Residential Infill Project

AN UPDATE TO PORTLAND'S SINGLE-DWELLING ZONING RULES

Portland is growing and our housing needs are changing. Nearly 123,000 new households are projected by 2035. About 20 percent of new housing units will be built in Portland's single-dwelling residential zones. Increased cultural and racial diversity and an aging population will also affect housing needs. The average number of people per household is getting smaller and households with children are expected to decline to 25 percent over the next 20 years.

Portlanders have expressed concerns about the size of new houses, demolitions and the rising cost and lack of housing choices throughout the city. In response, the Bureau of Planning and Sustainability is taking a fresh look at the allowances for development in single-dwelling neighborhoods.

What changes are needed so that new infill housing can better meet the changing needs of current and future generations?

Your input is needed on a draft proposal by August 15, 2016.

The goal of the Residential Infill Project is to adapt Portland's single-dwelling zoning rules to meet the needs of current and future generations.

SCALE OF HOUSES PAGE 4

Should Portland reduce allowances for the size of houses in single-dwelling zones to address community concerns about houses being too large? If so, to what extent?

HOUSING TYPES PAGE 12

What is the feasibility and appropriateness of more duplexes, triplexes and accessory dwelling units (ADUs) to provide more housing options in single-dwelling zones?

HISTORICALLY NARROW LOTS PAGE 16

What are appropriate lot dimensions for new development on historically narrow lots? Where should these lots be allowed and how can they be better designed?

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www.portlandoregon.gov/bps/infill

Bureau of Planning and Sustainability
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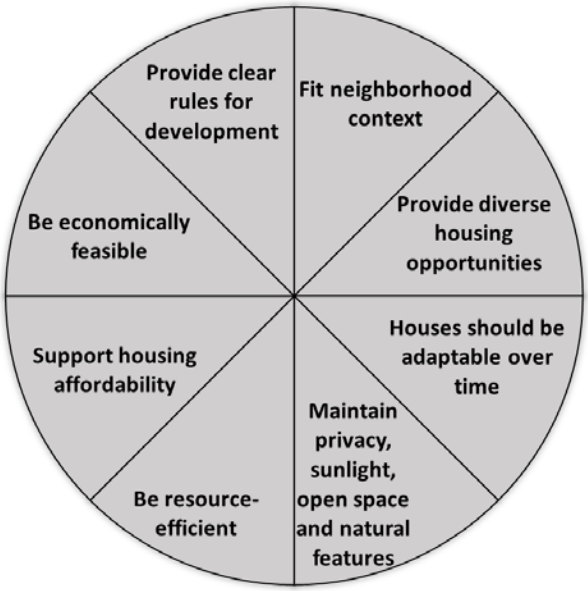
PLANNING 101

Policy background and regulatory framework

Balancing multiple objectives

The goal of the Residential Infill Project is to make new infill housing in single-dwelling zones better meet the needs of current and future generations. Portland's new Comprehensive Plan helps define the project objectives to meet this goal (see diagram).



These considerations show the range of public interests, and also highlight inevitable trade-offs. Some objectives work together, such as the relationship between providing diverse housing opportunities and supporting housing affordability. Other objectives conflict. The Residential Infill Project will explicitly consider impacts of each objective, and balance the final results in terms of the benefits and costs on the whole.

Where will new housing be built?

According to Portland's new Comprehensive Plan, most new residential and business growth will be:

- In mixed-use zones along Corridors (like Interstate and Barbur) and in Centers (like Hollywood and Lents).
- Within Inner Ring neighborhoods adjacent to downtown (like Buckman and Brooklyn).
- Within the Central City (downtown).

The new Comprehensive Plan's Centers and Corridors growth concept is illustrated in the Urban Design Framework, www.portlandoregon.gov/bps/article/497459.

The new Comprehensive Plan finds that accommodating growth in and around Centers and Corridors is the best strategy to achieve community goals:

- Increase access to the benefits of healthy neighborhoods while increasing equity through more housing options.
- Improve the market for local-serving businesses.
- Reduce the need to drive while increasing use of and access to transit, protecting air and water quality and reducing carbon emissions.

The new Comprehensive Plan directs growth in and around Centers and Corridors to best achieve community goals.

While the new Comprehensive Plan strategy guides growth to places where there is already good access to transit, bike facilities and walkable streets, more action is needed to fully reach City goals. A greater variety of housing types is needed to successfully meet the needs of households of different sizes, incomes and ages. This is especially so in areas near schools, stores, jobs and parks, which are often in and near Centers.

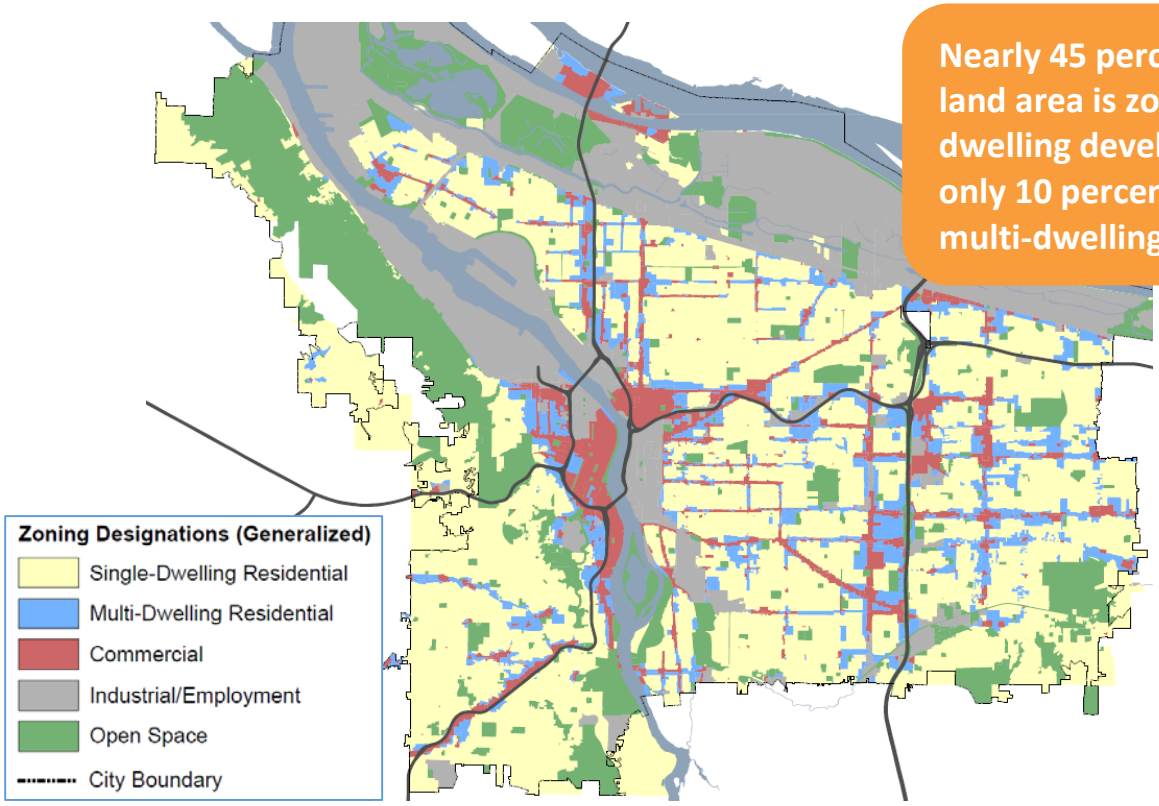
PLANNING 101

Policy background and regulatory framework

What is zoning?

Zoning defines the way land within the city can be used and developed. **Zoning maps** specify areas where residential, industrial, recreational and commercial activities can occur. **Zoning allowances** regulate the dimensional requirements for lots and buildings, and also the number of allowed units.

Housing can be developed in Portland's commercial zones, as well as within two types of residential zones: single-dwelling and multi-dwelling. Single-dwelling zones (R2.5, R5, R7, R10, R20 and RF) generally allow one house per lot; multi-dwelling zones (RX, RH, R3, R2 and R1) allow one or more units per lot.



Nearly 45 percent of the city's land area is zoned for single-dwelling development, while only 10 percent is zoned for multi-dwelling development.

What is an R5 zone?

R5 is the most common single-dwelling zone, comprising almost half of Portland's single-dwelling area. The R stands for residential use and the 5 represents one residential lot allowed for every 5,000 square feet of site area. Numerous code exceptions allow for other uses, including home-based businesses, short term rentals and schools. Exceptions also include limited allowances for additional housing units, such as one accessory dwelling unit (ADU) per house and duplexes on corner lots.

