



PORTLAND STATE UNIVERSITY PLANNING WORKSHOP



OUTER SOUTHEAST LIVABLE INFILL PROJECT

About the LIV-IN Project Team

The LIV-IN Project team is composed of six students enrolled in the Planning Workshop. Planning Workshop, the capstone course for Portland State University's Master of Urban and Regional Planning program, provides graduate students with professional planning experience. Student teams develop consulting contracts with clients for planning services that address local and regional issues and the students' personal and professional interests. The Workshop provides experience in planning for constructive social and environmental change, while considering the planner's ethical responsibility to serve the public interest.

Staff at the City of Portland, Bureau of Planning, first proposed the subject matter of the LIV-IN Project; the team formed around this request for assistance. The team members include: Debbie Collard, Kristine dos Remedios, Krista Hornaday, Harper Kalin, Ying Lin and Kris Sorensen.



June 2004

Prepared by:

The LIV-IN Project Team

Prepared for:

Bill Cunningham, City Planner, City of Portland, Bureau of Planning
Deborah Howe, Professor, School of Urban Studies and Planning,
Portland State University

Ethan Seltzer, Director, School of Urban Studies and Planning,
Portland State University

Acknowledgements

The LIV-IN Project Team would like to thank the following people and groups for the ideas, advice, materials and time they dedicated to this project.

City of Portland Bureau of Planning

Bill Cunningham
Steve Dotterrer

East Portland Neighborhood Coalition

Richard Bixby
Land Use Committee

Powellhurst-Gilbert Neighborhood Association

Glenn Taylor
Frank Boel

Midway Business Association

Baskin Robbins	Precision Cuts
David Edwards Insurance	Safeway
Day Chiropractic	The Pizza Barron
Head's Up Hair	Van Kirks Florist
Labor Ready, Inc.	Wells Fargo
Powell Valley Water Association	

Architects & Designers

David Aulwes
Sean Batty
Jeff Dood
Elijah Elder
Lauren Schmitt
Steve Witter

Developers & Community Development Corporations

Residents of Powellhurst-Gilbert Neighborhood

Students and Faculty of the School of Urban Studies and Planning

Deborah Howe
Ethan Seltzer

And a special thanks to Qiao Lin for his assistance with the layout of the document.

Table of Contents

Project Summary.....01

Why Study Multi-Family Design?.....03

About this Project.....05

Existing Conditions Analysis.....08

Findings.....18

Recommendations.....24

Lessons Learned30

References.....31

Appendices

Appendix A:Development Inventory Booklet

Appendix B:Community Outreach

Appendix C:Surveys

Appendix D:Tabulation of Survey Results

Appendix E:Flyer for Community Meeting

Appendix F:Design Preferences Survey Results

Appendix G:Comment Mapping

Appendix H:Community Workshop

Appendix I:Developer and Architect Interviews

Appendix J:Development Standards Table

Project Summary

The Project

Infill development presents challenges to metropolitan regions throughout the United States. The “filling in” of vacant or underutilized parcels of land in developed areas is the direct consequence of urbanization, a process caused by population growth and market demand, and shaped by public policy. In instances where infill occurs in residential areas, it can be perceived as detracting from the existing neighborhood character, displeasing those who live nearby. Multi-family infill development – infill structures intended to house more than one household – tend to evoke an even stronger reaction than single-family infill development when placed in established neighborhoods.

Design is one tool that can lessen the impact that infill development has on the surrounding area. It includes elements of the private realm, such as interior design and layout; elements of the public realm, such as streets and sidewalks; and the relationship of the building to its surroundings, which includes massing, scale and architectural elements. Thus, these three elements of urban design – (1) private realm function, (2) public realm interface, and (3) contextual relationships – are useful criteria by which to evaluate infill developments.

The City of Portland, Oregon has experienced unprecedented population growth in the last decade, much of which has been accommodated through infill development. Not all infill development has contributed to meeting design goals, prompting the City’s Bureau of Planning to launch the Infill Design Project in 2003. The Infill Design Project aims to improve the design of multi-dwelling and rowhouse development outside the Central City. This study supports the Infill Design Project by studying the design of new, multi-family infill development in a section of Outer Southeast Portland, Oregon. Through public outreach, this study identifies community design preferences and analyzes whether these preferences are being met in the private realm, the public realm and contextually. The study further identifies reasons for the current state of multi-family infill development and provides recommendations to improve design quality of multi-family infill.

Findings

- There are a number of factors that complicate the study of design of new multi-family developments in the selected study area. These include: the prevalence of infill issues not related to design, the transitioning neighborhood demographics, the importance of housing affordability to residents, and an irregular land development pattern.
- In the private realm, new multi-family infill development works well. The majority of the infill occupants surveyed in this study had positive perceptions of the developments.
- It is in the public realm and contextually that the developments require

improvements. The overall look of the developments' exterior, including the size and bulk of the buildings, was frequently criticized. The majority of people surveyed responded that the buildings did not relate well to the surrounding neighborhood.

- Discussions with developers and architects revealed that the consumer market for multi-family infill developments stresses the internal design over the external appearance. There has been little incentive for developers to focus on the building's outward façade and relationship to the neighborhood.
- Portland Zoning Code does not currently support all the favored community design preferences.

Recommendations

This study recommends four approaches to improve the design quality of multi-family infill in the selected study area. These recommendations, summarized below, require action by the City of Portland, developers, and residents of the Powellhurst-Gilbert neighborhood.

RECOMMENDATION #1: TAKE A COMPREHENSIVE APPROACH TO PLANNING AND DESIGN

- Plan the infrastructure necessary for good urban design
- Revive a community vision
- Use public investment to implement infrastructure

RECOMMENDATION #2: DEFINE THE TRANSITION BETWEEN PUBLIC AND PRIVATE SPACE

- Public and semi-public space should be publicly provided
- Encourage developers to delineate semi-private and private space

RECOMMENDATION #3: PROVIDE EXPEDITED AND LOWER-COST PERMITTING TO ENCOURAGE AMENITIES

- Expedited and lower cost permitting are more appropriate bonuses for design amenities currently offered as density bonuses in the Portland Zoning Code

RECOMMENDATION #4: MAINTAIN MATURE TREES

- Multi-dwelling structures should be required to meet tree preservation standards similar to other development types in the R1, R2 and R3 zones

Why Study Multi-Family Infill Development?

What is Multi-family Infill Development?

Urban living is on the rise in the United States¹. One driving force behind this trend is changes in household composition. The 2000 census reported that the vast majority of households are no longer nuclear families. Singles, young couples and retirees are driving market demand for a variety of housing options, with an increasing preference for higher-density housing near jobs, transit and entertainment.² Typically, this higher density housing is in multi-family structures, which provide more living units than traditional single-family homes. Multi-family housing options include apartments, plexes, condominiums, townhouses and rowhouses. They generally provide smaller units with little or no exterior maintenance requirements of the occupant. Condominiums, townhouses and rowhouses provide the opportunity for home ownership. Because these housing units are generally smaller and less land is required for their development, they may also provide a more affordable housing option. When located near existing shopping and transit services, multifamily housing can provide a convenient, carefree lifestyle.

Developers have been quick to accommodate the demand for multifamily housing. Frequently, they take advantage of existing infrastructure by building housing on undeveloped or underutilized land in established urban areas. This “filling in” of vacant parcels, also known as infill development, changes the landscape of existing neighborhoods. The impact infill has on neighborhoods can be both positive and negative. On one hand, infill provides housing near job centers, shopping and public transit. It increases the property tax base and provides for efficient use of land and public infrastructure. Infill can also enhance neighborhoods by revitalizing shopping areas and cultural districts. On the other hand, infill may not be well received by neighbors. It may result in loss of open space and natural features valued by the community.

What does multi-family development look like?



¹ World Resources Institute, *Facts about Urbanization in the United States*, <http://www.wri.org/wri/enved/suscomfacts.html> (May 30, 2004)

² Northeast Midwest Institute Congress for New Urbanism, *Strategies for Successful Infill Development*, 2001, <http://www.nemw.org/infillbook.htm> (May 30, 2004)

What is Design?

Attention to design can lessen the negative impact of multi-family infill development. Important elements for the design of multifamily infill can be grouped into three categories: (1) those that are internal, called private realm elements, (2) those that are external, called public realm elements, and (3) contextual elements, those that define the relationship of buildings to adjacent properties and the surrounding neighborhood.

Elements of the private realm include such things as unit layout, exposure to natural light, number of bedrooms and bathrooms, the availability of storage, and garages.

Public realm elements include architectural design (including the placement of entryways and windows), building color, placement of components of the development (such as parking, open space, recreational amenities and pathways), and landscaping.

Elements that define the contextual relationship of buildings to adjacent properties and the surrounding neighborhood include building height and bulk, building setbacks, the location of windows, and the amount of landscaping.

