners with diminishing or fixed incomes with tools such as:
 - foreclosure prevention
 - weatherization assistance
 - community land trusts
 - limited equity cooperatives and shared appreciation mortgages
 - accessory dwelling unit financing tools
 - down payment assistance.

Residential Infill - Deeper Affordability Bonus Amendment

Under the exclusionary zoning status quo, neither middle-income nor lower-income Portlanders can afford new homes in their city. New single-family construction is predominantly only affordable to households making over \$200,000 per year – less than 7% of the city.

The Residential Infill Project makes huge strides toward serving middle-income Portlanders. The fourplexes legalized under Residential Infill will be affordable to families making 80% to 120% of Area Median Income – *one school teacher or two janitors*.

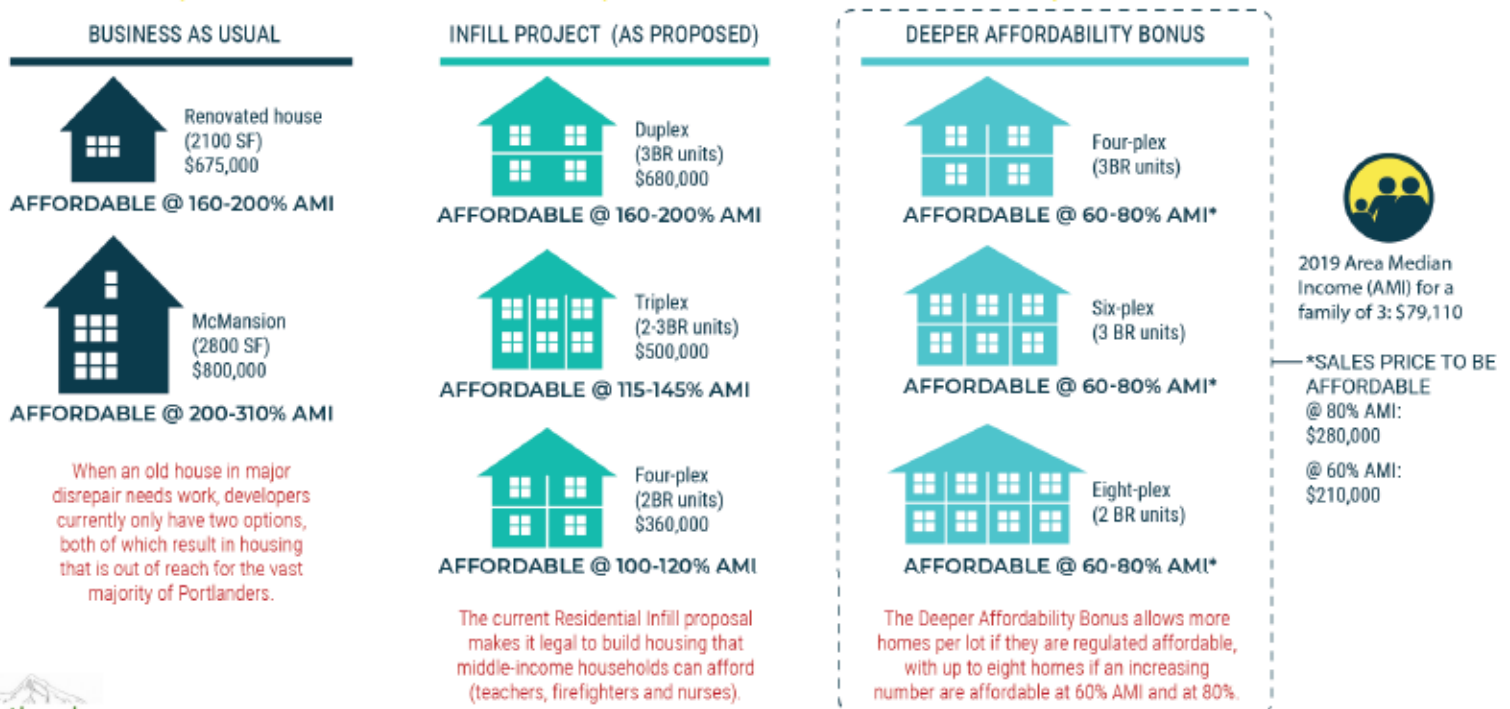
If commissioners want to further improve Residential Infill to serve lower-income Portlanders, they should consider a **Deeper Affordability Bonus** amendment.

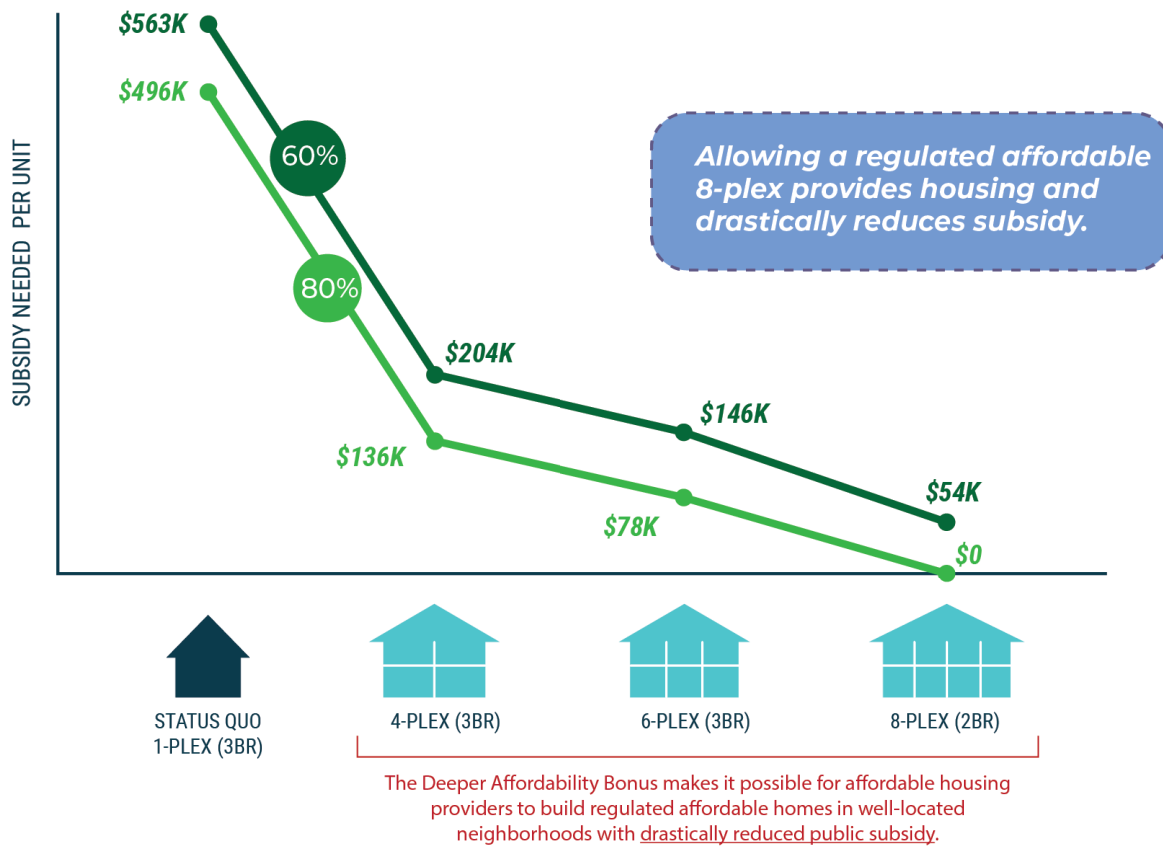
With over 77,000 Portland households making under 60% of area median income, this amendment can make a huge difference for a huge slice of Portland.

Getting to Deeper Affordability:

If we are serious about housing our full community affordably in the midst of this crisis, we should review each policy proposal – zoning, regulation, and funding alike – with the question, “*Could we go further?*”.

The **Deeper Affordability Bonus** goes further by empowering affordable housing providers to make deeper affordability competitive with the market in Portland’s neighborhood residential zones.





The **Deeper Affordability Bonus** is consistent with the approach taken by the City’s Better Housing by Design project, which allows up to two times the FAR base allowances for deeper affordability:

Proposed Max FAR Table	Residential Infill Project			Better Housing by Design			
	R7	R5	R2.5	RM1	RM2	RM3	RM4
Base	0.6	0.7	0.9	1	1.5	2	4
Bonus	0.7	0.8	1	1.5	2.25	3	6
Deeper Affordability	1.2	1.5	1.75	2	3	4	7

Key
Current proposals in Residential Infill Project [triplex or fourplex] / Better Housing by Design
Proposed addition of Deeper Affordability Bonus to Residential Infill Project, mirroring BHD

As currently drafted, Residential Infill Project will make a real difference for middle-income Portlanders. With the **Deeper Affordability Bonus** amendment, it can deliver new homes for lower-income Portlanders, too – a win/win for more, and more affordable housing, and a fitting response to our ongoing housing crisis.