There is increasing demand for greater housing supply and types within single-dwelling zones. Residents typically balance price, size, number of units, location, homeownership options and accessibility in their housing decisions. In addition to helping accommodate the preferences of current and future residents, a broader range of housing will increase the availability of affordable options and help advance City equity goals.

SCALE OF HOUSES – BACKGROUND

Reduce the scale of houses in single-dwelling zones.

House sizes have increased over time

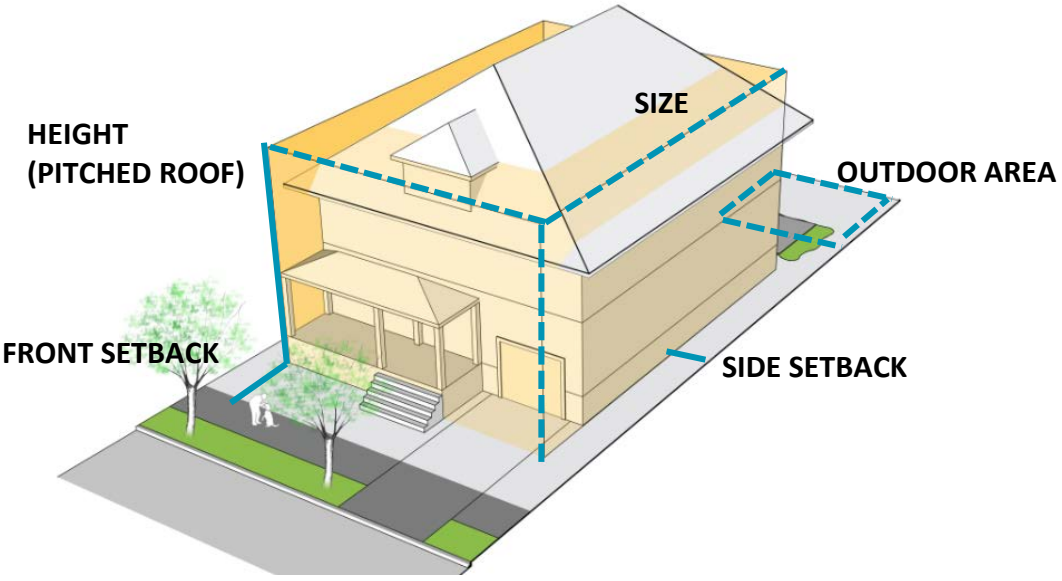
The size of houses is increasing steadily nationwide. Over the last forty years, the average house has increased in size by more than 1,000 square feet (61.4 percent), from an average size of 1,660 square feet in 1973 to 2,679 square feet in 2013. In other words, as land values rise and consumer preference trends shift toward larger dwellings, the size of new houses is growing to meet this demand. **This has raised some concerns in neighborhoods where the scale of new houses is often larger than existing houses.**

Portland's zoning allowances use measurable standards such as limits for height, lot coverage, setbacks and yard area to define a building envelope (or as referred to below, the "box") that limits how large a house can be.

The average size of houses built in 2013 was nearly 2,700 square feet, more than 1,000 square feet larger than houses built forty years ago.

The allowed box limits the overall scale of houses. While older houses differ widely in form, they are generally smaller than houses built today, rarely attaining the maximums allowed by code.

While older houses are generally smaller than those being built today, it is rare for new houses to be as large as what is allowed by current code. If the trend towards larger houses continues, under current rules, future infill could be much larger than the size of typical houses today. **Resulting impacts are often cause for public concern, including loss of space for yard, gardens or trees; more shading on adjacent lots; greater energy and material consumption and less neighborhood compatibility.**



Single-dwelling zone development standards include size, height, setbacks and outdoor area. In both current code and the draft proposal, some building features like pitched rooftops, eaves, bay windows and dormers, are allowed to project beyond allowed box limits.

SCALE OF HOUSES – BACKGROUND

Reduce the scale of houses in single-dwelling zones.

Clear and objective requirements

Portland uses clear and objective (essentially numerical) permit requirements to regulate the scale of structures in single-dwelling zones. In 2013, Portland reviewed over 400 new house permits, and close to 5,000 applications for other types of residential work (remodels, additions, repair, etc.) in single-dwelling zones. Simple and clear standards are essential to ensure timely reviews for this work volume and reduce potential errors or omissions.

The City's current allowances for the scale of single-dwelling development have been relatively unchanged since the Portland Zoning Code's last adoption in 1991.

STANDARD	CURRENT CODE (R5 ZONE)	DRAFT PROPOSAL
Size	Limited by building coverage Sliding scale tied to lot size, generally 22 to 50 percent (e.g. on a 5,000 square foot lot, up to 45 percent building coverage allowed)	In addition to building coverage **Add a new square foot limit** via a sliding scale tied to lot size. (e.g. on a 5,000 square foot lot, up to 2,500 square feet building coverage allowed)
Height	30 feet, measured from highest grade within 5 feet of the house to the midpoint (pitched roof) or top (flat roof)	30 feet, measured from **lowest** grade within 5 feet of the house to the midpoint (pitched roof) or top (flat roof)
Setbacks	10 feet front; 18 feet garage; 5 feet side(s); 5 feet rear yard Eaves and bay windows may project 20 percent (1 foot into side yard)	**Increase front setback** to 15 feet with reductions to match an adjacent house **Allow eaves to project** 2 feet into side yard and bay windows to project 18 inches into side yard
Outdoor Area	250 square feet (with a minimum 12 foot by 12 foot dimension)	No change

Summary of current and draft proposed single-dwelling zone allowances (R5 zone).

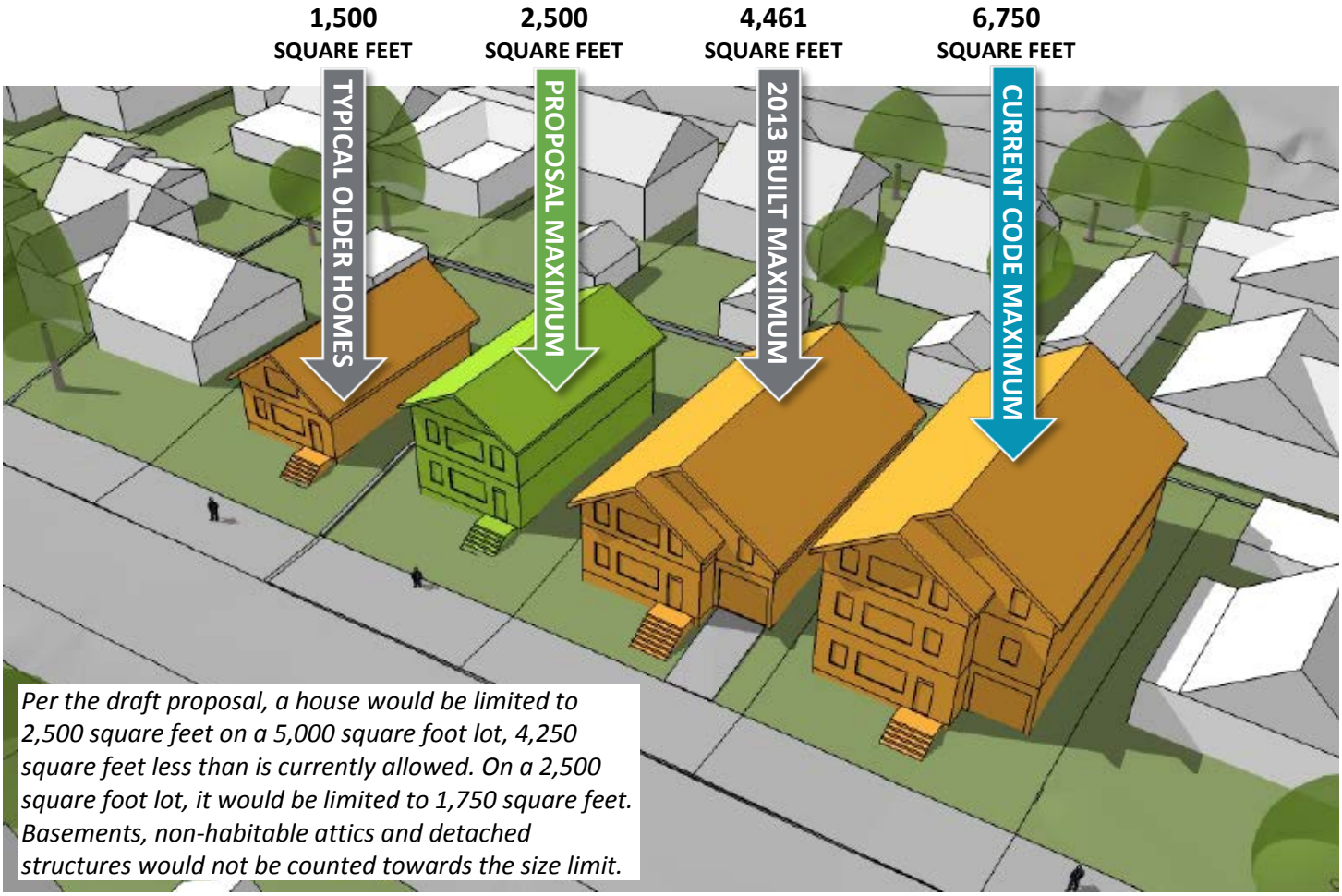
Recent examples of residential construction include new houses (left) and remodels of existing houses (right) can be found in nearly all neighborhoods in Portland.