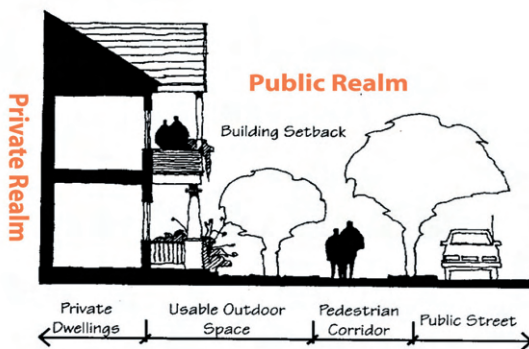


Illustration of public and private realms

Source: Image adapted from *Building Blocks for Outer Southeast Neighborhoods* (1996)

Multifamily Infill Design in Portland, Oregon

Multi-family infill development is a timely issue in Portland, Oregon. Growing in population by 27% between 1990 and 2000, the Portland metropolitan region managed to capture most of this growth within urban areas.³ Growth management tools, such as the regional urban growth boundary and the Metro 2040 Growth Concept, which stress build-out of urbanized land, are partially responsible for this success. Infill development is a critical component of these plans. For example, Metro's 2002 Residential Land Needs Analysis, estimated infill and redevelopment to account for 26% to 29% of all residential development in the region.⁴ In order to achieve these policy standards, infill development must provide more dwelling units than traditional single-family homes. Multi-family structures are typically the answer.

Being the largest city in the metropolitan region, much of the burden of managing multi-family infill development falls on the City of Portland. Through zoning regulations and development standards in Portland City Code, Chapter 33 Planning and Zoning (Zoning Code) the City attempts to: (1) encourage efficient use of land and public infrastructure; (2) promote positive relationships between new development and existing structures; (3) preserve desired features, such as trees and open spaces; (4) protect public health and safety; and (5) improve the pedestrian experiences and access to public transportation. These regulations include topics such as density requirements, building coverage, setbacks from lot lines, and landscaping. However, design is largely unregulated. Design guidelines apply only in specific districts of the City. In all other sections, the only control over the appearance of multi-family infill developments is the development standards of the Zoning Code. These standards do not always adequately accomplish good design.



³ Northwest Environmental Watch, *Sprawl and Smart Growth in Metropolitan Portland*, 2002, <http://www.northwestwatch.org/press/portlandgrowth.pdf> (May 30, 2004)

⁴ Metro, *2002-2022 Urban Growth Report: A Residential Land Needs Analysis*, December 2002, <http://www.metro-region.org/article.cfm?ArticleID=7596> (May 30, 2004)

About this Project

Portland Bureau of Planning's Infill Design Project

In 2003, the Portland Bureau of Planning launched the Infill Design Project, a study intended to improve the design of multi-dwelling and rowhouse developments outside the Central City and in other areas where design standards do not apply. Headed by Bill Cunningham, City Planner, the project specifically focuses on new multi-dwelling development in R1, R2 and R3 zones. The goal of the project is to identify non-regulatory strategies for encouraging good development, rather than simply regulating against bad development. Potential products include a case studies document, which highlights exemplary development and/or a plan book of infill housing types that are marketable, meet community design goals and fulfill regulatory requirements.

The LIV-IN Project

The Outer Southeast Livable Infill Project, known as the LIV-IN Project, supplements the City of Portland's Infill Design Project. Undertaken by six Portland State University graduate students during the spring of 2004, the LIV-IN Project evaluates the design of new multi-family developments in a study area located in Outer Southeast Portland.⁵ By focusing the study of infill design to a single neighborhood, the project was able to solicit input from infill occupants and those living in the surrounding community, as well as developers and architects of infill projects. This public involvement helped to clarify community design priorities and expose why infill is being built the way it is. This report presents these findings, along with recommendations to improve multi-family infill design.

Study Area

The study area of the LIV-IN Project covers approximately one square mile in the heart of the Powellhurst-Gilbert neighborhood in Outer Southeast Portland. As shown in MAP 1, it is bounded by SE 115th Ave. on the western edge, SE 129th Ave. on the eastern edge, Division St. to the north and Ramona St. to the south. Ramona St. is just north of the Springwater Corridor, a regional recreational trail that links the study area neighborhoods to Portland and to Gresham. SE 122nd Ave., a major north south arterial, runs through the center of the study area. Major east west arterials include Division St., Holgate Blvd., and Powell Blvd.

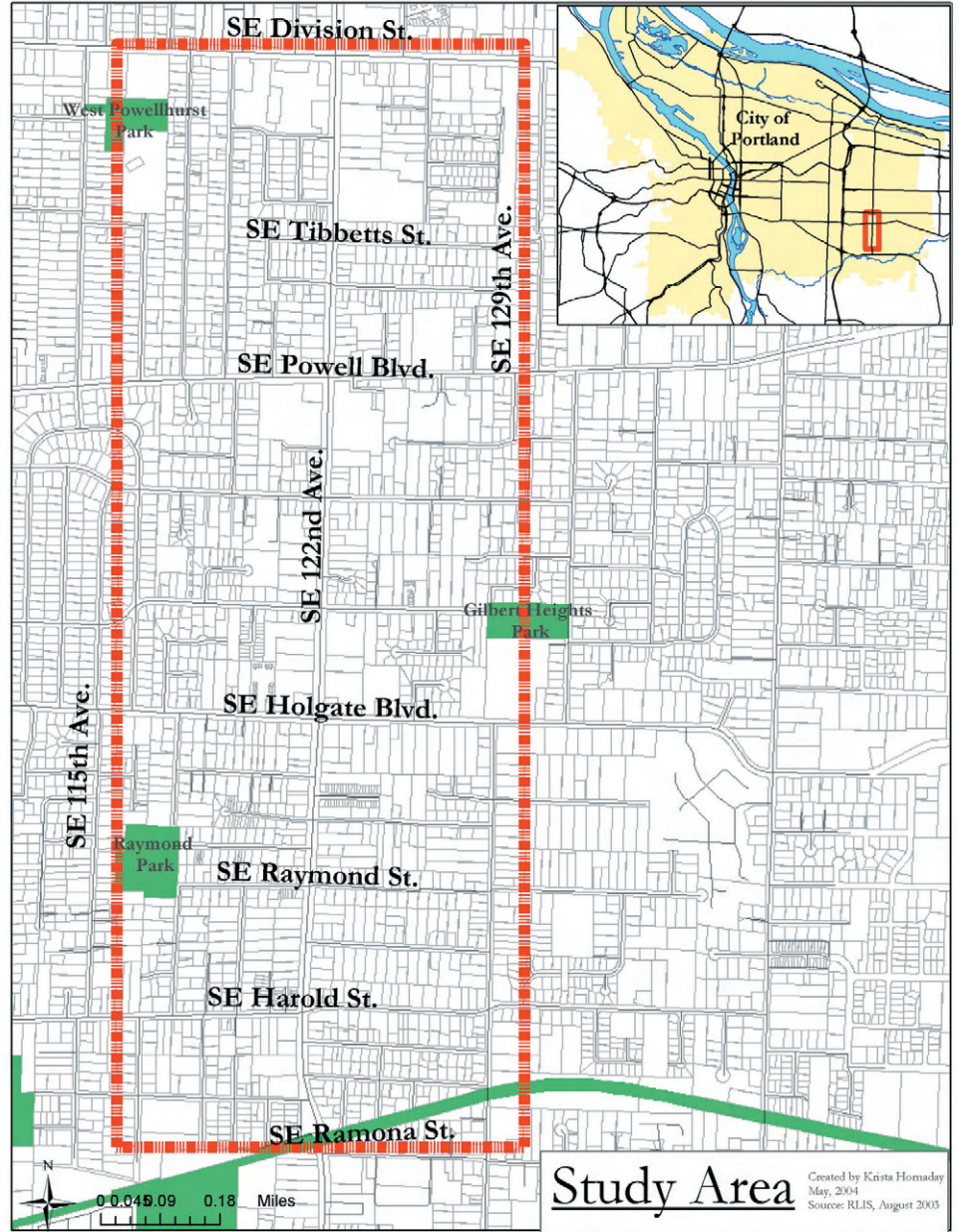
This study area was originally recommended by Bill Cunningham because of the large amount of multifamily infill occurring in the neighborhood, the concerns neighbors have voiced about the impacts of this type of development, and because there are no requirements pertaining to design in current plans or code provisions. Research showed that the study area also satisfied a number of criteria established by the LIV-IN Project team. These criteria included regional significance, appropriate zoning, future infill potential and a minimum of 30 recent multi-family developments.

⁵ As defined in the Outer Southeast Community Plan, Bureau of Planning (1996)

Project Comparison

Infill Design Project	LIV-IN Project
WHO: Bill Cunningham, City Planner, Portland Bureau of Planning	WHO: Six Portland State University graduate students
WHAT: Multi-dwelling and rowhouse development in the R1, R2, R3 zones	WHAT: Multi-dwelling and rowhouse development in R1 and R2 zones. There are no R3 zones in the study area.
WHY: To encourage design that meets design goals	WHY: To supplement to work of the Infill Design Project
WHERE: Portland, outside the Central City	WHERE: Along SE 122 nd Ave. between Division Street and Harold Street, 116 th and 127 th
WHEN: 2003-2004	WHEN: Spring 2004

Map 1



Project Goals

The LIV-IN Project seeks to accomplish three goals:

1. Identify community design preferences. This goal involves answering the following research questions:
 - What types of developments does the neighborhood prefer?
 - What design elements are priorities and how do they rank in trade-offs?
 - What present or future character should infill design be sensitive to?
2. Determine why new multi-family infill development is or is not fulfilling community design preferences.
3. Provide recommendations to improve the quality of new multi-family infill development and to realize community design preferences.