Brian Hoop

#82953 | January 15, 2020

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

Wednesday, January 15, 2020 Mayor Ted Wheeler Commissioner Chloe Eudaly Commissioner Amanda Fritz Commissioner Jo Ann Hardesty City of Portland 1221 SW 4th Ave Portland, OR 97204 Dear Mayor Wheeler and members of Portland City Council: Housing Oregon is a membership-based statewide association of Affordable Housing Community Development Corporations (CDCs) committed to serving and supporting low-income Oregonians across the housing needs spectrum – from homeless to homeowner. The Portland Metro Policy Council consists of Housing Oregon member organizations in the Portland metro area meeting once a month focused on affordable housing policy and advocacy efforts. Our group is made up of a diverse set of organizations – from those that provide large-scale multi-family Affordable Housing rentals to those that focus on affordable homeownership opportunities at precisely the scale of development that the Residential Infill Project (RIP) would provide. But we all recognize the important role that the RIP plays for all our organizations and more importantly – the people we serve. Providing housing opportunities across the scale and income continuum is key to resolving our housing crisis. That is why, with some of the additions and considerations noted below, Housing Oregon’s Portland Metro Policy Council supports the adoption of the Residential Infill Project. Income Levels and the Housing Continuum The term “affordable housing” covers a broad spectrum of housing types and income levels. In the context of the RIP, we anticipate Affordable Housing that will most often serve households making between 60-80% of the area median income (AMI). This is due, in part, because the economy of scale needed to make deeper-affordability isn’t feasible in the zones impacted by the RIP. This scale of development does, however, neatly fit into existing affordable homeownership models. Subsidies for these types of developments are traditionally targeted at households earning no more than 60-80% AMI (and up to 100% AMI in some instances), and thus, the bonuses outlined in the RIP correlate with these sources. The attached graphic from Metro outlines what these AMIs translate to in terms of household income and thus, a mortgage or rent payment that is no more than 30% of that household’s income (what is often considered a “rule of thumb” for determining a cost that will not overly financially burden a household). Sincerely, While there is some possibility of the outcomes of the RIP serving households making below these AMIs, we’d like to emphasize the role that serving households at 60-80% AMI plays in the overall Affordable Housing continuum. Often, affordable rental housing is regulated at a maximum of 60% AMI (or less). Having options for households that are ready to “graduate” to a different housing type opens up units that could be serving lower-income households. For example, through

homeownership counseling and assistance, a household earning between 60-80% AMI could purchase a home developed by an Affordable Housing developer in the zones covered by the RIP, and as a result, make available a regulated rental unit for a household that is lower-income. In essence, the types of developments allowed by the RIP acts as a two-for-one in the regulated affordable housing continuum. It is also important to note that households with even lower incomes may be served by the opportunities provided by the RIP. For example, some of our organizations foresee opportunities on sites that have mixed-zoning with existing buildings. Instead of going through an expensive and arduous zone change process and possibly a demolition process, the RIP begins to provide options for converting existing buildings into small plexes (i.e. 4-6 units), in addition to developing more dense new construction on the portions of the site that allow it. This scale of development could more easily fit into existing affordable housing funding sources for households below the 60% AMI level.

Density and Scale At the core of the RIP is a simultaneous increase in allowed density and a decrease in scale of structures. The incremental increase in allowed FAR based on number of units is a key piece of this – allowing for family-sized homes to still be provided while responding to the existing scale of single-family zones. This responds to the City of Portland’s climate change goals by reducing the climate impact of larger units and considers the reality of land scarcity in many of our amenity-rich neighborhoods that are covered by the RIP. This is made even more feasible for Affordable Housing developers through thoughtful bonuses. For example, this translates to four units allowed on a 5,000 SF R2.5 lot, and with the FAR bonus, would translate to an average unit size of 1,250 SF – a size that is reflective of 2- and 3-bedroom homes currently being developed by organizations such as Habitat for Humanity and PCRI. Such organizations are eagerly awaiting adoption of the RIP in order to develop more housing at this scale in zones--beyond what is currently allowed. Additionally, by providing the flexibility in scale, type, and location of housing, it allows affordable housing developers to better respond to the various needs and preferences of their clients. For example, being able to include design elements such as a front porch and private entrance to their home, even if part of an attached-development, was consistently noted as a high-priority for households being served through PCRI’s Pathway 1000 Initiative and the N/NE Preference Policy homeownership program. The RIP allows for these types of design choices to be integrated in an efficient and cost-effective way by sharing land costs.

Deeper Affordability Bonus While the currently proposed bonuses will undoubtedly play a key role in Affordable Housing developers’ ability to provide more housing options, we are also in support of a proposal from Portland: Neighbors Welcome, which outlines a “Deeper Affordability Bonus” (see attached). The metrics for this bonus were vetted with and based on actual numbers from several of our members. While the proposed increases have a variety of benefits to it, we’d particularly like to highlight that increased density translates to serving more households with less subsidy and/or serving households at lower incomes. Subsidies for developments of this size can come in a variety of forms, but just some examples include existing City and State down payment assistance, City SDC and CET Waivers, grants from foundations, property tax exemptions, and matched-savings Individual Development Accounts (IDAs). All of these combined with an increase in density play a role in more effectively and efficiently serving households of many income levels. Displacement

Much of the work our organizations are doing are a result of gentrification and displacement that was propelled by City policies and code changes. As such, we are acutely aware of the impacts of zoning and policy on our communities. With this in mind, we still cautiously support the RIP – as models of the current proposal show an overall decrease in displacement across the City (by 28%), including a 21% decrease in displacement for populations noted as especially vulnerable to displacement (such as low-income households and People of Color). However, we also recognize that there are areas that have been projected to have modest increases in displacement and that models can only predict so much. As such, we support the continued efforts to thoughtfully adopt anti-displacement measures that will not only complement the anti-displacement impacts of the RIP but would benefit communities throughout the city. We strongly encourage City Council to coordinate these efforts with ongoing efforts from community-based organizations (i.e. – the ADU project spearheaded by Hacienda CDC) and to work with these organizations to understand the impacts of anti-displacement policies and programs currently under consideration. These efforts must happen and cannot be overlooked but should also not delay the adoption of the RIP which is an anti-displacement tool in and of itself. Additionally, we c aution City Council against wholesale removal of areas projected for increased displacement from the RIP. Not only would this likely have implications on displacement projections elsewhere in the city, but it also would hinder the ability for Affordable Housing developers to develop regulated Affordable Housing in these areas. Instead, we encourage City Council to consider ways to incentivize and/or fund Affordable Housing development in these areas (i.e. – down-payment assistance for homeownership, expedited permitting for regulated Affordable Housing developments, pre-development funding, etc.). Other Considerations We strongly support existing language that allows for lot divisions with attached houses in certain instances, and we encourage City Council to work with Staff to explore ways to expand these opportunities. This is key when considering Affordable homeownership opportunities by eliminating the need to incorporate costly and time-consuming condominium ownership structures. Elimination of parking requirements for housing in these zones is key for providing the flexibility needed to develop infill sites efficiently and affordably. As with all development, access, slope, trees, and more all impact how and what can be developed on a site, and often there is cost associated with that. This becomes even more complex and expensive on infill sites where there is less land to absorb unique site challenges and less units to absorb increased cost due to such complexities. By removing parking from this equation, it allows for developers to be responsive to the site and the households that will be served by the development. In some instances, this may mean including parking, but not mandating that is key. We'd like to recognize the hours of thoughtful engagement that Staff conducted throughout the development of this project. Over the past four years, Staff have consistently communicated with Affordable Housing developers to ground-truth their assumptions, models, and analysis. Similarly, the Planning and Sustainability Commission integrated lingering concerns that were presented to them from the Affordable Housing community. As such, the resulting proposal represents a truly collaborative process that has considered a variety of trade-offs, impacts, and goals. We are confident City Council will carry this thoughtfulness forward through your deliberations and we look forward to providing additional

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Affordable Housing with the passage of the Residential Infill Project. Respectfully, The Portland Metro Policy Council Housing Oregon Contact: Brian Hoop Director, Housing Oregon 503-475-6056 brian@housingoregon.org PO Box 8427 Portland, OR 97207

Testimony is presented without formatting.

Chris Jones

#82954 | January 15, 2020

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

I am writing to express my strong support for the Residential Infill Project. I have personally experienced, through building my own ADU, how adding more housing options within existing neighborhoods can: 1. Increase affordable housing options for renters 2. Blend into the historic neighborhood fabric 3. Make it more affordable to own a own a home Although ADUs are great, I believe that the City should do even more to encourage residential infill options. For too long the city has excluded non-single family housing, of the kind that used to be prevalent throughout our neighborhoods.

Testimony is presented without formatting.

Ben DeJarnette

#82955 | January 15, 2020

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

Dear Portland City Commissioners, Thanks for giving the Residential Infill Project its day at City Hall. I'm a local journalist in Portland and the director of Bridgeline, but I'm testifying today as a renter and concerned citizen. I wish I could spend hours working on this testimony and explaining all the reasons I think infill will help make Portland a more inclusive, affordable city over the next 50 years. But like most renters (including the tens of thousands you won't hear from in this process), I don't have time to participate as fully as, say, a retired homeowner. On that note, I hope you'll consider the structural inequities that amplify the voices of people with privilege in processes like this, while leaving most Portlanders without much of a voice at all. And I hope you'll accept this exchange I had with a Bridgeline reader last week as my testimony on behalf of the Residential Infill Project and the Deeper Affordability Bonus: "Me: Thanks for the note, S.A. The point you're making (that residential infill and other pro-housing measures are a giveaway to developers) is one I've heard a lot, but no one has explained to me why a plan that marginally benefits developers should be disqualified even if it also benefits renters? Yes, up-zoning is going to create an opportunity to make money, and anyone who decides to convert single-family homes into duplexes, triplexes, etc. (whether they're private homeowners or commercial developers) will benefit from that opportunity. But the down-zoning that happened in the '50s also created an opportunity to make money, in that case by holding onto an asset and simply letting its value appreciate. Why should we be scornful of a developer who makes money by building a thing, when long-time homeowners have accumulated wealth just by buying something at the right time? S.A.: Look around the city. Take note of what is currently being built for renters: apartment buildings. Check those prices. Nearly every one of the new buildings going up has very high rent. Why do you think a new triplex is going to be any different, especially if a developer is trying to make a profit on it? Add to that the people who may have been living in that single-family home who get booted out by the landlord, so they can sell it off to developer. They get displaced. Then they're forced to live further out, possibly at a high rate of rent. Why should we be scornful of developers? Who is profiting massively off the displacement of a great number of Portland residents? And who are they in bed with? The money trail is not a pretty one. It would take a long time to go into all the details, but you can start here. Clyde Holland has his fingers in a lot of local pies. Me: But there's a big difference between the luxury towers that Holland and his ilk are building and the duplexes, triplexes, townhomes, etc. that we featured in today's newsletter and that would be allowed under residential infill. In places where those low-rise, multi-family developments are already being built, we're seeing homes in six-plexes