SCALE OF HOUSES – SIZE

Reduce the scale of houses in single-dwelling zones.

Current allowances for scale of houses

The scale of houses is currently controlled by building coverage - which varies based on lot size, not zone - and by height. For instance, on a 5,000 square foot lot, the maximum allowed building coverage is 2,250 square feet, while the maximum allowed height is 30 feet (three stories). Per current allowances, the maximum size of a new or remodeled house on this lot is 6,750 square feet (2,250 times three stories). However, even newer houses are not being built to this maximum allowable size. The average house built on a 5,000 square foot lot in 2013 was 2,680 square feet, while the largest house was 4,461 square feet.



Per the draft proposal, a house would be limited to 2,500 square feet on a 5,000 square foot lot, 4,250 square feet less than is currently allowed. On a 2,500 square foot lot, it would be limited to 1,750 square feet. Basements, non-habitable attics and detached structures would not be counted towards the size limit.

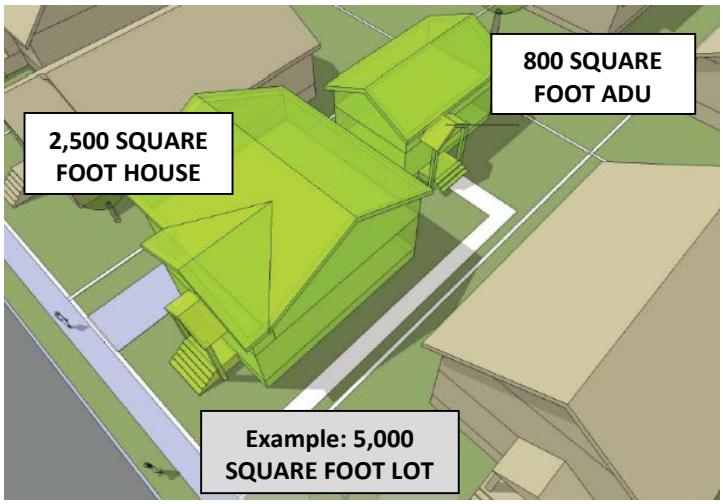
While new houses in Portland are often noticeably larger than nearby houses on a block, they are rarely built to the maximum size allowed by the current code. The draft proposal reduces current allowances so that future houses remain closer in size to nearby existing ones.

SCALE OF HOUSES – SIZE

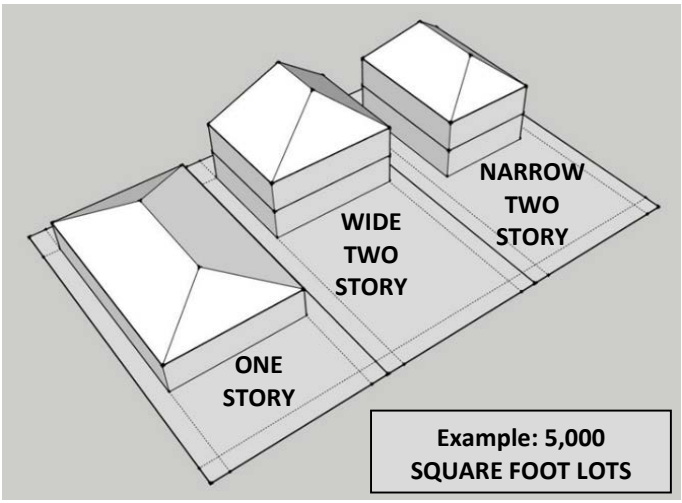
Reduce the scale of houses in single-dwelling zones.

Proposal 1: *Limit the size of houses while maintaining flexibility in form.*

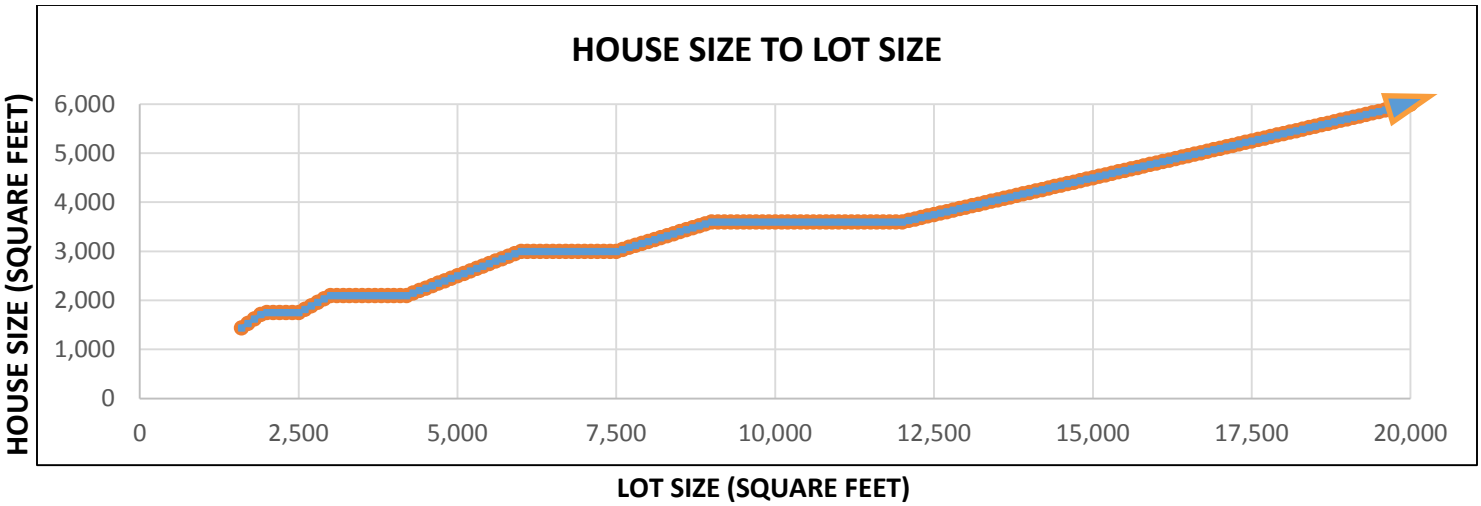
- Establish house size square foot limits proportional to lot size.
- Exclude basements, non-habitable attics and detached structures from size limits.
- Retain current code's building coverage limits.



To encourage detached garages and detached accessory dwelling units (ADUs), an additional 800 square feet of building area would be allowed on a lot. This helps break up the massing of a house by distributing the size throughout the lot.



Houses could either be taller with a smaller footprint or shorter and more spread, but not both. Three possible 2,500 square foot house configurations: single level (left), wide two-story (middle) and narrower, deeper two-story (right).



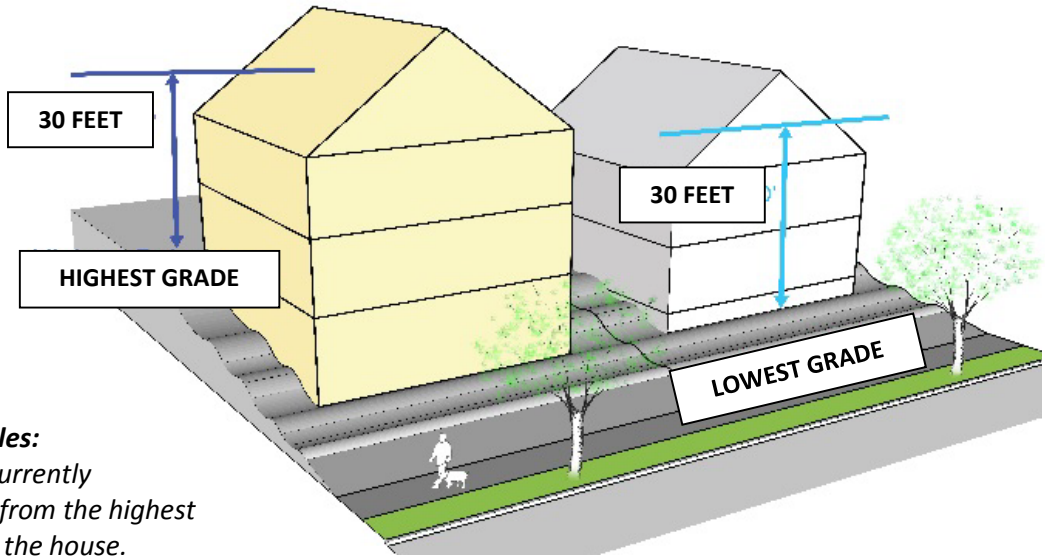
Maximum house size would be linked to lot size. The graph shows house size increasing with the size of the lot.