Data Collection

To achieve these goals, the study relied upon in-field observation, public involvement and research. These methods are briefly expanded upon below. For a complete description of the project methodology see Appendices.

Inventory of New Multi-family Developments

- Geographic Information Systems (GIS) and Regional Land Information Systems (RLIS) permit data was used to identify multi-family and rowhouse structures constructed between 1998 and 2003. Field observation was used to confirm the location of these structures and their primary design features.

Community Involvement

- Surveys were solicited from occupants and neighbors of recent infill to understand how well new development relates to the existing community, to understand who lives in the infill, and to identify potential opportunities for enhancing living environments for residents.
- A public workshop was conducted, which included a design preference survey, comment mapping exercises and discussion of urban design.
- Presentations and briefings were given at community meetings to obtain feedback on the scope and progress of the project.

Developer and Architect Interviews

- Developers and architects of non-profit and market rate developments of varying size and density were interviewed.

Urban Design Work Session

- Professionals from the fields of architecture, landscape architecture and urban design attended a work session to brainstorm ways to meet community design preferences within the constraints of the study area.

Research

- The Portland Zoning Code, crime data from the Portland Police Bureau, United States 2000 Census data and literature were all consulted to improve understanding of issues confronting multi-family infill design.

Community Involvement Summary

- 50 hours door-to-door survey work
- Over 500 surveys distributed to infill occupants and neighbors with flyer for Community Workshop
- Community Workshop (18 attendees)
- Four community meeting presentations



Residents expressed what they liked and disliked about their neighborhood and infill at community workshop.



Workshop participants took part in a design preference survey to identify design characteristics that were positive or negative additions to their neighborhood.

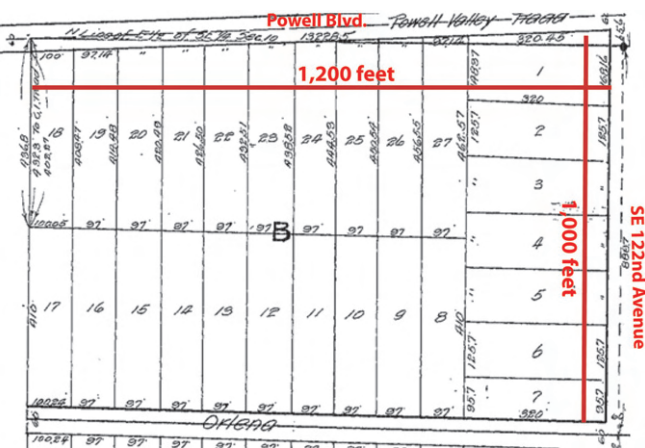
Existing Condition Analysis

Study Area History

Early settlers to the eastern part of Multnomah County were farmers. They made claims under the Donation Land Claim Act of 1850. This act granted 320 acres of land to a single man and 640 acres to a married couple if they had were able to prove that they had lived on the land and farmed it for a period of four years. Farmers moved their goods to market along a portion of the Oregon Trail, which is now Foster Road.

By the late 1800s an interurban rail line was operating along the Springwater Corridor. This transportation system transported people from the City's close-in neighborhoods to Estacada. Many communities, including the Powellhurst-Gilbert neighborhood, developed along this rail line and landowners began to divide larger tracts of land into smaller parcels.⁶

In 1909 the Greene-Whitcomb Company and Henry Everding created a subdivision called the Suburban Club Homes Tract. This subdivision straddled SE 122nd Ave. between what is now Powell and Holgate Blvd. It divided the land into six blocks with 27 lots in each block. Each lot was slightly less than one acre in size, with street frontage of approximately 100 feet, and depths of 320 to 410 feet. The result of this subdivision was creation of a street pattern of very large blocks (roughly 1200 feet by 1000 feet) with no interior streets. A review of Multnomah County survey records indicates that this subdivision was typical of other subdivisions created during this period. This plat and others like it created the framework for the connectivity issues facing the neighborhoods today.



The 1909 Suburban Homes Club Tract was platted with blocks over 1,200' by 1,000' with no interior streets.
 Source: Multnomah County <http://gis.co.multnomah.or.us> (May 30, 2004)

The population grew slowly until the Post-War years of the 1940s when the availability of low cost housing loans fueled a period of rapid residential growth. This growth intensified the conversion of large tracts of farmland to smaller land for residential use. A similar period of rapid residential growth occurred in the 1960s and 1970s. Multnomah County planning efforts during this time included the Multnomah County Framework Plan, adopted in 1977 and community plans for specific neighborhoods that were adopted in the late 1970s and early 1980s. The Powellhurst Neighborhood Plan was adopted in 1979.

The Multnomah County Powellhurst Neighborhood Plan includes a land use map that shows the established single-family development pattern with future commercial development concentrated at major intersections and multifamily development located adjacent to these commercial centers and along well-traveled streets. At that time, the majority of the area was developed with single-family homes on large lots.

The City began to annex unincorporated areas of the county into the City in 1960 to provide for the orderly development of public sewer and water systems.

⁶ City of Portland, Bureau of Planning, *Outer Southeast Community Plan*, March 1996

By 1994 all of the unincorporated areas of Multnomah County had been annexed either to Portland or to Gresham. The last major annexation occurred in 1994 with the annexation of outer southeast Portland into the City.⁷

The City underwent an extensive community planning process in conjunction with the annexation. The resulting Outer Southeast Community Plan and the Powellhurst-Gilbert Neighborhood Plan were adopted in 1996. The goals of these plans are to revitalize older neighborhoods and commercial strips, to plan for transportation infrastructure, and to prevent environmental degradation.

At annexation, existing Multnomah County zones were converted to similar City zones. In addition to this conversion, land adjacent to major arterials, SE 122nd Ave., Division St., Holgate Blvd. and Powell Blvd., were rezoned for multi-family development. This rezoning was done to encourage the development of higher density multifamily housing along streets served by public transit. Table 1 equates Multnomah County zones to City of Portland zones and compares potential housing unit densities.

Table 1 - Zoning Code Comparison

Multnomah County			City of Portland	
Zone	Allowed Density (units per acre)		Zone	Allowed Density (units per acre)
MR-4, MR = 3	7.2 to 16.1	<i>Converted to</i>	R2	21.8 to 32
HR-2, A-2	8.1 to 20.7		R2	21.8 to 32
HR-1, A1B	8.1 to 58		R1	43 to 65

Sources: Proposed Outer Southeast Community Plan, City of Portland, Bureau of Planning, February 26, 1995, page 2-6 Classification of Districts, (Adopted July 26, 1979). Handout received from Multnomah County Land Use and Transportation

Current Zoning Classifications

Table 2 summarizes the amount of land in each classification set forth in the Zoning Code. The area is largely residential with 57 % of the land zoned for single-dwelling uses and 32 % of the land zoned for multi-dwelling development. The multi-dwelling zones present are R1 and R2.