go for \$298,500, homes in a 12-plex go for \$279,800 and ADU condos go for \$299,000 (credit to Michael Andersen for the heads-up on these). Those prices are way below the city's median sale price, and for someone like me, they make homeownership seem feasible without moving east of 82nd Ave. and continuing the march of gentrification into East Portland and Gresham. I see this as a renter, too. My partner and I rent a townhouse in NE Portland that's affordable for a writer and a social worker today because it was built in the 1940s and has aged into affordability. We'd love to live closer to the city center, but this type of "missing middle" housing really is missing from much of the city. What if Laurelhurst and other central neighborhoods had more 70-year-old townhouses on the rental market instead of so many expensive single-family homes? I'm pretty sure thousands of renters like my partner and I would be choosing to live in those bikable, walkable, commuter-friendly neighborhoods — and not driving up rents and home prices by looking for housing further and further east. I recognize (and today's newsletter points out) that infill development won't change the affordability picture overnight, and I'm definitely wary of developers accumulating and profiteering from political power like they have in New York City over the years. But I don't see that happening in Portland right now. Portland City Council is passing tenant protections. The state is passing rent control. The city's inclusionary zoning policy is placing a tax on developers. And voters are electing tenant advocates like Jo Ann Hardesty. That doesn't seem to me like a city that's caving to big-money developers a la President Trump. In fact, I see a different political fault line — between renters who'd get better access to Portland's most desirable neighborhoods and certain homeowners who'd rather preserve the physical character of their neighborhoods. Is that too simplistic? S.A.: Holland and his crew are not just building luxury housing; they're also behind a lot of other things being built in our city. And anyone involved in opportunity zones (OZs) is using this scam put in place by Trump to line their own pockets. The example in your newsletter is an outlier. As someone who's been observing what's happening in our city for a decade, this type of project is not the norm. While I am glad to see it exists, let's be realistic: It's not typical. A much greater portion of what's already been built lands in the category of unaffordable for the majority of Portland residents. Did you know that most of the people on the Residential Infill Project committee will directly benefit from it? Developers, real estate and architects are all on it. The citizens who objected to it (in particular, several people of color) were outnumbered. Me: Well first things first, I don't understand how opportunity zones can be lumped into the same conversation as a proposal like residential infill. OZs are a Paul Ryan fever dream that, as you say, give huge tax breaks to developers, often for little-to-no public benefit. I'm with you there — that's big-money politics at its worst. But residential infill is a policy that would let duplexes, triplexes, and four-plexes return to the same neighborhoods that Portland banned them from 50+ years ago (for some pretty shady reasons). The biggest projects wouldn't have 40 stories, or even four stories. They'd have four units, so it really feels like a stretch to paint that with the same brush as the luxury apartment towers going up in opportunity zones. As for affordability, new housing is rarely affordable for low- or even middle-income renters. It becomes affordable over time. My townhouse in NE Portland is a great example of that. In 1949, I'm sure it was the cream of the crop. Seventy years later, it's a little worn around the edges, and that's why we can afford it. But

to end with something we agree about, I'm glad that four members of the RIP committee voted against the draft proposal that's now going to City Council. Almost all of them described voting 'no' as a way to send a message that the final version should have even stronger anti-displacement provisions. That's a fight worth fighting, and if they succeed, it'll be a better policy. Of course, I don't want to forget why the Residential Infill Project started in the first place: because older, more affordable neighborhood homes were being demolished by the dozen and replaced with gaudy McMansions. That's bad for affordability, bad for the environment, and bad for "neighborhood character." So while I think the city's proposal can still get stronger, I don't think it'll take much to beat the status quo."

Testimony is presented without formatting.

To City Council: Hearing on the Residential Infill Project

Proposals One and Two: Houses in some zones will be limited to 2500 s.f. This is way too large for a new single family home in the city. The median size of existing homes in Portland is 1500 s.f. In addition, the larger home will be too expensive for most average Portlanders. The more sensible approach is imitating the old “workers’ houses” seen all over Portland, built in the early 20th century so that workers’ and their families could have a decent little home. They came with little gardens so people could grow their own food.

RIP has never created affordable housing without taxpayers’ help, and I don’t think it was ever intended to. No matter how many duplexes or multiplexes developers build, they will not be affordable to most Portlanders. City Council has said that it is concerned about affordable housing for marginalized citizens; if a duplex is \$800,000 in Sunnyside neighborhood, how is that affordable for low income or even modest income workers? What was affordable for low paid workers, minority families, college students, the elderly and vets who are on fixed incomes, or disabled people, were the small homes and older apartment buildings that developers have worked so hard to tear down. My students can’t afford a room in Portland, which is probably why local community college enrollments have been reduced. My elderly woman friend, on a fixed income, plus her daughter and her disabled grandchild, were evicted from an affordable three bedroom house that was destined for “gentrification.” They could afford nothing in Portland, despite qualifying for subsidies. They moved to an apartment with two bedrooms, almost in Oregon City. My disabled brother in law could find nothing near us in SE Portland, so he had to move to far-out Beaverton. It’s not so easy to get around in Beaverton in a wheelchair. *The Oregonian* published a well researched article in 2018 titled “Minimum Wage Workers Can’t Afford a Typical Two Bedroom.” A low paid worker would have to work 81 hours a week to afford a one bedroom apartment at Portland’s fair market value, \$1132 a month.

BPS’s own analysis shows that RIP will only result in a modest number of new units but will displace Portland families living in the more affordable existing housing.

These Portlanders will not be able to afford the new infill developments. RIP upzoning provides no assurance that what gets built is either affordable or family friendly. According to the BPS, the rent for a 1000 s.f. unit in a fourplex will cost \$2200. Portland already has a plethora of expensive apartments, running from \$2000 to \$4000. The rumors about thousands of people moving to Portland obviously stimulated building—for out of state workers with high paying jobs, or for retirees fleeing hotter and even more expensive cities. City government paid no attention to the needs of average Portlanders.

HB 2001, another badly conceived idea, requires that multiplexes and other multiple clusters like town houses only be built in some areas, but Portland’s RIP goes way beyond what the law requires, including re-zoning “historically narrow lots” for development. That means buildings even taller than the current three stories. The developer takes advantage of getting as much money as possible out of the land available, so the city has let them build up, then out nearly to the sidewalk. The result is that existing houses in largely older and vintage neighborhoods are dwarfed by houses that look like monstrous bird houses. Across the street from me, (on formerly quiet Woodward) the developer snapped up a corner lot with a solid yet grubby little 1924 Craftsman. This three bedroom, two bathroom home could have been remodeled to accommodate a family for an affordable price. Instead the developer built two sprawling 2800 foot (each) “McMansions.” (see attached photo of 2873 SE 41st Avenue). Of course he had to pull out mature trees to fit them in. The two single family houses are about ten feet away from each other on one side, and have apartments

underneath. There is no yard or trees. There is a potential for eight cars, at least, but the builder put only two single garages. Where will all of these people park? Each of these “homes” is listed at about \$900,000. Where is the affordability?

Remodeling homes or existing apartments creates a much less negative impact on the environment. Demolition includes trees; Portland has been famous for its beautiful urban trees, and they keep us cool. Developers pull them out and throw them in the dumpster. And—perhaps worst of all—the new buildings are ugly. They are clichéd buildings that all look alike and are popping up in all the neighborhoods in SE Portland. They dwarf the existing homes and block out neighbors’ sunlight. They are out of place. I see no reason why, if BPS is going to let developers tear down Portland and put up new, unaffordable housing, that BPS, enforced by city council, should not require that new buildings be compatible in size, height, setbacks, and yes, style. Do we really want to live in the ugliest city in our country?

Finally, the 2035 Comprehensive Plan focuses on development near centers and transportation hubs. But Portland has allowed thoughtless, visionless demolition of affordable housing and neighborhoods everywhere in S.E. and N.E. Portland, and now is moving to far out East Side. Finally city council has recognized that demolition destroys people’s homes and communities. They have noticed that the African American community, which already has lost its close community and affordable housing in NE Portland, now may have to suffer displacement yet again.

The Buildable Land Inventory shows there is sufficient land to meet Portland’s growing population for the next twenty years without changing zoning and allowable density. Now BPS needs to refocus on sustaining older traditional neighborhoods without any more tear downs and new ugly expensive buildings. It needs to support remodeling and renovation, which is less expensive, more environmentally appropriate, and more affordable to home buyers and renters than demolition and development.

Ironically, RIP doesn’t mean “Residential Infill Project.” It means “Rip into Portland” or “Rest in Peace, Portland.”

JoAnne Knowles
4100 S E Woodward St.
Portland, OR 97202
503 232-3458



JoAnne Knowles

#82956 | January 15, 2020

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

Please see two attached files for testimony by JoAnne Knowles

Testimony is presented without formatting.

teresa l.mcgrath

#82957 | January 15, 2020

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

we oppose rip, as the last few yrs and decades demonstrates portland doesn't care about its residents who live here and love their city...by demolishing a 300k house, and erecting a duplex that costs 7-800k each is not building affordable housing...we don't have a housing shortage, since 16,000 apts are empty, and many homes remain investments for those that don't rent them out...it's wrong ...rip up the rip, it's a bad idea...there are numerous examples we've sent to the city council that illustrates this reality the last few yrs.....pls listen to the people who want to save their city....thx

Testimony is presented without formatting.