SCALE OF HOUSES – HEIGHT

Reduce the scale of houses in single-dwelling zones.

Current height requirements

Each single-dwelling zone has a maximum building height (30 feet in most zones and 35 feet in the R2.5 zone). Two reference points are needed to determine a house's height: a bottom base point and a top point, which do not have to be in alignment with one another. The top point is measured at either the highest point (on a flat roof) or the midpoint (on a pitched or "gabled" roof). On most lots, the bottom base point is measured from the highest grade 5 feet away from an exterior wall. This current measuring method can have the effect of a much taller wall on the downhill side. It is also susceptible to the manipulation of adjacent ground to establish a higher bottom base point to increase a house's height.



Current rules: *Height is currently measured from the highest point near the house.*

Draft proposal: *Measuring from the lowest point better relates the height limit for houses to the surrounding topography.*

Portland's current code specifies that height measurements be taken from the highest grade next to the house, allowing for potential manipulations of grades to increase a house's height.

Without limits, dormers (currently not measured for height) may begin to look and function like an entire additional story, resulting in a height that is taller than the maximum allowed.

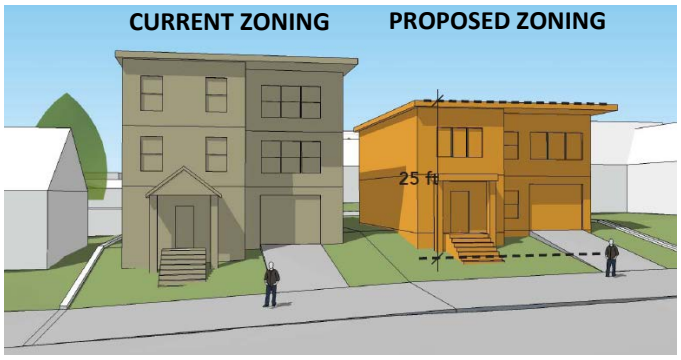
SCALE OF HOUSES – HEIGHT

Reduce the scale of houses in single-dwelling zones.

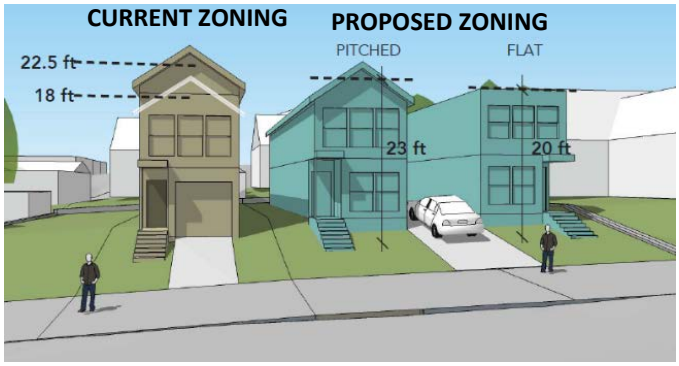
Proposal 2: *Lower the house roofline.*

- Measure from the lowest point 5 feet from a house, not the highest point.
- Retain current measurement to midpoints of pitched roofs and to the tops of flat roofs.
- Reduce the height of flat roofs by 5 feet to lessen undesirable shading impacts.
- Limit dormer projections that are over height limits to 50 percent of roof length.

HOUSES ON STANDARD LOTS: The draft proposal reduces the maximum allowed height of flat roofs from 30 to 25 feet. This minimizes the shading of adjacent properties. The draft proposal would not affect houses with pitched roofs.

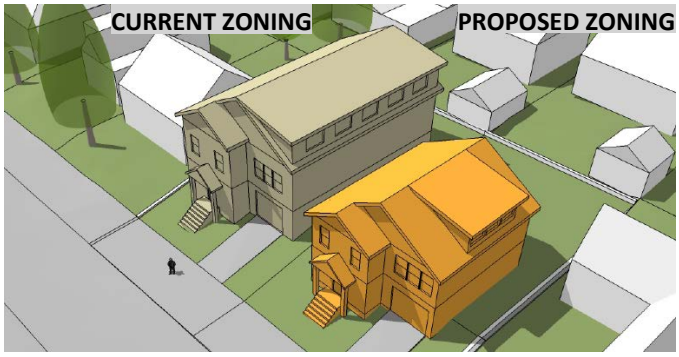


HOUSES ON NARROW LOTS: The draft proposal establishes a single height limit for all narrow lots. 23 feet would become the maximum allowed height for pitched roofs. 20 feet would become the maximum allowed height for flat roofs. The draft proposal still allows for two-story houses.



ATTACHED HOUSES: The draft proposal establishes a maximum allowed height of 30 feet for pitched roofs and 25 feet for flat roofs in all cases.

DORMERS: The draft proposal would allow dormers (limited to 50 percent of the length of the roof) to project beyond the maximum allowed height. This limit intends to prevent dormers from significantly affecting the scale of a house.



SCALE OF HOUSES – SETBACKS

Reduce the scale of houses in single-dwelling zones.

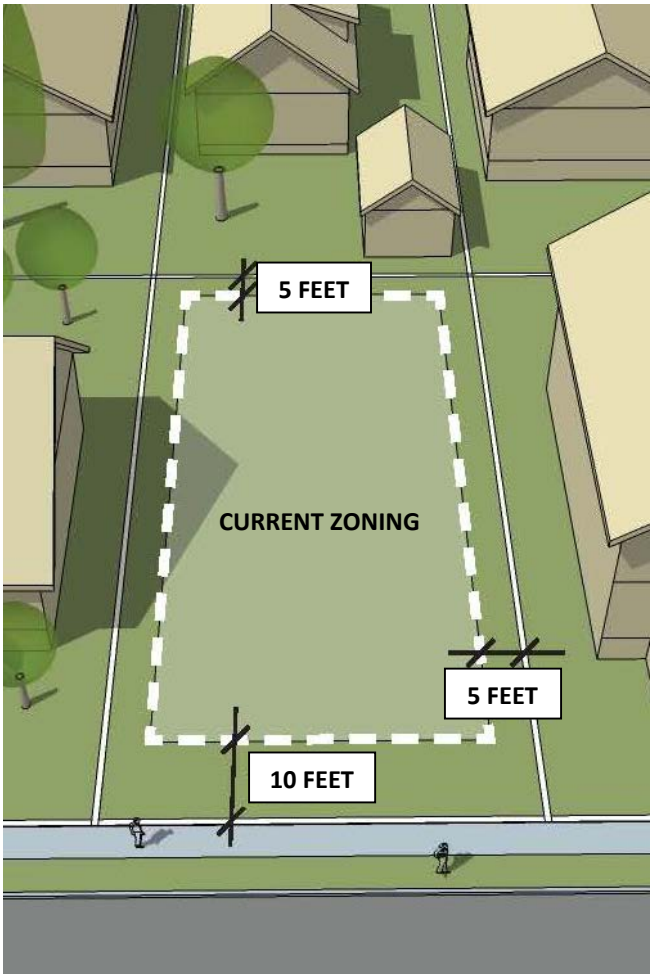
Purpose of setbacks

Setback allowances provide flexibility when siting a house to better ensure compatibility with the lot's neighborhood and topography. Setbacks maintain light, air, privacy and separation for fire protection while reflecting nearby placement patterns of houses.

Setback allowances complement building coverage limits and outdoor area requirements to ensure that a residential lot is not completely covered by buildings and offers ample usable outdoor space for recreation and relaxation. In some areas, established minimum setbacks are less than those of existing houses on a block. When houses built to minimum allowed setbacks are out of alignment with houses on either side, block patterns can be disrupted. On other blocks, no uniform front setback patterns may exist, making the setbacks on new or remodeled houses less critical.