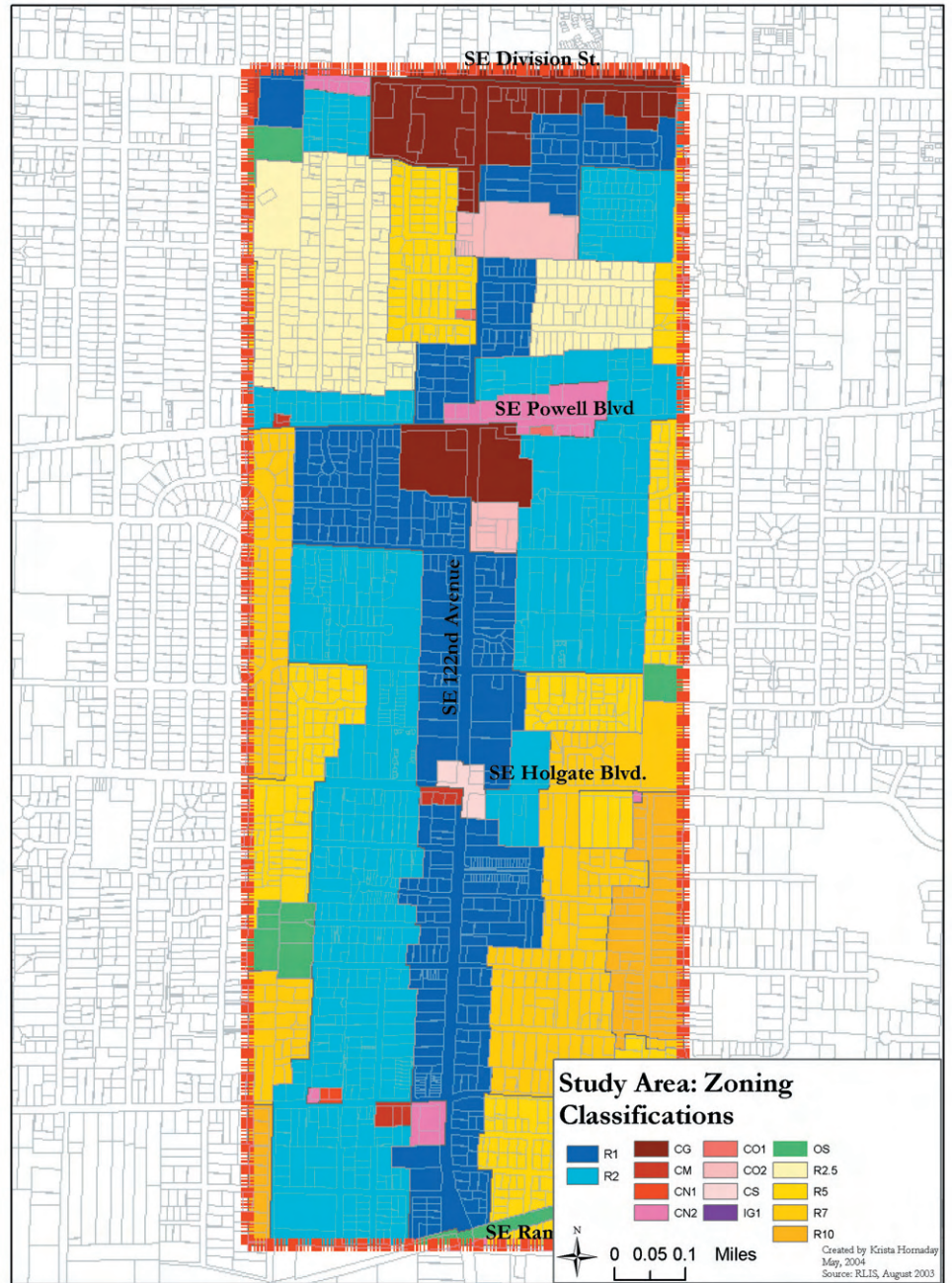
Table 2

Zoning Classification	% of Total
Single Family	57.5
Multi-dwelling	32.7
Commercial	4.5
Open Space	4.7
Industrial	0.4
Mixed Use	0.2
Total	100

Source: RLIS, August 2003

⁷ City of Portland, Bureau of Planning, Annexation http://www.planning.ci.portland.or.us/an_over.html (May 28, 2004)

Map 2



The R1 zone is a medium density multi-dwelling zone that is typically applied to land adjacent to transit streets and commercial areas. The average housing unit density is 43 units per acre, although density may be as high as 65 units in some instances. This zone is typically developed with apartments, duplexes, townhouses, and rowhouses. The R2 zone is a low-density multi-dwelling zone with housing unit densities ranging from 14.5 to 32 units per acre. Typical development types are the same as those in the R1 zone.

A summary of development standards applicable to the R1 and R2 zones, and a brief statement of the purpose for each standard are found in the Appendix.

Platting and Irregular Lots

The long lots created by subdivisions such as the Suburban Club Homes Tract create difficulty for developers to fit all the desirable pieces of residential development (i.e. driveways, adequate parking, buildings large enough to accommodate spacious living units, landscaping, and private or shared space) on individual lots. This is due to limited street frontage and long, narrow sized lots that vary significantly from the standard lot configuration of inner Portland.

Options for further dividing these lots are also limited and have created additional connectivity problems from those in the original plat. They can be subdivided into many lots served by a cul-de-sac, or they can be partitioned with a “flag” to provide new lots with access to the street. Neither of these options work to enhance bicycle and pedestrian experiences or to promote connectivity and access to public transit.

Transportation Infrastructure

Many smaller local streets are unpaved and have not been graded. They do not have curbs or sidewalks, and do not connect with other local streets, making them extremely difficult to navigate. Many survey respondents stated that traffic from new residents puts an increased strain on unimproved roads, thereby increasing already significant potholes. Lack of stop signs and pedestrian crossings cause safety concerns for residents, especially in light of the increased traffic associated with the infill developments.

The four main arterials: Division St., Powell Blvd., Holgate Blvd. and SE 122nd Ave. are developed with commercial uses. The Outer Southeast Community Plan Vision Map recognizes Division St. and SE 122nd Ave. as contemporary main streets. These streets differ from traditional main streets in several ways. Commercial development along contemporary main streets is spaced farther apart and located away from the street. Parking is typically located between the sidewalk and the front door of the businesses. These streets are auto oriented and unfriendly to pedestrians and bicyclists. This, in addition to the minimal street frontage of residential developments, creates problems in fulfilling future neighborhood livability goals.



Irregular flag lots such as this one on Powell Blvd. Create unique design issues for developers. This development shows the high percentage of impervious surface often found on flag lots.

Housing Stock

Data from the US Census Bureau indicates that 62 percent of existing housing units are single-family structures, 60 are mobile homes, and the remaining 32 percent of units are in multi-family structures.⁸ The largest portion of multi-family units is small multi-family structures with one to four housing units. Only three percent of the housing units are in very large multi-family structures with more than 50 units. Fifty eight (58) percent of units are owner occupied and 42 percent of the units are rented. These rates are comparable to tenure rates for the City as a whole (56 percent owner occupied, 44 percent rented).

The medium year of construction for all housing types is 1958. MAP 3 shows the age of housing structures classified as pre-WWII (1940 and before), post WWII (1940-1990) and recent developments (1990-present). This map illustrates the dispersal of housing age throughout, without concentrations of a particular era.

The single-family structures are predominantly small ranch houses on large lots. Geographic Information Systems (GIS) analysis confirms that there are a number of tax lots where the assessed value of improvements (structure) is less than the assessed value of the land. The areas that may be ripe for redevelopment are shown on MAP 4.



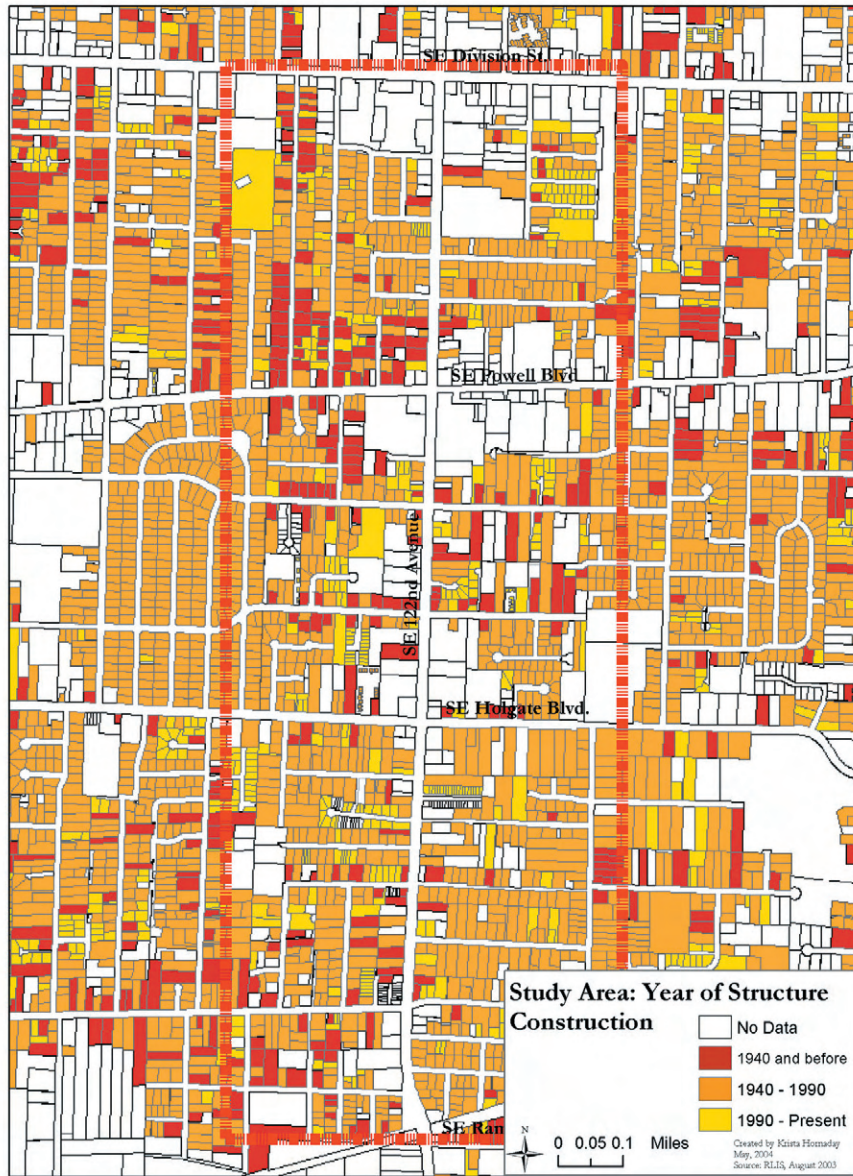
Post WWII residential development was primarily in the form of one story, ranch style homes such as this one.