Stacey Atwekk

#82958 | January 15, 2020

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

I FIRMLY OPPOSE the Residential Infill Project. I believe that RIP will yield a relatively modest number of new housing units, but will likely displace concentrations of existing residents, particularly those living in more affordable housing units. We have already seen this come to pass all over the city in the last 5 years, RIP will make it worse. I see that RIP upzoning provides no assurance that new replacement housing will be either affordable or family-friendly. It incentivizes demolition of smaller, less expensive houses, displacing families. Developers will build only if they can make a profit, what they build will not be affordable. RIP fails to adequately address environmental and waste stream impacts of housing demolitions and undermines the benefits from large tree canopies. In a time where addressing climate change is critical, why would we want to make things worse with all these demolitions? Portland can do better than passing RIP, a project written to benefit developers and the real estate industry. Thank you for your time, Stacey Atwell

Testimony is presented without formatting.

Pat Wilson

#82959 | January 15, 2020

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

There is plenty available housing in PDX. Drive around inner NE and SE. The ones who will take advantage are investors who do not dwell in the affected neighborhoods. Affordable housing where multi dwellings already exist, Sandy Blvd, would be a better solution.

Testimony is presented without formatting.

Janet Baker Testimony: ADUs offer Gentle Density without Demolitions

Portland could achieve much of the desired added density by encouraging development of ADUs for long term rentals (i.e. not vacation rentals). Unlike RIP, ADUs offer gentle density increases without demolitions of existing houses.

Below are examples of ADUs offered to long-term renters. Photos of these ADUs can be found on the other file attached to my testimony.

Examples of ADUs Currently Offered for Long Term Renters in 2019

Address	Neighborhood	Size (sq. ft.)	Style	Rent (\$/month)
6145 SE Woodstock Blvd.	Woodstock	375	1 bedroom, 1 bath	\$1,075
3605 NE 14 th , Unit B	Sabin	550	1 bedroom, 1 bath	\$1,200
9780 SE Yukon	Lents	600	1 bedroom, 1.5 bath	\$1,200
6932 SE 69 th Avenue	Brentwood-Darlington	448	1 bedroom, 1 bath	\$1,350
SE 59 th and SE Holgate	Woodstock	500	1 bedroom, 1 bath	\$1,390
4126 NE 56 th Avenue	Cully	500	1 bedroom, 1 bath	\$1,550
4240 NE 37 th Avenue	Beaumont-Wilshire	675	2 bedrooms, 1 bath	\$1,400
1873 SW Palatine Road	Dunthorpe	900	2 bedrooms, 1 bath	\$1,575

How Can We Incentivize Homeowners to Build More ADUs for Long Term Renters

- Work with the City to help overcome financing hurdles for ADU construction.
- Work with architects to create a series of standardized ADU designs, including pre-fabs, to lower the cost of adding an ADU.
- Tap into other local efforts to encourage ADU development, e.g., Verde/Enhabit which aims to:
 - Create an affordable (60 percent AFI) ADU financing model
 - Construct up to 15 stick- or factory-built, efficient and green ADUs in place
 - Establish and ADU development and property management services entity
- Change the code to allow homeowners with smaller homes to build to the maximum size (current code limits the size of ADUs to 800 square feet or 75% of the size of the main house, whichever is smaller).
- Consider allowing larger ADUs on larger lots to provide more two bedroom options.
- Larger ADUs might also work well on corner lots since often the house faces one street and the garage faces the other. Corner duplexes are allowed under current code but only a small fraction of corners have been developed with duplexes and most are large, unaffordable units. The larger ADU allowance would add the same density as a duplex but without a demolition.
- Relax the no-net-loss of parking rule, especially on corners. This would allow conversion of garages that face the side street and have no driveway for parking.
- Work with Multnomah County to set up a tax deferral program which would mitigate somewhat the roughly \$1000 in annual additional property taxes that kick in on completion of an ADU. Consider this especially in closer-in areas or along high frequency transit routes.
- Offer incentives to homeowners who construct ADUs that offer full accessibility.
- Step up enforcement of the City's short term rental licensing regulations

- Provide financial incentives to encourage current ADU owners using their units for a short-term rental to convert to a long term rental.
- Expand on the concept of an ADU rental management service -- if only by setting up a "resource guide" of management companies that will handle individual ADUs in their management portfolio. Many owners, who aren't pressed financially, may not consider an ADU because of the management headaches of being a 'landlord'.