Projections into setbacks

Certain building features, such as eaves and bay windows, are allowed to project into setbacks to create articulation and accentuation that helps break up scale and allows for more diversity of building styles. Current code allows these features to project up to 20 percent (typically 1 foot) into side setbacks.



Building setback minimums in R5 and R2.5 zones.

Narrow eaves – common in many new Portland houses – are often the result of current code limits.

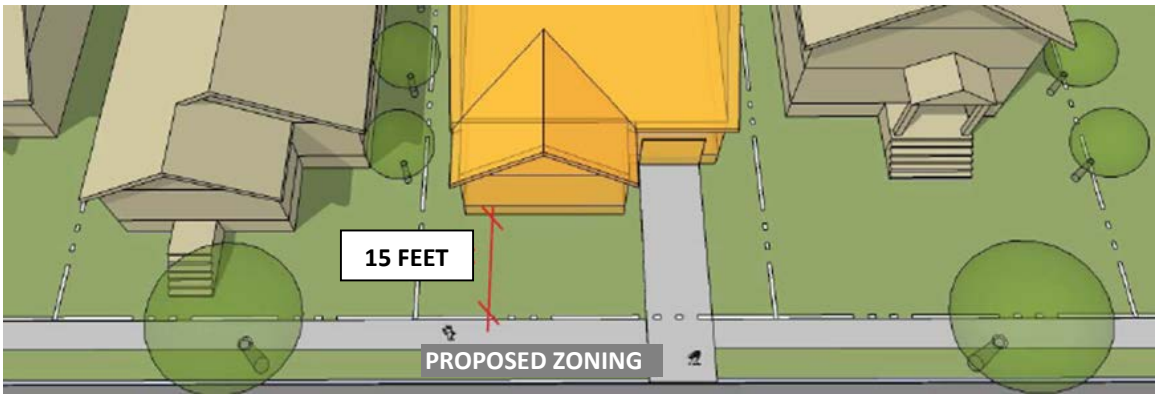
Wider eaves help to reduce the perceived scale of a house. Bay window projections also help to break up the massing of building walls.

SCALE OF HOUSES – SETBACKS

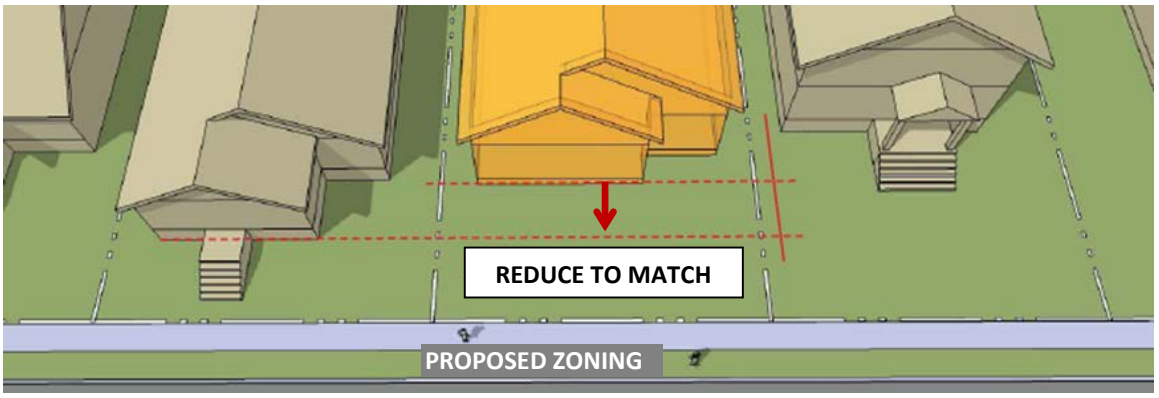
Reduce the scale of houses in single-dwelling zones.

Proposal 3: *Make front setbacks consistent with setbacks on existing, immediately adjacent homes.*

- Increase minimum front setback by 5 feet with exceptions for matching front setbacks on existing, immediately adjacent homes.
- Retain current side and rear setback minimums (5 feet for most homes).
- Allow eaves to project 2 feet and bay windows to project 18 inches into setbacks.



In R2.5 and R5 zones, for example, the draft proposal establishes a new minimum allowed front setback of 15 feet, 5 feet more than what is currently allowed.



The draft proposal also has an exception that allows new or remodeled houses to match the setbacks of existing, immediately adjacent homes.

Increasing front setbacks for new or remodeled houses generally affords for larger front yards and landscaping. Allowing these houses to match the setbacks of existing, immediately adjacent houses also gives flexibility to better ensure compatibility with older houses on a block.

HOUSING TYPES – BACKGROUND

Allow more ADUs, duplexes and triplexes in single-dwelling zones.

Diversity of housing

In addition to directing most new residential and business growth into mixed use zones along bustling Corridors (like Interstate and Barbur) and in vibrant Centers (like Hollywood and Lents), the City's new Comprehensive Plan also encourages more housing choices throughout the city to accommodate a greater diversity of family sizes, incomes and ages, and the changing needs of households over time.

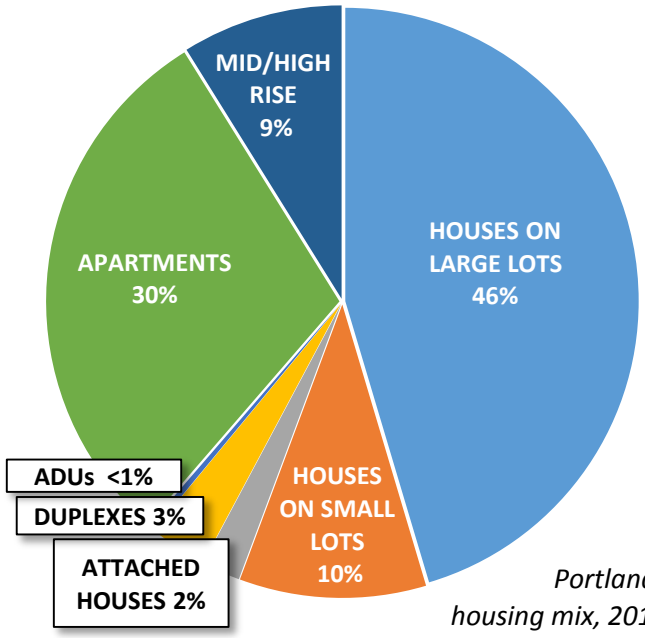
A diverse supply of housing helps to create diverse communities and opportunities for individuals and families to remain in their neighborhoods as their lifestyles and housing needs change over time. This is especially important for older adults seeking to age within their communities.

Portland used to allow for more types of housing in residential areas. Wandering through neighborhoods around Hawthorne or Irvington, one can see duplexes, bungalow courtyards and small apartments nestled comfortably alongside single-dwelling houses.

What is "middle housing?"

Coined by urban planner Daniel Parolek, the term middle housing refers to housing in-between single-family houses and larger multi-family buildings. It can include accessory dwelling units (ADUs), duplexes, triplexes, "smallplexes" and "cottage clusters," as well as courtyard apartments, bungalow courts and townhouses.

The Residential Infill Project is exploring the range of housing that is appropriate in Portland's single-dwelling zones.



Portland's housing mix, 2015.

Some middle housing types adaptable to Portland's single-dwelling zones include: accessory dwelling units (upper left), houses on small lots (lower left), duplexes (upper right) and triplexes (lower right).