Table 3 - Housing Units Classified by Size of Structure

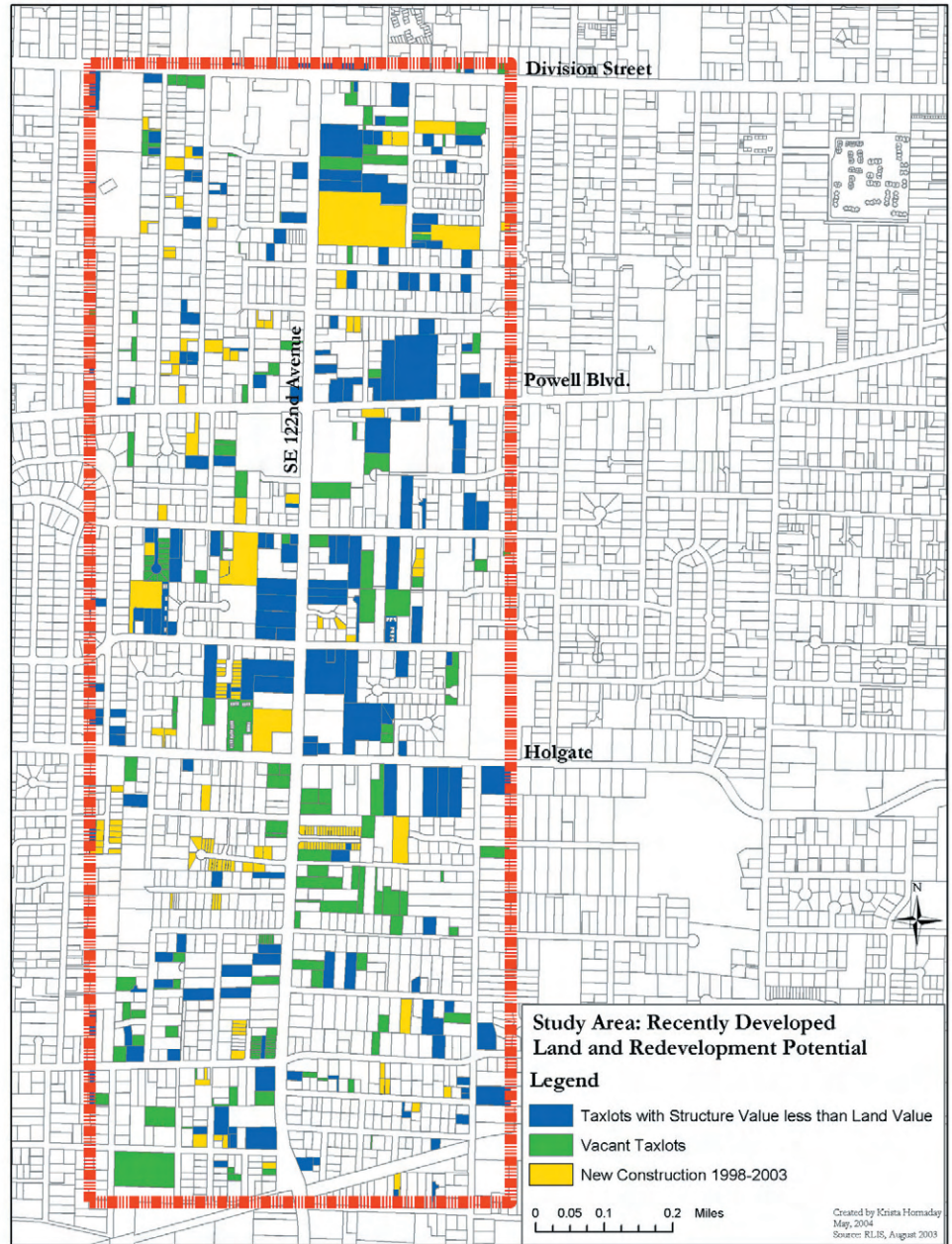
	Single-Family Structures	Mobile Homes	Multifamily			
			Small (1 to 4)	Medium (5 to 19)	Large (20 to 49)	Very Large (More than 50)
Number of Units	3,222	334	736	434	365	158
% of Total	62%	6%	14%	8%	7%	3%

Source: United States Census Bureau, 2000 SF-3

⁸ U.S. Census Bureau, SF-3, <http://www.factfinder.census.gov> (May 30, 2004)



Map 3



Map 4

Affordability

Both existing neighbors (51%) and infill occupants (54%) rated affordability as the number one reason they chose to live in the neighborhood. Data collected for the 2000 Census showed that while housing value is less in the study area than in the City as a whole (\$133,167 compared to a \$154,900), the median gross rent is comparable to that of the City (\$574 v. \$579).⁹ New multi-family development rents collected as field data ranged from \$600-\$800 for 2-3 bedroom unit apartments.

Census data also indicates that the median household income in the study area is approximately 10% below that of the City as a whole. In addition, approximately 9% of households in the study area receive public assistance compared to 4% of households in the City.

The importance of affordability presents an interesting challenge in terms of design. In many situations, better design is more expensive which may increase the cost of housing, both rents and sales prices. Better design may also make the neighborhood appealing to higher-income people, which could potentially change the market. Thus, a challenge is to identify design alternatives that do not have a large impact on the price of housing.

New Multi-family Infill

This study evaluated 31 multi-family developments, varying greatly in style, type and site design (see Appendix A). Of these, 52% are apartment units, 27% are rowhouse units, 15% are plexes (duplex, triplex and four plexes), 5% are cluster developments (plexes with common courtyard) and 2% of the units are condominium units. Housing unit density for these projects range from a high of 41 units per acre (Holgate Terrace Apartments) to a low of 10 units per acre (duplex at 2926 SE 125th Ave.). This is important to the neighborhood because many of the developments in the inventory are surrounded by single-family homes in low-density residential zones with housing unit densities in the range of 6.5 units per acre to 9 units per acre.

Case Studies

The Holgate Terrace Apartments is the project with the highest housing unit density (41 units per acre). This apartment complex is located at SE 122nd Ave. and Holgate Blvd. and includes 72 units. No land use review process was required for the apartment complex as the project met the relevant development standards. The apartment building units overlook the parking lot that is located at the center of the complex. Landscaping is limited to planting strips in the parking lot and sidewalks as well as planting beds immediately adjacent to the buildings.

The largest rowhouse project is located on Long St., just east of SE 122nd Ave.

⁹ U.S. Census Bureau, SF-3, <http://www.factfinder.census.gov> (May 30, 2004)

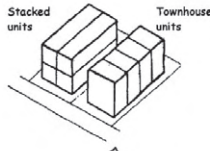
Study Area Development Type Inventory

Development type: Plexes

Number of developments: 11 (35% of total)

Number units: 56 (15% of total)

Example plex density: 30 units per acre



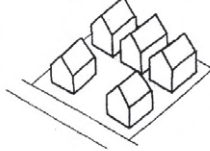
This development type includes duplex, tri-plex, four-plex, etc. with multiple units on one tax lot.

Development type: Courtyard Cluster

Number of developments: 2 (6% of total)

Number units: 17 (5% of total)

Example cluster density: 24 units per acre



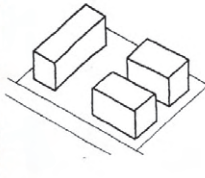
This development type includes developments with buildings arranged around a shared space or courtyard.

Development type: Apartment Complex

Number of developments: 6 (19% of total)

Number units: 193 (52% of total)

Example apt. density: 41 units per acre



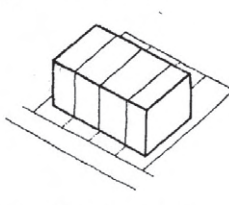
This development type includes clusters of buildings with multiple units.

Development type: Rowhouse

Number of developments: 12 (39% of total)

Number units: 106 (28% of total)

Example rowhouse density: 20 units per acre



This development type includes attached units, each with its own lot.

Housing unit density on this street is approximately 33 units per acre.

The rowhouses are surrounded by vacant land and additional multi-family development is expected on adjacent lots. Many of the units are owner occupied. Rental units are occupied by market rate renters and by renters that receive federal housing assistance. These rowhouse units offer individual enclosed garages, two bedrooms, two and one half bathrooms and a very small back yard.

A duplex at 2926 SE 125th Ave. is the least dense development in the study area, with a housing unit density of 10 units per acre. This duplex is located on a flag lot with a paved drive-way in the front and a small backyard. The surrounding area is developed with single-family homes and the landscaping is mature. Each unit has an enclosed single car garage.

Population Transition and Creating a Future Vision

U.S. Census data indicates that the age of the residential population is changing.¹⁰ The number of children under the age of 18 increased by 30% between 1990 and 2000 as did the number of individuals between the ages of 45 and 64 (40% increase) and the number of individuals over 65 (5% increase). These changes from 1990 to 2000 are different from the changes experienced by the City as a whole:

- Percentage increase in the number of children under the age of 18 is 30% compared to an increase of 17% for the City.
- Percentage increase in the number of individuals between the age of 45 to 64 is 40% compared to an increase of 63% for the City as a whole
- Percentage increase of individuals over the age of 65 is 6% compared to a decline of 3% for the City as a whole

In general this area has a higher concentration of children and those over 65 years of age than the City as a whole. This information is consistent with the survey demographic data collected, new infill occupants are younger in age with more children and the existing neighbors are aging, with a significant number over 65 years.