ADU Long Term Rentals

**6145 SE Woodstock Blvd.
*Woodstock***

375 Square Feet

1 bedroom, 1 bath

\$1075/month rent



3605 NE 14th Avenue, Unit B
Sabin

550 Square Feet

1 bedroom, 1 bath

\$1200/month rent



9780 SE Yukon
Lents

600 Square Feet

1 bedroom, 1.5 bath

\$1200/month rent



6932 SE 69th Avenue
Brentwood-Darlington

448 Square Feet

1 bedroom, 1 bath

\$1350/month rent



**SE 59th and SE Holgate
*Woodstock***

500 Square Feet

1 bedroom, 1 bath

\$1390/month rent



4126 NE 56th Avenue
Cully

500 Square Feet

1 bedroom, 1 bath

\$1550/month rent



190093

4240 NE 37th Avenue
Beaumont-Wilshire

675 Square Feet

2 bedroom, 1 bath

\$1400/month rent



**6145 SE Woodstock Blvd.
*Woodstock***

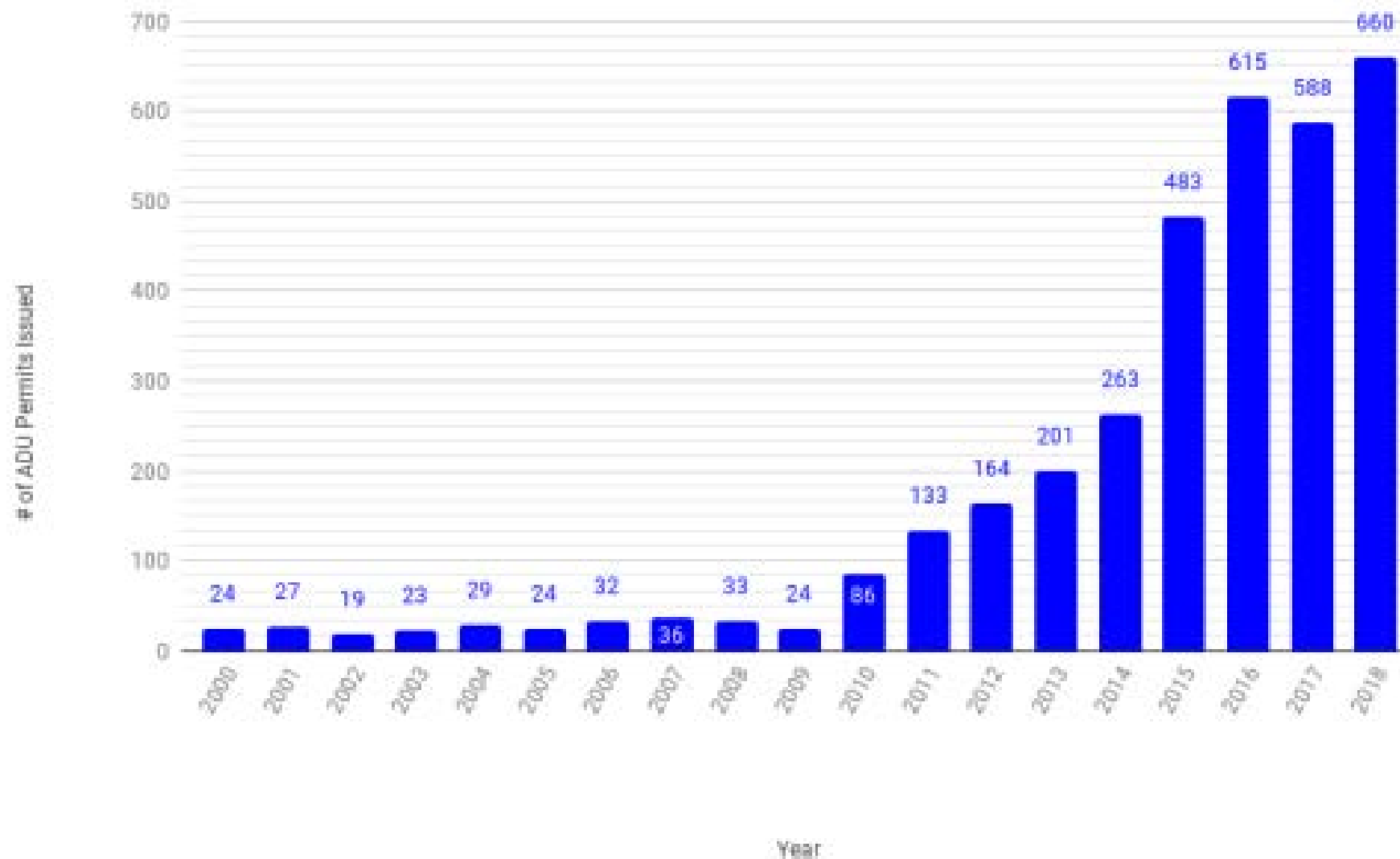
900 Square Feet

2 bedroom, 1 bath

\$1,575/month rent



ADU Permits Issued in Portland from 2000-2018

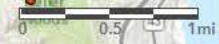
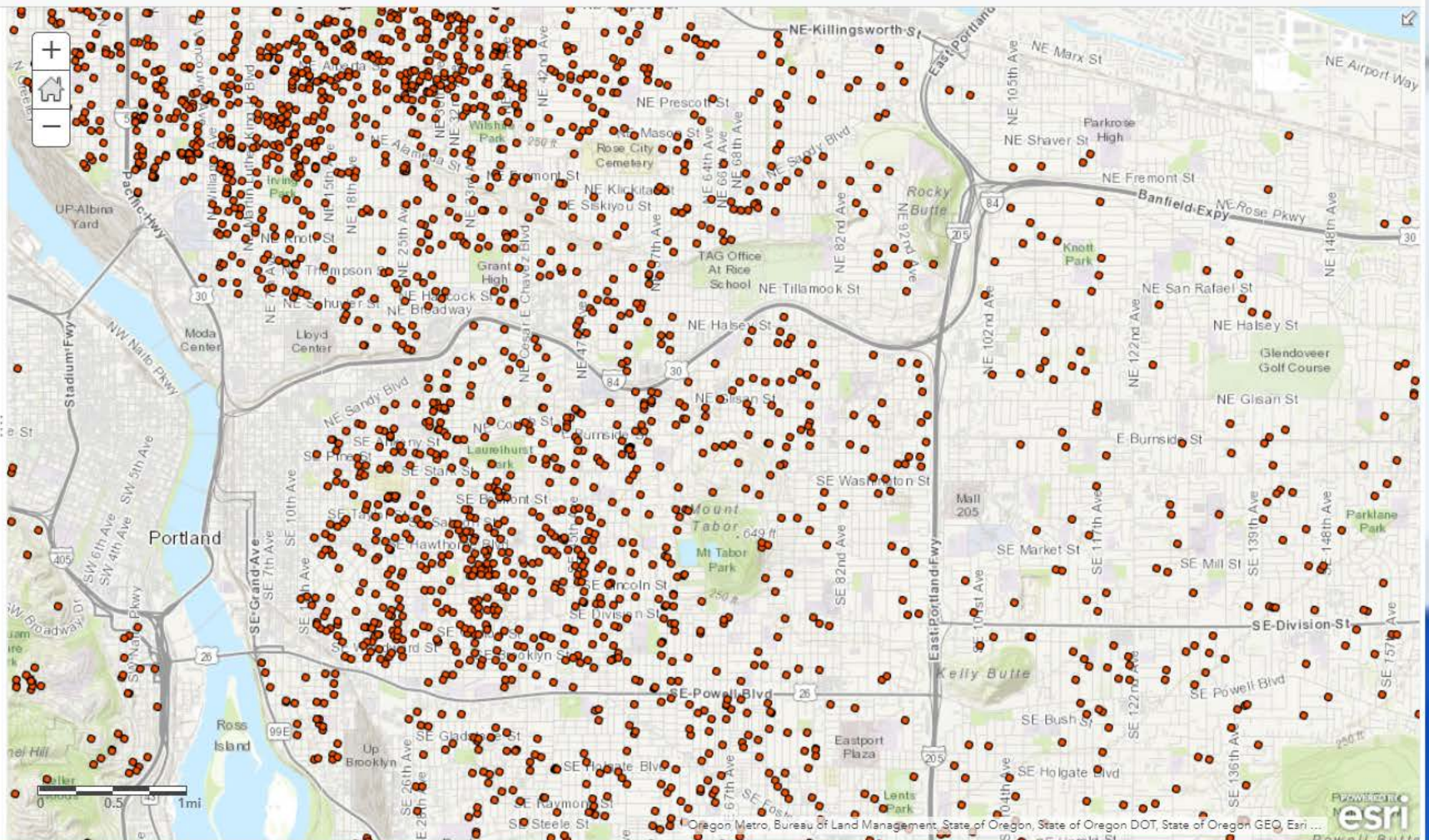


190093

Legend

BDS_ADU_Candidate_Taxlot

Residential ADU Permit



Windows taskbar icons: Norton Security, Google Earth Pro, Acrobat Reader DC, Go to Category..., DDP Admin Console, PowerPoint 2013, Google, Recycle Bin.

Windows taskbar icons: Search, PDF, Map West Section.

Janet Baker

#82960 | January 15, 2020

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

Please see the two attached files about how to add gentle density with ADUs, not demolitions.

Testimony is presented without formatting.

Kevin Kaufman

#82961 | January 15, 2020

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

Passing RIP is critical to providing new smaller, more affordable housing in the city of Portland. In fact, I hope you will support the amendment that would allow for up to 8 units per lot in some cases. The future of Portland's most vulnerable citizens are dependent upon a development pattern that allows a greater variety of building types and will provide abundant housing options. Please pass RIP, including the amendment to expand beyond four units.

Testimony is presented without formatting.

Kimberly Armstrong

#82962 | January 15, 2020

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

I have been a Portland resident since 2001, and was a renter until my spouse and I purchased a home a few weeks ago. Housing prices in Portland, including both rents and sales prices, have steadily and significantly increased since I have lived here. Portland needs housing for all community members, including lower and moderate income households in all stages of life. While I would love for the RIP to do more to mitigate displacement for low income folks and communities of color, I strongly and enthusiastically support eliminating exclusive single-family neighborhoods. They are unnecessarily exclusionary, and prevent residents from having equitable access to communities with high quality of life and good amenities. Allowing more housing options in more locations will benefit the entire community and help make our neighborhoods more diverse and stable in the future. Thank you for moving this forward!

Testimony is presented without formatting.

Ozzie Gonzalez

#82963 | January 15, 2020

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

Dear Mayor and Council, Low density housing zones are holding back our ability to address the challenges of our growing region in a practical fashion. Good neighborhood character is not a matter of density, but of good design. Instead of exacerbating the high impact development pattern of low density living, it is time to allow the city to adapt itself to the changing needs of society. Done with responsible environmental and social design standards, density can become a boon to communities and address many of the deficiencies in land use within neighborhoods. I hope today's decision is an easy one for you. Rest assured that without a mandate to densify, the option to preserve neighborhoods will always remain in the hands of the residents. I appreciate your leadership.

Sincerely, Ozzie Gonzalez Citizen and Resident of Portland

Testimony is presented without formatting.

Tim Van Wormer

#82964 | January 15, 2020

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

Tim Van Wormer Written Testimony to the Portland City Council January 15, 2020 Residential Infill Project Please delay any further staff work and decisions on the Residential Infill Project until the administrative rules for the recently legislatively approved HB 2001 and related statutes are complete. Staff time and citizen resources should be saved for and applied to implementing HB 2001 administrative rules when they are known. Comprehensive Plan Please plan for city growth comprehensively. Transit, infrastructure capacity and age and the location of services need to be included in any effort to increase housing density. Please update the 2035 Comprehensive Plan when the administrative rules for HB 2001 have been established. Public Transportation Housing densities that support transit will be critical for Portland to prevent further increases in transportation congestion and further reductions in livability. There is insufficient public transportation in Portland. Please partner with TriMet on any comprehensive plan changes and code changes intended to create housing densities that support transit. Services My neighborhood in SW Portland has lost 4 grocery stores in the last 3 years. Walking to grocery stores is no longer an option. Please include the transportation impacts of the additional vehicle trips that will be created by increased densities in neighborhoods without access to walkable services or convenient public transit. Please plan comprehensively to address all the impacts created by density. Study Effectiveness of Existing Infill Efforts Duplexes on corner lots and ADUs are already allowed throughout the city. However, the development of ADUs and duplexes has not become widespread. Why is this? How will RIP create housing densities that support transit when existing infill efforts have failed? Take the Time to Do it Right Portland is seeing unprecedented growth and with this growth is the opportunity to grow Portland in a way that preserves Portland's unique neighborhoods while creating a city that has a viable public transportation system. Please take this opportunity to partner directly with TriMet on any new density goals. Housing created by infill will be expensive and profitable for developers. The people who can afford these expensive new homes will have cars. If public transit is not easy and efficient to use, the new density will bring an equal amount of new car trips. How will these new car trips be accommodated on already congested roads? Please slow down and plan for new density comprehensively.

Testimony is presented without formatting.

Laurie Baird

#82965 | January 15, 2020

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

To Whom It May Concern: I am opposed to changes that allow for building of duplexes, triplexes, and fourplexes on single family dwelling lots. I live in a neighborhood with older housing that is not protected by an historic designation. Such inner city east side neighborhoods are one of the reasons persons are attracted to Portland for vacationing and/or residence. Changes in numbers of units allowed on residential lots will promote demolition/tear downs in order to maximize profits for housing developers. While I am very concerned about the lack of housing affordability and homelessness, squeezing more units onto a regular city lot will not help to solve the crisis. I have observed that developers will remove adequate housing, build more units, then charge high prices for the smaller units. Lack of affordable housing will always be a problem as long as housing is bought and sold as a commodity and it is not considered a human right. There are so many newer apartment buildings in Portland and there are vacancies, yet units are not affordable to many native Portlanders, given the high prices of rent. I believe that the housing crisis calls for a huge public financing of housing subsidies (Section 8 vouchers are not obtainable to most who need them) and a range of options for the most vulnerable. Squeezing more dwellings onto city lots will not begin to address the lack of affordability of housing. I believe that developers must be mandated to include units for very low income and lower income families in their new apartment buildings. I am a retired clinical social worker and worked in a program that provided supported housing for very low income persons with disabilities. Many clients needed supported housing in order to live independently, but most strongly benefited from having a Section 8 voucher. There needs to be a huge reinvestment at all levels of government, including the federal level. In the mean time, we can do the best we can to maintain the unique and historic character of our inner city neighborhoods, in hope that Portland will remain the special city that it is.

Testimony is presented without formatting.