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

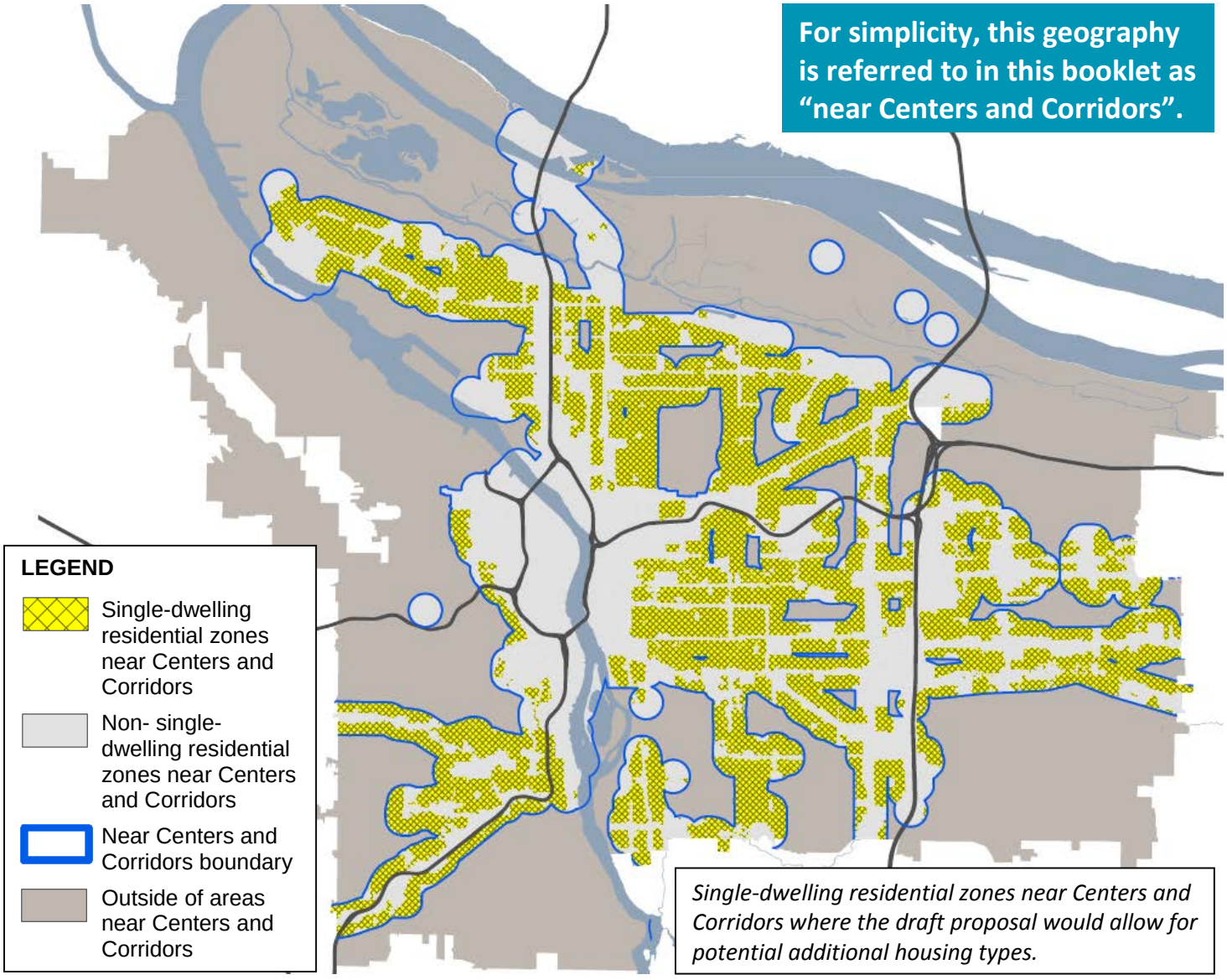
HOUSING TYPES – NEAR CENTERS AND CORRIDORS

Allow more ADUs, duplexes and triplexes in single-dwelling zones.

Current allowances – future direction

For Portland's single-dwelling zones, there are some code exceptions that allow more than one dwelling unit on a single lot. Examples include duplexes and attached houses. While these exceptions are citywide, they apply only in limited geographic locations, like on a corner or next to commercial zones. Accessory dwelling units (ADUs), a secondary and smaller housing unit on the same lot as a primary dwelling, are allowed citywide, but limited to one per lot and paired only with a single house (i.e. not with a duplex).

The new Comprehensive Plan and recent City Council direction seeks to enable and encourage "relatively smaller, less expensive units… within a quarter mile of designated centers, corridors with frequent transit, high capacity transit [MAX] stations, and within the Inner Ring [neighborhoods] around the Central City." Additional assessment of each area's appropriateness in terms of service availability and infrastructure capacity is needed prior to adopting new housing type exceptions in Portland's single-dwelling zones.



Single-dwelling residential zones near Centers and Corridors where the draft proposal would allow for potential additional housing types.

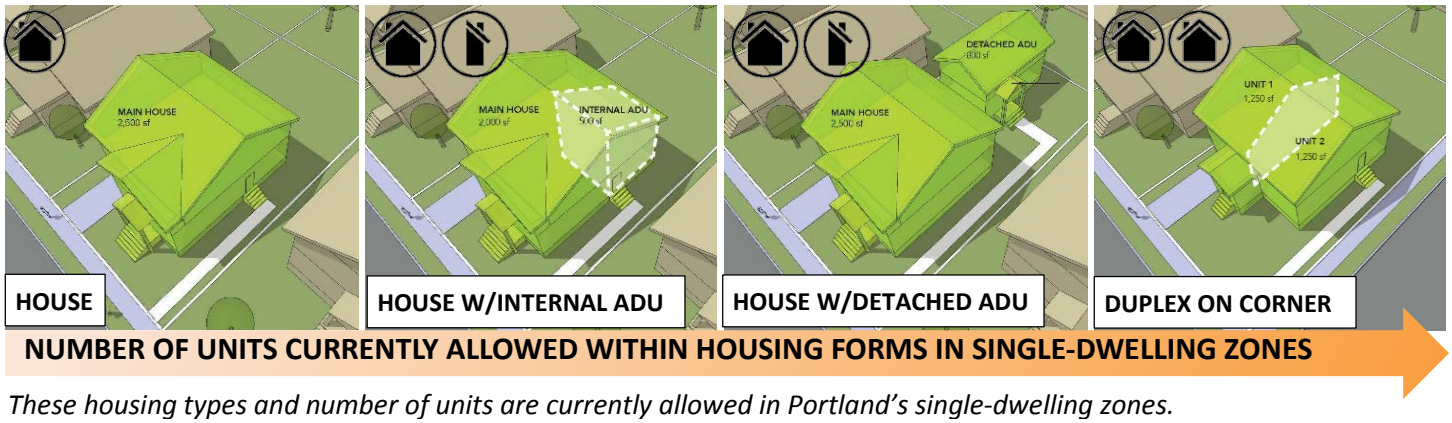
HOUSING TYPES – NUMBER OF DWELLING UNITS

Allow more ADUs, duplexes and triplexes in single-dwelling zones.

What is currently allowed?

A house may currently have a single accessory dwelling unit (ADU) that is up to 75 percent of the square foot size of the primary house up to 800 square feet. ADUs can be created from a converted basement or attic, added on to an existing house or built as a separate detached structure.

Additionally, duplexes (two units on a single lot) or attached houses (two units, each on its own lot, sharing a common wall on the property line) may be built on a site that would otherwise allow only one unit. As indicated earlier, they are currently allowed in single-dwelling zones on corners and on lots bordering commercial zoned lots. In the R2.5 zone, duplexes and attached houses are allowed on any lot that is at least 5,000 square feet in size.



These housing types and number of units are currently allowed in Portland's single-dwelling zones.

Planned Developments

Planned Development allowances provide opportunity for innovative development, while assuring that it is well-designed and complements neighborhood character. Currently, they are not allowed any additional housing units but have flexibility in siting houses on different sized lots or having multiple houses share one lot. Planned Developments are sometimes used in conjunction with a land division to better orient lots or preserve additional open space, or to create clusters of houses around common open spaces ("cottage clusters").

The R2.5 zone and minimum density

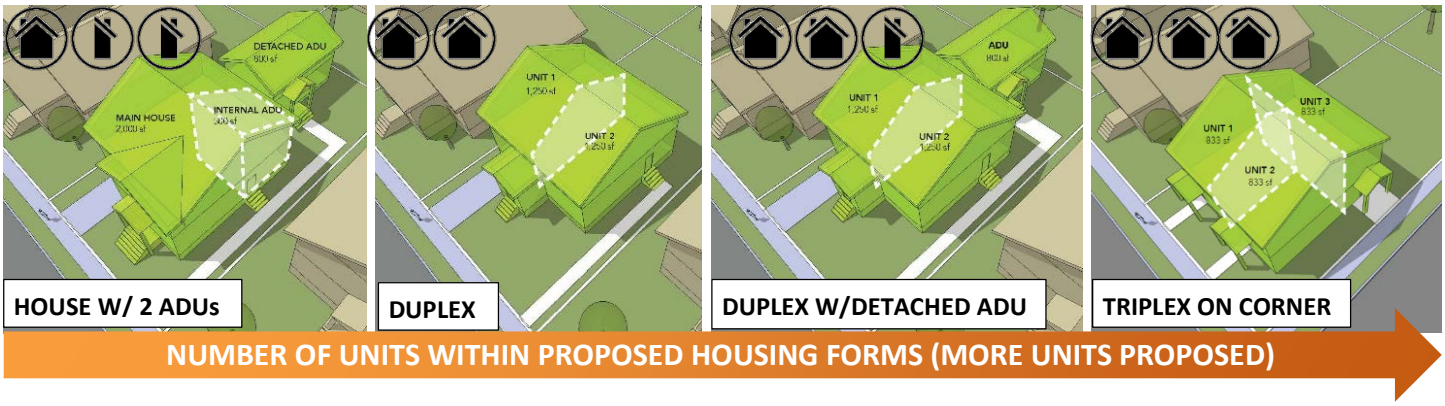
While the R2.5 zone has the most flexibility of the single-dwelling zones in terms of allowed housing types, there are not many areas of the city (less than 4 percent) that are zoned R2.5. The R2.5 zone allows for one unit for each 2,500 square feet of lot area. However, when a single house is demolished on a 5,000 square foot lot (large enough for two units), it can only be replaced with a single house.