This difference in age between new and existing residents is accompanied by other critical differences including:

- Infill Neighbors
 - o Primarily homeowners (85%)
 - o Lived in their residence for a longer span of time than the infill occupants (68% had lived in the study area for greater than 5 years)
 - o Moved to the neighborhood because of the neighborhood character (43%)
 - o Perceive their neighborhood changing for the worse (68%) because of the growth in multifamily housing

¹⁰ U.S. Census Bureau, SF-3, <http://www.factfinder.census.gov> (May 30, 2004)

- o Do not know residents of new multi-family infill adjacent to their home
- Infill Occupants
 - o Primarily renters (67%)
 - o Lived in the area one year or less (74%)
 - o Moved to the development because of the availability of homes (42%), proximity to family/friends (28%), and proximity to work (30%)
 - o Less likely than surveyed neighbors to identify neighborhood as an important reason for choosing the neighborhood (14%)

These differences between old and new residents, owners and renters, elderly and younger populations seemed to directly influence the perception of neighborhood change. Neighbors had chosen to live in the neighborhood of the past – suburban and private, while occupants of infill have chosen to live in the neighborhood of the present – higher density and growing.

Such a division in perception of the neighborhood and its direction make it difficult to identify unified design preferences. Additionally, the preferences expressed today may not be completely applicable in five, ten, or twenty, years from now as the area continues to change.

Crime

When asked in an open-ended question to identify the biggest concerns about living in their neighborhood, survey respondents most often answered crime and drugs. Such comments indicated that neighbors directly associated a perceived increase in crime with the new multi-family infill.

An evaluation of crime statistics available from the City of Portland Bureau of Police found that although the total number of crimes in the Powellhurst-Gilbert neighborhood increased 10% from 1998-2003, the rate per 1000 population (96) remains below the City of Portland average (101).¹¹ The majority of crimes in the neighborhood involve burglary, car prowls, and larceny and motor vehicle theft.

To the extent that good design can prevent crime, this topic is relevant to the LIV-IN Project; however, further research needs to be done to prove whether these concerns are warranted and to investigate methods for reducing crime.

Through community involvement, interviews and work sessions, findings about design of multi-family infill development emerged. These findings fall into several categories: neighborhood issues, design preferences, developer perspectives and zoning code concerns.

¹¹ City of Portland, Bureau of Police, *Maps and Statistics* <http://portlandonline.com/police> (April 30, 2004)

Findings

Community infill issues beyond design:

- Crime and Safety
- Traffic
- Street Improvements
- Litter
- Schools

Table 4 - Design Features Considered "Very Important"

Design Features	%
Sense of Privacy	84
Storage Space	58
Nighttime lighting	51
Individual entry	49
Enclosed garage	49
Balconies/Porches/Patios	49
Daytime sunlight	42

Comments on the private realm

- "I love almost everything about the development, inside and out. Needs more parking."
- "The dwelling looks nice on the outside and it is spacious on the inside."
- "It has a new modern look to it."
- "Very clean, upscale units."

Neighborhood Issues

Perhaps the most notable finding to come out of this study is that there are important infrastructure and public service deficiencies in Outer Southeast Portland, which for many people are of a higher priority than design issues. Poor street connectivity and unimproved roads were frequently mentioned concerns. Crime, traffic, litter and school overcrowding were also mentioned repeatedly. For many survey participants, these issues were synonymous with new development and took precedence over design.

Design Preferences

Design preferences fall easily into the private realm, public realm and contextual relationships. Two findings are important to mention prior to this discussion, however.

First, it should be noted that when discussing design preferences, participants were asked to focus on the area immediately surrounding their residences. Since very few of the new multi-family developments surveyed in this study were along SE 122nd and other main transit streets, the preferences reported in this documents are primarily for residential areas on side streets off SE 122nd Ave.. Discussions at the community workshop suggested that different preferences – for larger, more urban multi-family, structures - might exist along transit streets.

Secondly, it was found that significant sections of the study area lacked an adequate transition between the public and private realms. Many roads are unimproved, and even those that are improved lack curbs and sidewalks. Front porches and yards are absent on many of the new multi-family structures. This creates an uneasy feeling among residents and visitors to the neighborhood.

Private Realm

Occupants of the new multi-family infill developments were the sole source of information on how the projects function internally. Through information collected during surveys and conversations at the public workshop, occupants indicated that they are happy overall with the interior design of their units.

- **Lighting is sufficient.** Occupants surveyed generally responded "yes" (83%) that their units receive enough sunlight. Nighttime lighting on the site was "sufficient" (79%).
- **Interior design is more important to occupants than issues of exterior appearance.** Occupants rated internal design elements as "very important" while external elements such as building features common to the neighborhood and windows facing streets were rated less important. The ranking of design features considered "very important" appears in Table X. Furthermore, occupants who attended the community workshop frequently described their development in terms of the internal elements such as number of bedrooms, appliance amenities, garage size, etc. They seemed satisfied with the size, configuration of their units, and on-site elements.

- **Developers focus resources on private realm.** Developers said that they focus resources on internal design and functionality, as opposed to external elements. They stated that they build to market demand and that new occupants are interested in unit amenities and parking. Developers indicated that rental and sales rates for new infill is high, providing incentive to build more of the same.

Public Realm and Contextual Relationship

Both occupants and neighbors of infill provided perspectives on the appearances of the buildings and their relationship to the neighborhood. There is an obvious divide among opinions; occupants generally rated their buildings positively, while neighbors generally rated them negatively.

- **Opinions on the overall look of the buildings are split.** As Table 5 shows neighbors predominately rated the developments as “poor” or “average”, while occupants rated them as “excellent” or “average.”

Table 5 - Rating of Overall Appearance

	Neighbors		Occupants	
	Count	Percent	Count	Percent
Poor	25	49.0%	5	11.6%
Average	18	35.3%	16	37.2%
Excellent	8	15.7%	22	51.2%
TOTAL	51	100.0%	43	100.0%

- **Opinions on the size of the buildings, relative to the neighborhood, are also mixed.** Table 6 demonstrates that the overwhelming number of occupants preferred the size of the buildings, while the neighbors found them to be too large.

Table 6 - Rating of Building Size

	Neighbors		Occupants	
	Count	Percent	Count	Percent
Too Large	32	60%	2	5%
Too Small	2	4%	4	9%
A Good Size	15	28%	34	79%
Not Important	2	4%	2	5%
No Answer	2	4%	1	2%
TOTAL	53	100.0%	43	100.0%

- **The height and bulk of new housing should reflect the low-lying architectural character of the neighborhood.** Survey participants commonly cited lack of privacy (windows overlooking patios/backyards), no space between buildings (shadowing) and lack of transition between single-family homes and taller/larger developments as problems

“[Developers] just need to put more landscaping to give privacy and add beauty to the neighborhood.”
-Infill Neighbor, Bush Street

“The new three story development has windows that overlook our back patio, I won’t use our back area as much now; infringes on my privacy”.
-Infill Neighbor near Boise Street

“They [developments] are cramming up close to houses and there is no room for landscaping or yards.”
-Infill Neighbor, SE Powell Blvd.



Streets with unimproved parking areas such as this create issues for on-street parking.



This duplex with a single-family looked was ranking as a positive addition to their neighborhood by design preference survey respondents.



Mature trees characterize the neighborhood as defined by area residents.

with the new infill. When given the opportunity to expand upon this, people said that multi-family development over two stories and larger in bulk are seen as very negative additions to the neighborhood.

- **More parking is needed?** Parking is an important issue for community members; 63% of survey respondents answered that more parking is needed for new multi-family developments. However, based on discussions about parking at the community workshop, it appears that the neighborhood feels more on-site parking is needed because it is not acceptable to park on the street. People are uncomfortable with cars parked in front of their homes, a situation which may stem from a lack private-public realm transition on unimproved streets or the fact that many people do not know their neighbors or their cars.
- **Individual entrances and smaller building massing are desired to reflect the single-family character of the area.** Several design priorities relating to context sensitivity were highlighted in the survey and design preference survey. 49% of people said that multi-family developments with a single-family look would fit better with their neighborhood. A sense of individuality for housing units was one highly ranked way to achieve a single-family look (55% ranked as very important). A common opinion voiced at the community workshop was that buildings should be smaller in bulk and no taller than two stories high.
- **Trees are a unifying element of neighborhood character.** Mature trees were identified as an important feature of the neighborhood that residents would like to see preserved. Additionally, people suggested mature trees as a good way to screen the external appearance of new buildings. Residents expressed strong concern over the loss of mature tree canopy to make way for new development.
- **Open Space is desired on-site.** Shared open space for new infill was seen as a desirable element from the community perspective with 51% of occupants without a shared open space responding they would like to have one, and neighbors rating this element as "very important" (60%). Units gathered around a courtyard ranked well in the design preference survey, because of the obvious inclusion of open space. Neighbors prefer new infill to have an open space to fit with the trees/lawn character of the neighborhood as well allowing for space for children to play. Occupants would chose parking over shared open space if given a choice, but if they could have both, shared space would be beneficial to families with children.
- **Communication between developers and neighbors is lacking.** Lack of communication between developers and residents regarding public realm and context sensitive design leads to uncertainty by residents for

the future of their neighborhood. Community members expressed frustration with the lack of opportunity to share information for design improvements with developers and frequently suggested that more opportunities for discussion should exist.

Developer Perspectives

Based on the identified community design preferences, seven architects, designers, and developers were asked why public realm and contextual elements were a lesser priority than private realm elements. These professionals have all designed projects specifically in the study area, ranging in size and scale, also varying from subsidized to market rate housing.

Five reasons surfaced as to why new multi-family infill developments are not fully meeting community design preferences.