Leslie Baird

#82966 | January 15, 2020

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

I wanted to comment on this plan. I live within the city of Portland, but we live in an e-zone area, where we wouldn't be affected much by the change in zoning. I do not wish this plan to get passed, as I believe this plan to be too extensive in its reach to plan for higher density. I think adding more buildings to Portland without the infrastructure (parking), is not a good idea, as it will affect the character of the neighborhoods. I think the plan was conceived with developers in mind, as I believe that more older structures would be demolished where new structures would be built. I was born and raised with Portland city limits, and I don't think the general direction of city planning is heading in the right direction and I think we should slow down development and think more thoughtfully about how we should be planning as a city. Do we want to build for more population or do we want a nice city planned with character and infrastructure in mind? Please do not pass the infill plan as it stands today. Leslie Baird 10045 SW 52nd Ave., Portland, OR 97219

Testimony is presented without formatting.

Liene Verzemnieks

#82967 | January 15, 2020

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

I have been a Portland resident since 2008, and was a renter until my husband and I purchased a home a couple years ago. We now have a 1-year-old child, too, and are keenly aware that current decisions will affect her future ability to live in the city where she was born. Housing prices in Portland, including both rents and sales prices, have steadily and significantly increased in the time I have lived here. Portland needs housing for ALL community members, including lower and moderate income households in all stages of life. I strongly and enthusiastically support eliminating exclusive single-family neighborhoods. They are unnecessarily exclusionary and prevent residents from having equitable access to communities with high quality of life and good amenities. Allowing more housing options in more locations will benefit the entire community and help make our neighborhoods more diverse and stable in the future. Thank you for your work to move this forward!

Testimony is presented without formatting.

Chris Bonner

#82968 | January 15, 2020

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

Thank you for your attention to this critical issue. We are experiencing a housing crisis that is the result of years of decisions that prioritized single family zoning and housing for the few that could afford it, and only those who had access to capital and lending. I am strongly in favor of the Residential Infill Project for several reasons, all of which are outlined in the presentation given to Council in the December 19th report. It will no doubt help with our lack of inventory to accommodate the growth that is coming. As a Realtor in the City of Portland for 29 years, I have seen first hand how the rising prices and lack of inventory have caused us to lose folks who were on fixed incomes, struggling with minimum wage jobs or otherwise priced out. I am concerned, due to the nature of racist housing policies which have put Real Estate in the hands of a privileged few, that in the immediate term, it will cause displacement for those renters that currently live in homes that will be torn down or converted to create more units. I would like to see strong incentives for property owners to assist tenants in transitioning during this process. I would also like to see incentives to create truly affordable housing in the way of more density and/or waiving of fees and/or tax abatements. Thank you for your time.

Testimony is presented without formatting.

Sally Loomis

#82974 | January 15, 2020

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

I am deeply concerned about unintended consequences of the RIP, especially the accelerated demolitions of our current affordable housing, loss of urban trees and possible inadequate infrastructure to support higher density. Please consider pausing this process to allow for some pilot projects, or tighter controls on demos and the tree code before advancing this program. Even better, let the public vote on something that will have profound impacts on the character of our city.

Testimony is presented without formatting.

Julie Fukuda

#82976 | January 15, 2020

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

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

Testimony is presented without formatting.

dean gisvold

#82977 | January 15, 2020

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

Mayor and Commissioners I am opposed to RIP for several major reasons which are listed below. I endorse the submissions from John Liu for the Portland Coalition for Historic Resources and from Rod Merrick for the Eastmoreland Neighborhood Association, both of which are well thought out and presented, and should be carefully reviewed by Council and staff. First, RIP up zoning provides no assurance that new replacement housing will be affordable. In fact the City's economist says replacement housing will be smaller and not affordable. RIP incentivizes demolition of smaller, less expensive houses, displacing families, many of whom will be low income. Second, RIP will yield a relatively modest number of new housing units, but will displace concentrations of existing residents, particularly those living in more affordable housing units. And there are no displacement policies and programs in place or funded. No action should be taken until this issue is resolved. Third, RIP allows random densification that fails to advance Portland's walkability, sustainability, and transportation goals, and conflicts with policies of the 2035 Comprehensive Plan. Fourth, RIP takes a "one-size-fits-all" approach by applying the same housing-scale and density allowances to residential neighborhoods throughout the city. RIP has no compatibility requirements for the variations that exist in Portland's neighborhoods. Fifth, RIP fails to address environmental and waste stream impacts of housing demolitions and undermines the benefits from cutting down large tree canopies. Finally, RIP's promise to produce "right-sized housing" and offer more "housing options" is untried, untested, and unproven in the face of market demand and economics except for one known fact-RIP will financially reward the home and apartment builders with a steady stream of profits. Please vote no. Dean Gisvold Irvington resident and chair of the ICA land use committee.

Type or paste your testimony in this box...

Testimony is presented without formatting.

Jynx Houston

#82982 | January 15, 2020

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

RIP is being promoted as a solution to the housing affordability crisis. However, the analysis commissioned by the City of Portland showed that rezoning all single-family lots to allow for duplexes, triplexes, quadraplexes, and townhouses will promote market-rate rentals over home ownership. The new units are predicted to be mostly micro-rental units with unaffordable average market-rate rents of \$1,823/month. Rather than affordable housing, Portland will see speculative redevelopment accompanied by increased demolitions of the most-affordable existing housing and more displacements of the most-vulnerable residents. According to the City's analysis, this type of rezoning will result in the displacement of low-income residents with no path of return. This will disproportionately impact minorities. The adopted 2035 Comprehensive Plan already has a 20-year housing supply of all housing types without RIP, including detached single-family, duplexes, triplexes, quad-plexes, and townhouses. Objections to RIP include: • Elimination of Single-Family Neighborhoods • Promotion of rentals over home ownership • Increased demolitions of affordable housing • No parking requirements • No infrastructure requirements • No transportation planning • Environmental protections overridden • Significant loss of residential tree canopy • No protection for historic resources • No restrictions on vacation rentals • Decreased fire safety in multi-units • Creates unaffordable housing • Displaces minorities worse than redlining • Exceeds the State-mandated requirements of HB 2001 The predicted unintentional consequences of RIP are far too negative to jeopardize the livability of the City of Portland. Please vote against it. Please add this to the Record.

Testimony is presented without formatting.

Fitting Multiplexes into Neighborhoods

190093

The Key is Scale Similar to Nearby Houses

The historic multiplexes we see throughout Portland's east-side blend into the neighborhoods because builders made the scale of these buildings similar to adjacent single family houses. See photos below for examples of this.

On streets with larger houses, larger multiplexes look appropriately scaled. On streets with smaller homes, smaller multiplexes look appropriately scaled.

“When people hear “duplex”, “triplex” or “fourplex”, they often assume each would be bigger than the next. That needn't be the case. Cities can adopt reason restrictions on the height, bulk, floor area, setbacks... of homes so any of these housing types fits within the context of traditional neighborhoods.” Eli Spevak, June 5, 2019 testimony on HB 2001

RIP needs to be revised to address neighborhood compatibility. Allowable sizes for single family houses and multiplexes need to reflect the scale of nearby existing houses.

2314-2316 SE Salmon Street



- Duplex is 1508 total sq ft
- Duplex to the east is 1680 total sq ft
- SF house to the west is 1816 sq ft

2328-2332 SE Salmon Street

Duplex is 2460 total sq ft

SF house to the east is 1816 sq ft

Duplex to the west is 2177 total sq ft



1039 SE 25th Avenue

4 plex is 2880 total sq ft

SF home across the street is 1820 sq ft

3 plex to the north is 1859 total sq ft.



2104 NE Wasco Street

Duplex is 2936 total sq ft

Duplex to the east is 3096 total sq ft

Duplex across the street (not in photo) is
2410 total sq ft

SF house behind to the south (not in photo)
is 2182 sq ft.



2235 NE 44th Avenue

Brick duplex is 2032 total sq ft

SF house to the right is 2598 sq ft

SF house to the south (not in photo) is
2480 sq ft



1827 NE 12th Avenue

Grey duplex in center is 2432 total sq ft
Tan duplex to the right is 3026 total sq ft
SF house to the left is 2826 sq ft