HOUSING TYPES – NUMBER OF DWELLING UNITS

Allow more ADUs, duplexes and triplexes in single-dwelling zones.

Proposal 4: *Allow more units within the same form as a house near Centers and Corridors.*

- Allow two ADUs per house – one internal to the house and one detached.
- Allow one accessory dwelling unit (ADU) with a duplex.
- Allow duplexes on all lots and triplexes on corner lots.
- Allow an additional bonus unit for providing an affordable unit, an accessible unit or internally converting an existing house.



These housing types and number of units are currently beyond what is allowed in Portland's single-dwelling zones.

Proposal 5: *Allow cottage clusters on lots larger than 10,000 square feet.*

- Develop specific cottage cluster rules to augment Planned Development reviews.
- Reduce review procedure from Type III to Type IIx.
- Allow additional bonus units for providing affordable units, accessible units or for retaining the existing house on the site.

Proposal 6: *Establish a minimum unit requirement for R2.5 zone lots.*

- Require one unit per 2,500 square feet of site area.
- Allow ADUs to count toward the minimum requirement.

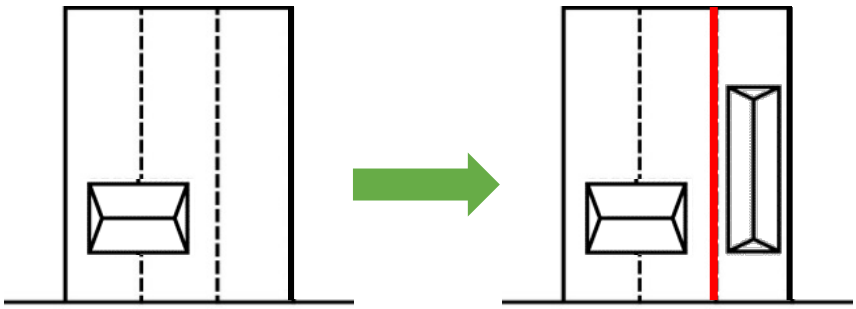
HISTORICALLY NARROW LOTS – A SMALL LOT OPTION

Allow houses on historically narrow lots near Centers and Corridors.

Origin of historically narrow lots

Like most cities, Portland requires lots to be at least a certain size to be developed. Standard lots in older parts of Portland are typically 50 feet wide by 100 feet deep. Lots less than 36 feet wide are considered "narrow" lots. But in some neighborhoods, lots were historically created in 25 foot wide increments. These are called "historically narrow lots." The land was subdivided long ago into twice as many lots as is currently allowed in the R5 zone and do not meet current minimum lot size or width standards.

Between 1991 and 2002, there was no minimum lot size for building on historically narrow lots. In 2003, the City of Portland established a minimum lot size of 3,000 square feet and a minimum width of 36 feet for a lot in the R5 zone to be developed. An exception was made for lots smaller or narrower than these dimensions, which can only be developed if they have been vacant for at least five years.



Example of a house on a site comprised of three historically narrow lots (dashed lines).

Under current rules, a new house can only be built on the vacant lot.

In places where historically narrow lots are present, these lots offer another housing type option: smaller lots for smaller houses. Two side by side narrow lots can accommodate two detached narrow houses, two slightly wider attached houses or two units in a duplex.

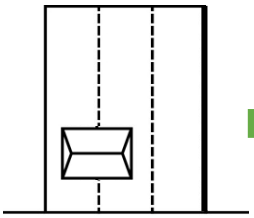
DRAFT PROPOSAL - ALLOWING HOUSES TO BE BUILT ON HISTORICALLY NARROW LOTS	
OPPORTUNITIES	**CHALLENGES**
• Increases the supply of housing • Increases opportunities for homeownership • Promotes smaller, more energy-efficient houses • Smaller new homes on smaller lots are generally less expensive than new homes on larger lots • Reduces scale and removes street facing garages to improve neighborhood compatibility	• Potentially increases demolitions in some neighborhoods • Locations of historically narrow lots not distributed evenly throughout the city • Not transparent or intuitive with R5 zoning • Narrow houses often not reflective of neighborhood character with wider homes

HISTORICALLY NARROW LOTS – A SMALL LOT OPTION

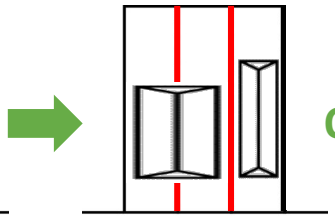
Allow houses on historically narrow lots near Centers and Corridors.

Proposal 7: *Allow new houses on historically narrow lots near Centers and Corridors within the R5 zone.*

- Allow new houses on historically narrow lots located near Centers and Corridors.
- Do not allow new houses on historically narrow lots outside of areas near Centers and Corridors.
- Require units to be attached on lots where an existing house was removed.
- Allow tandem houses (flag lots) when retaining an existing house.

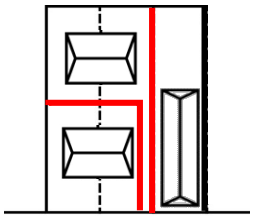


Example of a house on a site comprised of three historically narrow lots (dashed lines).

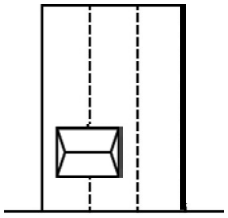


*In areas **near Centers and Corridors,** allow detached houses on vacant lots and require attached houses where a house was removed.*