- Existing developments are meeting market success.** Developments are frequently sold to buyers, whether homeowners or property management agencies, prior to or by completion of the project. Additionally, occupancy rates of the existing developments are high. One 28-unit apartment complex filled within 5 months of completion. These two realities suggest that what is being built in the study area is meeting market preferences, if not design preferences. There is little incentive among developers to change what they are building.
- There is no identifiable character or context to relate to in the study area.** There is consensus among developers that the area around SE 122nd Ave. has no real character to consider when building. When asked how they would characterize the area, interviewees responded, “non-descript,” “mish-mash,” “no character,” and “lacking.” One even said, “Drawing on what is there would be a big mistake.”
- Odd shaped lots complicate design trade-offs.** Developers confirmed that long lots and flag lots complicate site configurations. Most chose the configuration of their site because it was the only option that worked, given the need for access, parking, individual open space and the other requirements of the Zoning Code. They also said that given a decision between open space and parking, parking would win out every time. Most developers said they try to fit as many units and parking spaces as possible on site to maximize return and because parking is an important amenity for buyers.



Speed of Change/Development

Aerial photographs show the change in tree/ open space coverage from 1996 to 2000 due to new infill development.

Community Design Preferences for Multi-Family Infill Development

- Larger multi-family units (e.g. 3 bedrooms, 2 bathrooms)
- Unit amenities, such as garages, appliances
- Lower lying multi-family structures of smaller bulk (plexes)
- Distinct appearance of units (individuality)
- Maintain mature trees on-site
- Landscape consistent with the neighborhood
- Usable open space
- Opportunity to discuss design with developers

“I like the fact that we have homes in stands of large trees most about my neighborhood and now all the [new developed] properties are clear cut of trees, some are 5 feet in diameter”.
- Infill Neighbor

“I dislike unknown cars parked outside my house.”
-Infill Neighbor



Shared open space was found to be a desirable design element by both occupants and neighbors.

- **Design is not a market priority.** One interviewee said, “75% of the reason for poorly designed infill in Outer Southeast is the result of developers trying to maximize their return... the other 25% is their unawareness of good design.” To developers the benefit of “better” design is lower vacancy rates and higher rents. But, “if you invest too much in design and your rents are too high, you will not turn the units over fast enough.” In other words, developers are attune to the price that residents of Outer Southeast Portland are willing to pay, and these rents do not support the costs of better design.
- **Amenity bonuses are not being utilized.** Chapter 33.120.265 of the Portland Zoning Code provides density bonuses to developers who provide the listed amenities. Many of the amenities encouraged are the same amenities that were repeatedly mentioned in design preferences. However, none of the developers reported using the bonuses. Primarily this was because the bonus of added density is only useful on larger lots. The long, narrow lots of Outer Southeast Portland are not favorable for higher-density. Developers pointed out they would be more likely to include amenities for cost-savings bonuses, such as expedited permitting.

An interesting divergence in opinions regarding design occurred between those developers who built market rate units and those who built subsidized housing. Perhaps due to greater cash flow, longer-term investments and socially minded missions, developers of subsidized housing, typically community development corporations, placed a higher priority on external design and its impact on the neighborhood. Generally, subsidized housing projects include outdoor play areas and private outdoor space, among other amenities. This mentality stood in stark contrast with market rate developers whose primary motivation was quick turn around sales.

Code Concerns

Lastly, the Portland Zoning Code was reviewed to determine where the Code was falling short of community design preferences. Several areas of concern were identified:

- **Development standards are written for development on flat, regularly shaped lots.** One of the key problems with the existing development standards is that they are not entirely applicable to the irregular lots in Outer Southeast Portland.¹² The Code was written with the regular lots of Portland’s 200 foot by 200 foot square blocks in mind, not for flag lots, or long lots that lack street frontage. This creates an inherent shortcoming in the City’s ability to realize preferred design in the study area.
- **Lack of transition between medium density multi-dwelling zones and low-density single-dwelling zones.** In many parts of

“The developments that relate well to my neighborhood are the ones that have green space or courtyards in the interior”.
-Infill Neighbor, SE 125th Ave.

“I am in favor of planned areas where one looks out on landscaping – rather than asphalt.”
-Infill Occupant, Boise Street Condos

¹² City of Portland, Title 33 – Planning & Zoning, Chapter 33.120.010 B.

the study area, medium density R1 zones directly abut low-density single-family zones, such as R5 or R7. Minimum setbacks in the R1 zone vary from 5 to 14 feet, in essence allowing a 45-foot tall structure within immediate proximity to one-story ranch style homes.

- Standards are intended for structures with public street frontage.** Many of the requirements of the Zoning Code are based on street frontage. For instance, front entrances must be within 8 feet of the longest street facing wall and 8%-15% of the street-facing façade must be windows. In situations where the lot is accessed by a private drive or alley, this private street serves as the basis for street frontage. On the long lots in Outer Southeast, private drives are commonly used for access. The result is not a pedestrian-oriented streetscape, as intended by the Code, but rather a series of buildings oriented toward driveways and not streets.
- Tree preservation is not required for multi-family structures.** Chapter 33.120.237B of the Zoning Code states the tree preservation requirements for multi-family dwellings. However, multi-family structures, those buildings with three or more units in them, are exempt from this standard. The result is loss of mature trees, which were identified as a key to neighborhood identity and which could potentially screen the structure.

“I am upset that we were not told about the building of these units or given the opportunity to voice our objections”.
-Infill Neighbor, Schiller Street

“No one seemed to make an effort to consult or even contact neighbors, not even adjacent property owners before building. There was no process made known to us to address play space for kids who might move in, preserving old trees on the property, or building design and orientation.
-Infill Neighbor and Powellhurst-Gilbert Neighborhood Association Member

Recommendations

As the third project goal suggests, this report is intended to inspire creative and proactive means to realize community design preferences for future multi-family infill. The following recommendations are put forth as a means to do so. Appreciating the complexity of the issues faced in Outer Southeast Portland, there is not one action that will comprehensively address these challenges, warranting a combination of actions to improve the livability of future multi-family infill development.

While many recommendations could be made to improve the quality of new multi-family infill development, the four recommendations discussed on the following pages were selected based upon their ability to accomplish the most significant change. It is recognized that some will be more difficult to implement than others, as they are dependent on the investment of a wider range of stakeholders and organizational change. In addition, the long and short-term feasibility varies for each.

Recommendations to improve the quality of multi-family infill development include:

- 1. Take a comprehensive approach to planning and design**
- 2. Define the transition between public and private space**
- 3. Use expedited and lower cost permitting to encourage amenities**
- 4. Maintain mature trees**

RECOMMENDATION #1: TAKE A COMPREHENSIVE APPROACH TO PLANNING AND DESIGN

As this study demonstrates, there are constraints to addressing the future of Outer Southeast Portland through site-by-site design. The site-by-site approach is only effective to the extent that each site implements the larger community vision.

- **Plan and implement the infrastructure necessary for good urban design.**

Outer Southeast Portland is currently missing the basic infrastructure necessary to support the principles of good design. Issues such as poor street connectivity, inadequate street frontage and irregular lots make it difficult for individual sites to contribute positively to the neighborhood.

Resolution of these infrastructure issues was addressed in the Outer Southeast Community Plan, completed by the Portland Bureau of Planning in 1996. This plan established urban design and transportation policy action items for the neighborhood, such as establishment of appropriate block standards, a road plan to reinforce the area's character and a design overlay zone to promote attractive pedestrian oriented developments. The urban design and transportation policy action items of the Outer Southeast Community Plan must be implemented in order to provide a sufficient canvas for future development.

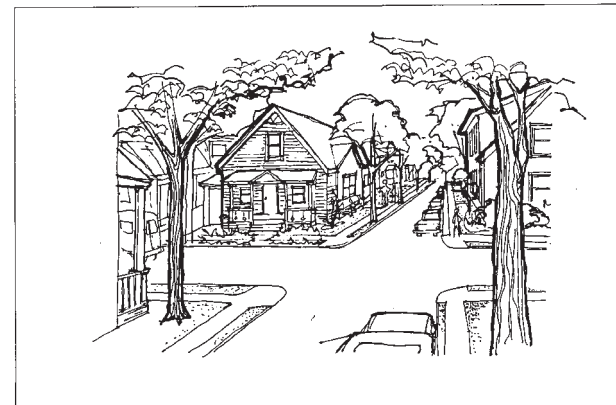
- **Revive the community vision.**

The main function of the Outer Southeast Community Plan was to create a comprehensive future vision for the area. This vision included dividing the large lots into smaller blocks with narrow streets, sidewalks and street trees. Under this vision, new buildings enhance the physical appearance of the neighborhoods and promote residential diversity. Commercial development occurs within walking distance and public transit is improved. To the extent that this vision is still relevant and applicable, it should be revived and serve as a unifying image for the community.

This study found evidence that the vision for residential areas on the side streets and the vision for SE 122nd Ave. may be different. This divide should be further explored, and if valid, incorporated into the existing community vision.

- **Use public investment to implement infrastructure.**

Some level of public funding should be used to implement the infrastructure needed in Outer Southeast Portland. This may include improving roads, enhancing streetscapes or purchasing open space. At the very least this public investment will provide the template for better urban design.