2120-2126 NE 13th Avenue

Duplex in center is 2460 total sq ft

Duplex to the left is 2990 total sq ft

Duplex to the right is 2382 total sq ft

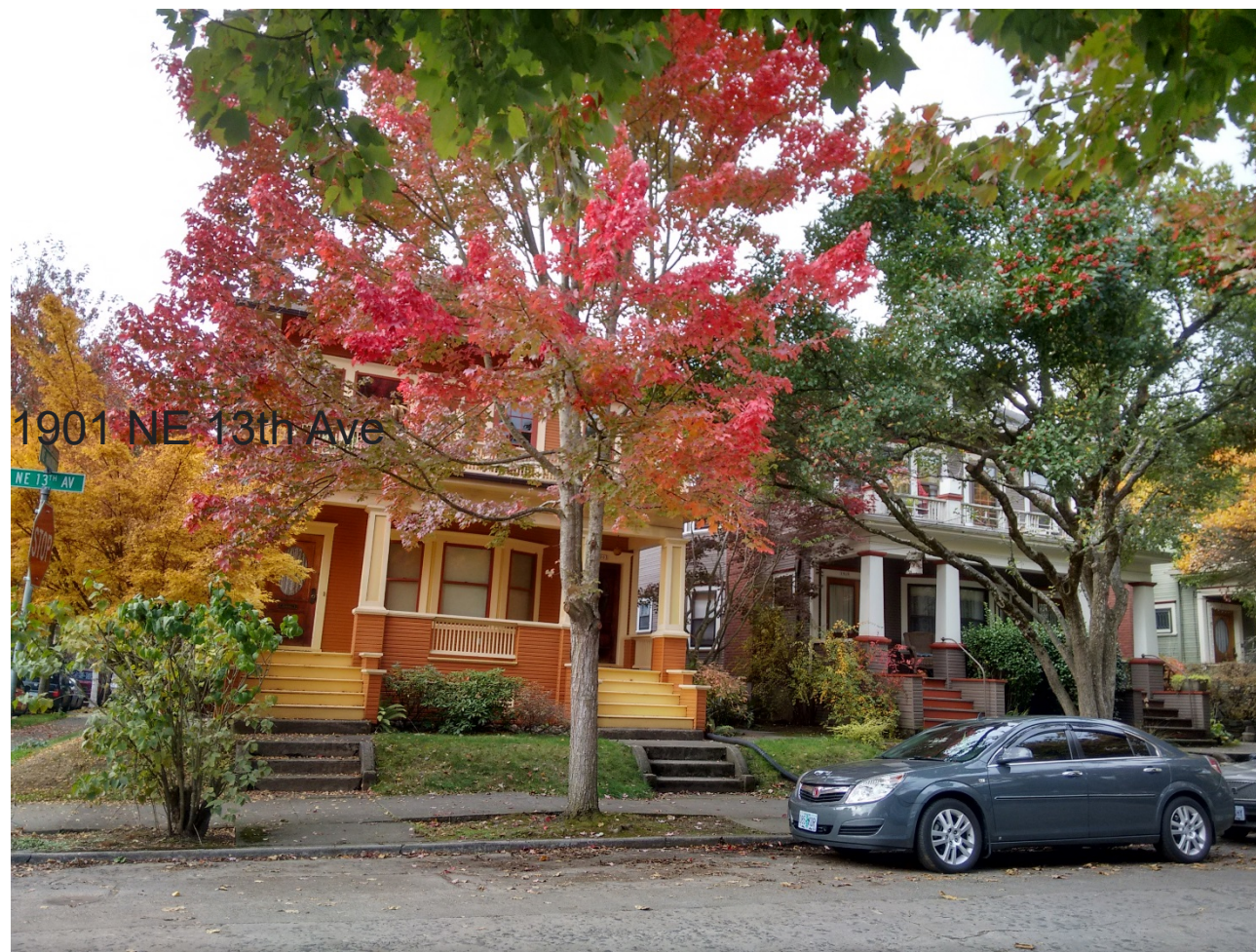


1901-1903 NE 13th Avenue

Orange duplex is 2750 total sq ft

Series of duplexes to the north built in early 1900s

All similar sizes and similar to SF houses in the area



Janet Baker

#82984 | January 15, 2020

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

Please see attached file

Testimony is presented without formatting.

Testimony to Portland City Council

Topic: Residential Infill Project

From: Donna Cohen, St Johns – North Portland dcohen@hevanet.com

Date: January 15, 2020

Hello, Council members. I have been following the development of the Residential Infill Project for some time and have attended a number of meetings related to it. I also testified to the Planning and Sustainability Commission.

Simply put, here are my comments and concerns:

1. Overall, I support RIP. There is no question we must add density to single-family zoned areas. It is the only practical and reasonable solution to our culture, which values keeping outlying areas from too much development. Beyond that, to wall off a majority of the residential area of Portland for only single-family housing is a hugely exclusionary practice that discriminates against those individuals and families – comprising about half of the population – which either cannot afford or don't want to live in a single-family home w/yard arrangement.

2. We too often forget that interesting, walkable, sustainable neighborhoods are more likely when density is such that: retail establishments have sufficient markets and people don't have to drive to many destinations. Such neighborhoods are often safer, too, as you have more pedestrians on the streets and thus more eyes on what is going on.

3. AFFORDABILITY. This is the prime concern of many and it is true that zoning alone is insufficient to address the issue. However, we can do the following:

a. Allow buildings that are more likely to be amenable to affordability efforts. Specifically, quadplexes and sixplexes allow our nonprofit and government affordable housing developers to "pencil out" housing units that lower-income individuals can afford. Even eightplexes are possible which can comfortably fit into many locations. Much is dependent on size and design.

b. Allow "bonuses" to profit developers who build multiple-unit buildings [and cottage clusters] with intentions for a portion of the building to be rented to lower-income individuals.

c. Although I am not well-versed in the financial mechanics of home purchase, any arrangement that will allow people to purchase units in multi-unit buildings created for this purpose would be a good idea.

In closing, let me say that I appreciate the work that Housing Oregon has done and support the letter that has been submitted as their testimony.

Donna Cohen

#82986 | January 15, 2020

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

Testimony to Portland City Council Topic: Residential Infill Project From: Donna Cohen, St Johns – North Portland dcohen@hevanet.com Date: January 15, 2020 Hello, Council members. I have been following the development of the Residential Infill Project for some time and have attended a number of meetings related to it. I also testified to the Planning and Sustainability Commission. Simply put, here are my comments and concerns: 1. Overall, I support RIP. There is no question we must add density to single-family zoned areas. It is the only practical and reasonable solution to our culture, which values keeping outlying areas from too much development. Beyond that, to wall off a majority of the residential area of Portland for only single-family housing is a hugely exclusionary practice that discriminates against those individuals and families – comprising about half of the population – which either cannot afford or don't want to live in a single-family home w/yard arrangement. 2. We too often forget that interesting, walkable, sustainable neighborhoods are more likely when density is such that: retail establishments have sufficient markets and people don't have to drive to many destinations. Such neighborhoods are often safer, too, as you have more pedestrians on the streets and thus more eyes on what is going on. 3. AFFORDABILITY. This is the prime concern of many and it is true that zoning alone is insufficient to address the issue. However, we can do the following: a. Allow buildings that are more likely to be amenable to affordability efforts. Specifically, quadplexes and sixplexes allow our nonprofit and government affordable housing developers to “pencil out” housing units that lower-income individuals can afford. Even eightplexes are possible which can comfortably fit into many locations. Much is dependent on size and design. b. Allow “bonuses” to profit developers who build multiple-unit buildings [and cottage clusters] with intentions for a portion of the building to be rented to lower-income individuals. c. Although I am not well-versed in the financial mechanics of home purchase, any arrangement that will allow people to purchase units in multi-unit buildings created for this purpose would be a good idea. In closing, let me say that I appreciate the work that Housing Oregon has done and support the letter that has been submitted as their testimony.

Testimony is presented without formatting.

Kelly O'Hara

#82987 | January 15, 2020

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

I am a Portland resident and homeowner writing in support of the Residential Infill Project. We do not have the luxury of "preserving neighborhood character" with restrictive zoning while we have neighbors sleeping on the streets -- or one medical crisis or car repair away from losing their current housing -- due to a lack of affordable housing. In addition, Portland's population will continue to grow, especially as the climate crisis continues to destroy homes and render parts of the world uninhabitable. Increasing housing density is a key component to a growing Portland that works for residents of all income levels and household makeups. The RIP provides many tools to support a more efficient use of both space and resources, while increasing affordability. I would also support amendments to create more incentives for building deeply affordable units, including allowing 6 or 8 units, and for more anti-displacement protections. Thank you for continuing to work for the Portland of the future.

Testimony is presented without formatting.

Kent Buhl

#82988 | January 15, 2020

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

The zoning changes of the RIP will, as planned, increase the housing stock and density of residential neighborhoods. They will not address the more pressing housing affordability issues faced by Portlanders. New construction will be the majority of the development spurred by zoning changes, and as we've seen with the large increase in recently constructed rental units, affordable housing is as out of reach as ever for most Portlanders. RIP zoning changes must be accompanied by affordability regulations to serve the needs of a much broader economic swath of Portlanders: - When two additional units are added to a parcel, one of the units must be made affordable to a household earning no more than the area median income per current HUD affordability tables. - When three additional units are added to a parcel, at least one of the units must be made affordable to a household earning no more than 80% of the area median income per current HUD affordability tables. - These requirements must apply to for-sale and rental units, and to current owners and future owners, for a period of at least 15 years from the date of the certificate of occupancy.

Testimony is presented without formatting.

Alison Dennis

#82989 | January 15, 2020

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

Hello. I am a Portland resident and I'd like to voice my support for the Residential Infill Project and to encourage you to approve the recommended draft. I support the RI Project because it allows more options for affordable housing development, encourages more sensible and sustainable land use, and encourages greater economic and racial diversity in our city's neighborhoods. I also strongly urge you to add a new "deeper affordability" option for below-market developers and the citywide "tenant opportunity to purchase" renter protections advocated by Anti-Displacement PDX. I believe these addenda will further encourage more sensible and sustainable land use, make it easier and more economically feasible for non-profits and ordinary home owners to build more affordable housing, and discourage further displacement, allowing for stronger, more stable and more diverse communities.

Testimony is presented without formatting.

Mary Sue Renfrow

#82990 | January 15, 2020

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

Good day, I am writing in favor of the residential infill proposal. Thank you, Mary Sue Renfrow

Testimony is presented without formatting.

Chad Asmussen

#82991 | January 15, 2020

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

I am a recent resident to the Laurelhurst Neighborhood. My wife and I recently moved here 5 months ago to create a better lifestyle for my two children (2 and 4). My family chose to live in Laurelhurst because of its good schools and active community that is focused on maintaining the beauty and family friendly nature of the neighborhood. Well I certainly see the good intentions of RIP, I feel the negatives largely outweigh any positive benefits that this project will create for the community. Part of what makes a neighborhood great is residents who are bought in with a long-term commitment to bettering their environment and having the autonomy to make those decisions to enact positive change. RIP removes that autonomy and decision-making from the residents who actually live there and puts it into the hands of Greater Portland who haven't made the same investment as the residents living in the neighborhood. Laurelhurst recently got "Historical Neighborhood" status in order to protect the beauty and existing housing structure in the neighborhood. It was OVERWELMINGLY approved by residents and to supersede the will of the people living in the neighborhood by passing RIP is the opposite of democracy. It goes against the interests of those who will be impacted the most by this decision. Instead of enacting draconian policy that ignores the interests of the residents in neighborhoods, why not try to build a coalition that creates a bridge between existing communities and the programs that support the inclusion of more residents of diverse backgrounds?