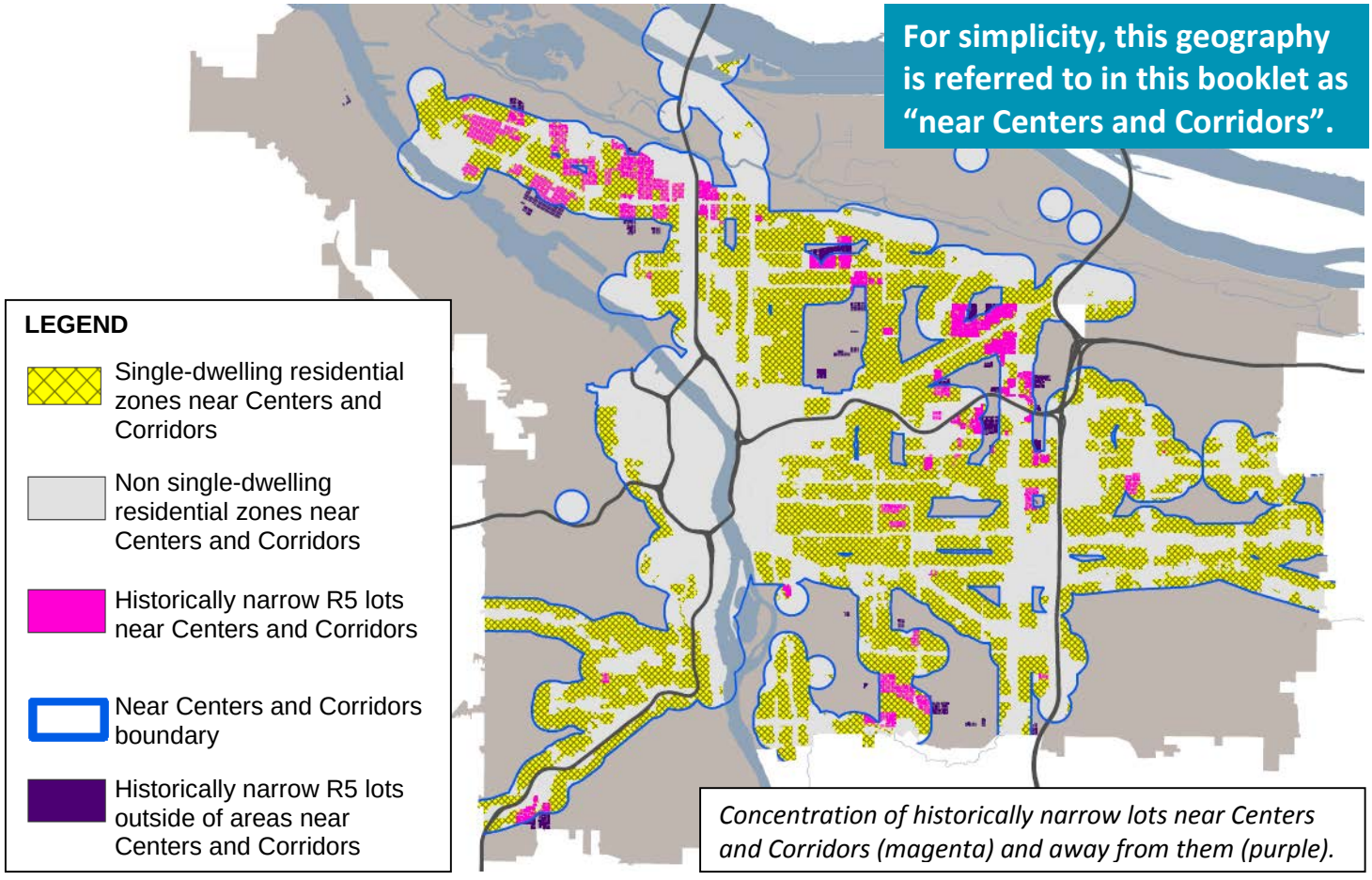
OR



*In areas **near Centers and Corridors,** historically narrow lots could be reconfigured to flag lots when retaining an existing house.*



*Historically narrow lots **outside of areas near Centers and Corridors** could only be built upon if they meet current R5 dimension requirements.*



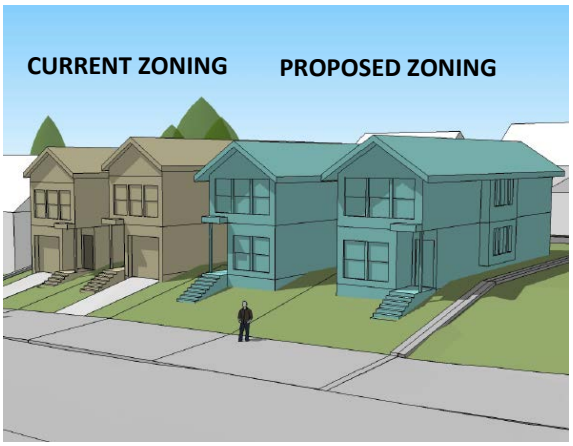
Concentration of historically narrow lots near Centers and Corridors (magenta) and away from them (purple).

HISTORICALLY NARROW LOTS – A SMALL LOT OPTION

Allow houses on historically narrow lots near Centers and Corridors.

Narrow house garages and parking

In addition to the draft proposed changes to address the scale of houses on smaller lots (i.e. reduced size and height) and more options to accentuate building details (larger eaves and bay windows), parking and garages are another issue to address with narrow houses. On 15 foot wide houses, 12 foot wide garages dominate front façades, reducing opportunities for street facing widows on ground floors. The area of garages also increases the size and depth of narrow houses and subtract from first floor living areas. Driveway curb cuts also remove space available for on-street parking.



Proposal 8: *Do not require parking and do not allow front-loaded garages for detached houses on narrow lots and historically narrow lots.*

- Retain current allowances for alley-loaded garages or shared driveways to rear parking.
- For attached houses on narrow lots, front-loaded garages would be allowed when tucked-under the first floor and the driveways are combined.
- Retain current parking requirements for all houses on standard lots.

Garages and driveways often dominate the front of narrow houses (current code).

Removing the garage requirement enhances street facing façades and leaves more room for landscaping and on-street parking (draft proposal).

PUBLIC INVOLVEMENT

STAKEHOLDER ADVISORY COMMITTEE (SAC)

A Stakeholder Advisory Committee (SAC) was established to advise project staff on issues related to the project and participate in the development of these draft proposals. 26 SAC members were appointed by Mayor Charlie Hales to represent those who live in the neighborhoods (i.e. homeowners and renters), those involved in construction or selling of houses (i.e. builders, architects and realtors) and those representing interests such as housing equity, historic preservation, seniors and sustainability. Members were chosen to ensure the committee provided a balance of age, gender and geographic distribution.

The SAC is an advisory group and was not expected to come to a consensus. Committee members shared their advice, insight and expertise and provided project updates to their diverse group of networks and organizations. In addition to 15 meetings between September 2015 and June 2016, SAC members also participated in neighborhood walks (October and November 2015) and an all-day charrette (January 2016). The SAC also exchanged ideas, photos and key articles on a Facebook group page, visible to the public.

The culmination of the SAC's work and discussions is included in detailed meeting minutes and summarized in the SAC Final Report (see project website). All SAC meetings were open to the public and included time for public comment. Written and verbal public comments were incorporated in SAC meeting minutes.

PUBLIC PARTICIPATION

- **Online survey.** More than 7,200 people participated in an online survey between December 9, 2015 and January 12, 2016. The survey provided an opportunity for Portlanders to share their thoughts about residential infill issues. Project staff used the results to help identify key community values and target additional outreach to reach people not well represented in the survey. An analysis of the results and a summary of the nearly 8,600 comments received is available in the survey report on the project website.
- **Public open house after SAC charrette.** After the SAC charrette, the public was invited to view the graphics and flipcharts, learn more about the project and provide feedback.

CURRENT OPPORTUNITIES TO PARTICIPATE

Public review of draft proposals (June 15 – August 15, 2016). The public is invited to attend an open house in person or online (see dates on back page) to review and discuss these draft proposals with project staff and SAC members. A questionnaire to solicit feedback is also available online and in print. Project staff is also available to share the draft proposal with other community groups upon request.

- **City Council hearing on staff recommendations**. Following public review of the proposals in this document, project staff will compile a summary of public feedback and use this information to prepare recommendations to City Council. Project staff recommendations will be available to the public prior to the Council hearing. City Council will then give clear direction for project staff to develop specific code amendments.
- **Public review of proposed code language**. After City Council provides direction, project staff will craft Zoning Code amendments. Public review on these rules is anticipated in Summer 2017.
- **Planning and Sustainability Commission (PSC) and City Council hearings on code language**. These hearings are anticipated for the Fall 2017.

PUBLIC INVOLVEMENT

STAY INFORMED

Regular communications about the Residential Infill Project are available through the project website (see below), monthly e-mail updates to the project mailing list, Bureau of Planning and Sustainability newsletters, social media sites (Facebook, NextDoor and Twitter) and media releases.

Visit www.portlandoregon.gov/bps/infill to:

- Learn more about the project, view maps, reports and documents
- Review Stakeholder Advisory Committee discussions, including the SAC Summary Report.
- Sign up to receive future updates and notices of upcoming public events and hearings.

Contact Bureau of Planning and Sustainability staff:

Morgan Tracy, Project Manager - 503-823-6879
Julia Gisler, Public Involvement - 503-823-7624

Or email project staff at:
residential.infill@portlandoregon.gov

Take the online questionnaire:

http://residentialinfill.participate.online/

An online open house with a questionnaire to submit feedback will be available June 15 to August 15, 2016.

Attend an open house:

MULTNOMAH ARTS CENTER

7688 SW Capitol Highway
Wednesday, June 15, 6:30 to 8:30 p.m.
*TriMet: Bus #44

TABOR SPACE

5441 SE Belmont Street, Copeland Commons
Tuesday, June 28, 6:30 to 8:30 p.m.
*TriMet: Bus #15 and #71

HISTORIC KENTON FIREHOUSE

8105 N. Brandon Avenue
Wednesday, July 6, 6:30 to 8:30 p.m.
*TriMet: Bus #4 and MAX Yellow Line

EAST PORTLAND NEIGHBORHOOD OFFICE

1017 NE 117th Avenue
Wednesday, July 13, 6:30 to 8:00 p.m.
*TriMet: Bus #25, #71 and #77

GERMAN AMERICAN SOCIETY

5626 NE Alameda Street (at Sandy Boulevard)
Thursday, July 14, 6:30 to 8:30 p.m.
*TriMet: Bus #12 and #71

SMILE STATION

8210 SE 13th Avenue
Saturday, July 30, 10:00 a.m. to Noon.
*TriMet: Bus #70

* To plan your route, visit TriMet's Trip Planner at
http://trimet.org/#/planner

The Bureau of Planning and Sustainability is committed to providing equal access to information and hearings. If you need special accommodation, please call 503-823-7700, the City's TTY at 503-823-6868, or the Oregon Relay Service at 1-800-735-2900.