Testimony is presented without formatting.

Rees Bettinger

#82992 | January 15, 2020

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

Dear Portland City Council. First of all thanks for serving this great city I have lived here since 2002 and have loved it here. I am a Realtor working primarily in N, NE and SE Portland since 2004. I want to commend the city planners on all their hard work on this project for the past many years. The bottom line for me is we need more housing in the city and this plan to create more (smaller units) I think is a good one. I love our historic neighborhoods here but I am not one who thinks infill is messing them up. The one thing I wanted to bring up is I think there is a great need to as long as we are building higher density but lower sq footage per unit. I think we need more ways to create Fee Simple ownership available to more people in this city. The part of the proposal to create opportunity for flag lot PLAs I think is a good one to accomplish this and is a great first step. But I also think if we are going to create more 3 and 4 unit properties across the city, I would love to see a better solution for creating fee simple ownership in these types of property. Know many builders would build smaller more affordable units if they could find land that allowed for it but did not also require doing a Condo plat to be able to sell them separately. Condo plats work OK in some circumstances but represent greater risk for homeowners / lenders / builders/ developers and as we see more units being built because of this project, It would be great to see more opportunities for first time ownership of products that are fee simple townhomes and not just condos. even where destiny allows for a more lots to be created through Partition plats and the land use process. The Time it takes and the cost is so so often time and cost prohibitive. I know so many builders that have lost so much money going through this process and they will not touch land anymore unless it is dividable through the lot con or PLA process. Is there a possibility to have some kind of streamlined PLA process to create new lines that match up with shared walls for example on a 4 plex so we could create four more affordable units rather than a fourplex for an investor. Thanks for everything you guys do for this city. Rees Bettinger Realtor

Testimony is presented without formatting.

Tim Van Wormer Written Testimony to the Portland City Council

January 15, 2020

Residential Infill Project

Please delay any further staff work and decisions on the Residential Infill Project until the administrative rules for the recently legislatively approved HB 2001 and related statutes are complete.

Staff time and citizen resources should be saved for and applied to implementing HB 2001 administrative rules when they are known.

Comprehensive Plan

Please plan for city growth comprehensively. Transit, infrastructure capacity and age and the location of services need to be included in any effort to increase housing density.

Please update the 2035 Comprehensive Plan when the administrative rules for HB 2001 have been established.

Public Transportation

Housing densities that support transit will be critical for Portland to prevent further increases in transportation congestion and further reductions in livability. There is insufficient public transportation in Portland. Please partner with TriMet on any comprehensive plan changes and code changes intended to create housing densities that support transit.

Services

My neighborhood in SW Portland has lost 4 grocery stores in the last 3 years. Walking to grocery stores is no longer an option. Please include the transportation impacts of the additional vehicle trips that will be created by increased densities in neighborhoods without access to walkable services or convenient public transit. Please plan comprehensively to address all the impacts created by density.

Study Effectiveness of Existing Infill Efforts

Duplexes on corner lots and ADUs are already allowed throughout the city. However, the development of ADUs and duplexes has not become widespread. Why is this? How will RIP create housing densities that support transit when existing infill efforts have failed?

Take the Time to Do it Right

Portland is seeing unprecedented growth and with this growth is the opportunity to grow Portland in a way that preserves Portland's unique neighborhoods while creating a city that has a viable public transportation system. Please take this opportunity to partner directly with TriMet on any new density goals. Housing created by infill will be expensive and profitable for developers. The people who can afford these expensive new homes will have cars. If public transit is not easy and efficient to use, the new density will bring an equal amount of new car trips. How will these new car trips be accommodated on already congested roads? Please slow down and plan for new density comprehensively.

Tim Van Wormer

#82993 | January 15, 2020

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

See attached PDF

Testimony is presented without formatting.

Jamaal Green

#82994 | January 15, 2020

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

I am writing in support of the Residential Infill Project. The need for a wider array of housing choices for all Portlanders is a vital need, and as a city that prides itself on innovation and a taste for justice, it is unconscionable to cap the number of homes in a city suffering from an ongoing affordability crisis. The state has set the example with the passage of legalizing duplexes and triplexes, and it is time for Portland to surpass the good folks in Salem. We cannot hope to be a sustainable city if we cannot house our own residents and close off opportunity to those Portlanders who have yet to arrive.

Testimony is presented without formatting.



Oregon

Kate Brown, Governor

190093

Department of Land Conservation and Development

Director's Office

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: 503-373-0050

Fax: 503-378-5518

www.oregon.gov/LCD

January 15, 2020

Andrea Durbin, Director
City of Portland, Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201
Email: andrea.durbin@portlandoregon.gov



Dear Director Durbin,

The Department of Land Conservation and Development (DLCD) commends city staff and decision-makers for the development of Portland's Residential Infill Project (RIP). This innovative effort puts the City of Portland at the forefront of Oregon communities that are proactively seeking to improve housing affordability and equitable access to opportunities for current and future residents. DLCD has observed the progress of the RIP project and has noted the thoughtful and thorough consideration of important issues, such as: potential displacement impacts resulting from the project, along with measures to counteract such impacts; infrastructure capacity constraints; natural hazard and sensitive natural area considerations; neighborhood compatibility measures; and financial analysis to study the potential market response, including anticipated resultant housing costs. Altogether, the RIP project is a thoughtfully developed package of code amendments and zone changes that will improve housing affordability and equitable access to opportunities for current and future Portland residents.

DLCD is currently working to implement House Bill 2001, commonly referred to as the "Middle Housing" bill, which the Oregon Legislature passed in 2019. As part of that effort, the department has begun work with a rulemaking advisory committee to develop model codes for medium (non-Metro cities of 10,000 – 25,000 population) and large (Metro cities with population above 1,000, non-Metro cities with population above 25,000, and urbanized portions of Metro counties) local governments. In addition to the model codes, the department will recommend that the Land Conservation and Development Commission (LCDC) adopt minimum standards for the medium and large cities in order to assist those cities that wish to develop their own development codes instead of using the model code. HB 2001 requires LCDC to adopt a model code for middle housing by December 31, 2020.

Even though LCDC will not adopt a model code and minimum standards for middle housing until later this year, we encourage you to move forward and adopt the RIP without delay. The RIP is almost fully compliant with the standards set forth in HB 2001, and will require only some adjustments by the city to come into full compliance with the provisions of this legislation. Furthermore, in communications with Portland Bureau of Planning and Sustainability, DLCD is impressed with your staff's excellent understanding of the requirements of HB 2001 and we understand your staff is developing a plan to address those remaining adjustments. Adoption of the RIP at this time will provide you with the benefit of experience in implementing the new provisions and adjusting the program as needed to provide desired results. LCDC and our rulemaking advisory committee will benefit from your thorough analysis and proposed land use regulations as we proceed with rulemaking.

Your action to adopt the RIP will provide opportunities for more varied and affordable housing types in your community starting now, rather than waiting until the June 30, 2022 deadline set by HB 2001. Portland's and Oregon's housing crises need solutions sooner rather than later. We encourage you to act now and we commit to working with city staff to make adjustments to the program, as needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Rue". The signature is stylized with overlapping loops and a horizontal line.

Jim Rue, Director
Oregon Department of Land Conservation and Development

cc: Kirstin Greene, Gordon Howard, Kevin Young, Anne Debbaut (DLCD); Morgan Tracy (BPS)

Gordon Howard

#82995 | January 15, 2020

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

January 15, 2020 Andrea Durbin, Director City of Portland, Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100 Portland, OR 97201 Email: andrea.durbin@portlandoregon.gov

Dear Director Durbin, The Department of Land Conservation and Development (DLCD) commends city staff and decision-makers for the development of Portland's Residential Infill Project (RIP). This innovative effort puts the City of Portland at the forefront of Oregon communities that are proactively seeking to improve housing affordability and equitable access to opportunities for current and future residents. DLCD has observed the progress of the RIP project and has noted the thoughtful and thorough consideration of important issues, such as: potential displacement impacts resulting from the project, along with measures to counteract such impacts; infrastructure capacity constraints; natural hazard and sensitive natural area considerations; neighborhood compatibility measures; and financial analysis to study the potential market response, including anticipated resultant housing costs. Altogether, the RIP project is a thoughtfully developed package of code amendments and zone changes that will improve housing affordability and equitable access to opportunities for current and future Portland residents. DLCD is currently working to implement House Bill 2001, commonly referred to as the "Middle Housing" bill, which the Oregon Legislature passed in 2019. As part of that effort, the department has begun work with a rulemaking advisory committee to develop model codes for medium (non-Metro cities of 10,000 – 25,000 population) and large (Metro cities with population above 1,000, non-Metro cities with population above 25,000, and urbanized portions of Metro counties) local governments. In addition to the model codes, the department will recommend that the Land Conservation and Development Commission (LCDC) adopt minimum standards for the medium and large cities in order to assist those cities that wish to develop their own development codes instead of using the model code. HB 2001 requires LCDC to adopt a model code for middle housing by December 31, 2020. Even though LCDC will not adopt a model code and minimum standards for middle housing until later this year, we encourage you to move forward and adopt the RIP without delay. The RIP is almost fully compliant with the standards set forth in HB 2001, and will require only some adjustments by the city to come into full compliance with the provisions of this legislation. Furthermore, in communications with Portland Bureau of Planning and Sustainability, DLCD is impressed with your staff's excellent understanding of the requirements of HB 2001 and we understand your staff is developing a plan to address those remaining adjustments. Adoption of the RIP at this time will provide you with the benefit of experience in implementing the new provisions and adjusting the program as needed to provide

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Testimony is presented without formatting.