Large lots have been divided into smaller blocks with narrow streets, sidewalks, and street trees. This provides a cozy streetscape with safe walkways to stores and public transit. Courtesy of Southeast Uplift, Drawn by Cynthia Bankey, Architect

Source: *Building Blocks for Outer Southeast Neighborhoods* (1996)

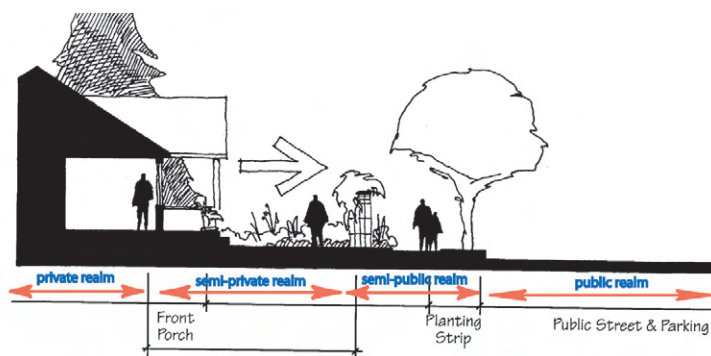
Considering that one of the key themes from the developer interviews was the lack of incentive to improve design quality, public investment may provide the catalyst needed to enhance private development. A sound public investment would signal design expectations to developers. It may also spark civic pride, inspiring the neighborhood to activate in response to undesirable development proposals.

With the proper infrastructure and a guiding vision in place, new proposals for multi-family infill development can then be evaluated based upon their individual ability to support the desired neighborhood vision. Aware and proud of this vision, the neighborhood will be in a better position to articulate to developers their preferences for new developments.

RECOMMENDATION #2: DEFINE THE TRANSITION BETWEEN PUBLIC AND PRIVATE SPACE

As the findings suggest, large portions of the study area lack a clear transition between public and private space. This creates a sense of uneasiness. A clear transition between public and private space would help to alleviate this tension.

- Public and semi-public space should be publicly provided**
 The provision of infrastructure through public funding, as suggested in Recommendation #1, would account for the distinction of public space. Improved streets with curbs, sidewalks, street trees and amenities such as lighting, trash receptacles and benches would not only enhance pedestrian circulation, they would signal to the user that they are in the public or semi-public realm. Furthermore, these enhancements would delineate where on-street parking is acceptable making this unused resource usable.
- Encourage developers to delineate semi-private and private space**
 Continuing the transition from the public realm into the private realm, developers should be encouraged to add building design elements such as individual walkways, entryways and front porches to create a more welcoming transition into the semi-private and private realms. These design elements provide architectural detail, unit amenities highly-desired by occupants, and a sense of individuality, which was indicated as important by both occupants and neighbors. These design details may also reduce the surrounding neighbor's sense of the height and bulk of the new multi-family development, breaking up the building mass and adding interest.



Source: Adapted from the *Building Blocks for Outer Southeast Neighborhoods* (1996)



Boise Street Condos provide a clear transition between the private and public environment with porches, front yards and sidewalks.



This development lack transition elements, the cars are parked directly in front of the entrance.

Amenities that merit density bonuses in Chapter 33.120.265:

- Outdoor recreation facilities
- Children's play areas
- Three bedroom units
- Storage areas
- Sound insulation
- Crime Prevention
- Solar water heating
- Larger required outdoor areas

RECOMMENDATION #3: PROVIDE EXPEDITED AND LOWER-COST PERMITTING TO ENCOURAGE AMENITIES

Many of the design amenities ranking high among community design preferences are currently encouraged in Chapter 33.120.265 of the Portland Zoning Code. However, in exchange for these amenities, Chapter 33.120.265 grants developers density bonuses. Based on the conclusions of this study, density bonuses are an inappropriate incentive. Density bonuses are not favored by the community, nor are they utilized by developers.

- **Expedited and lower cost permitting are more appropriate bonuses**

Developers expressed that cost-saving incentives, such as providing lower-cost or expedited permitting, would be more widely used by developers and would be more likely to encourage the type of multi-family infill desired in Outer Southeast.

It is understood that lower-cost or expedited permitting may be a difficult incentive to provide for staffing reasons, but it is likely to be the most effective way to improve the livability of new multi-family infill developments.



Children's play areas

RECOMMENDATION #4: MAINTAIN MATURE TREES

Currently, multi-dwelling structures, or dwellings with three or more units, are exempt from the minimum tree preservation standards.¹³ Undoubtedly, the intent of this exemption is to prevent trees from interfering with density goals. However, the effect of this exemption is poor screening of larger structures and loss of community character.

- **Multi-dwelling structures should be required to meet tree preservation standards similar to other development types in the R1, R2 and R3 zones.**

All other development in the multi-dwelling zones is required to meet the T1 standard of Chapter 33.248. These standards require developers to comply with one of three options: (1) preserving at least 2 inches of tree diameter per 1,000 square feet of site area or 3 inches of tree diameter on lots less than 3,000 square feet in size; (2) planting the foregoing tree diameters; (3) making a payment to the tree fund. Such standards or similar standards should be applied to future multi-dwelling developments, with an emphasis on preserving existing mature trees or planting larger, more developed trees to replace lost vegetation.

Action on this issue is important, as mature trees were cited as a symbol of neighborhood identity, which is perceived as threatened by new multi-family infill developments. It was also recognized that larger, more mature landscaping could help to ease the transition from higher-density zones into the surrounding single-family neighborhood and mitigate the height and bulk of new multi-family developments, a major concern of neighbors.



Large trees and front yards characterize existing residences.



Mature trees on multi-family sites such as this one help soften the residential transition and contribute to neighborhood character.

¹³ Portland Zoning Code, Chapter 33.120.237 B exempts multi-family structures from meeting the T1 standard of Chapter 33.248. However, it should be noted that if a site is subject to a land division then other tree preservation standards might apply.

Lessons Learned

Multi-family infill development challenges metropolitan regions around the United States. Market demand and public policy propel these projects forward, while neighborhood opposition pushes them back. Design has been suggested as one tool to resolve this push and pull relationship.

The LIV-IN Project has investigated the potential for design to resolve infill issues in a study area in Outer Southeast Portland. At the conclusion of the project, three lessons stand starkly apparent—

1. Change is challenging. Outer Southeast Portland is in a period of transition from a suburban past to an urban future. This change is apparent in the zoning – the area is zoned for the density that the City envisions for 2040, creating transition issues in the meantime. It also shows up in the demographic profile, which is split between an aging generation and a recent influx of young couples and families. The pervasiveness of change in the neighborhood creates a sense of uncertainty, which some resent and others shy away from. The consequence is a loss of community cohesion, which sadly is the one thing the neighborhood needs to hold onto most.

2. Good design does not just happen. Advocacy is required. Certainly the City has a responsibility to regulate and encourage good design. Developers also have an ethical obligation to build structures that enhance the livability of the community. However, the future of multi-family infill design in Outer Southeast Portland is in the hands of the neighborhood. If the neighborhood wants to have control over the type of developments that are occurring, they must take an active role. This means strengthening the function of the Land Use Chair to monitor development activities, promoting neighborhood documents such as Building Blocks for Outer Southeast Neighborhoods, and initiating proactive discussions with developers about project design.

3. The benefits of design have limits. On some level, urban design can improve the appearance of a neighborhood. It can create attractive streetscapes and appealing facades. However, design cannot inherently create unity among a divided community, it does not always bring safety to areas of crime and it may not incite pride in places of neglect. These problems require human solutions, which stand separate from design. They require some indefinite balance of economic development, political will and social wellbeing, which reside in a community's heart, not on its face.

“The character of the neighborhood is in transition, changing from what it was.”
-Infill Neighbor, SE Powell Blvd.

References

- City of Gresham, Community Development Code, (June 19, 2003).
- City of Portland, Bureau of Planning, "Annexation", <http://www.planning.ci.portland.or.us/an_over.html>, (May 28, 2004).
- City of Portland, Bureau of Planning, Base Zone Design Standards for Houses, Attached Houses and Duplexes. (July 1999).
- City of Portland, Bureau of Planning, Comprehensive Plan – Goals and Policies (November 2003).
- City of Portland, Bureau of Planning, Draft Infill Design Project White Paper, May 2003.
- City of Portland, Bureau of Planning, Johnson Creek Basin Protection Plan. (August 1991).
- City of Portland, Portland City Code, Title 33 – Planning and Zoning
- City of Portland, Bureau of Planning, Outer Southeast Community Plan, March 1996.
- City of Portland, Bureau of Police, "Maps and Statistics" <<http://portlandonline.com/police>>, (April 30, 2004).
- Metro, 2002-2022 Urban Growth Report: A Residential Land Needs Analysis, <<http://www.metro-region.org/article.cfm?ArticleID=7596>>, (May 30, 2004).
- Northeast Midwest Institute Congress for New Urbanism, Strategies for Successful Infill Development, 2001, <<http://www.nemw.org/infillbook.htm>> (May 30, 2004).
- Northwest Environmental Watch, Sprawl and Smart Growth in Metropolitan Portland, <<http://www.northwestwatch.org/press/portlandgrowth.pdf>>, (May 30, 2004).
- Office of the Deputy Prime Minister, By Design, Urban Design in the Planning System: Towards Better Practice. <http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_605981.hcsp>, (March 1, 2004).
- State of Oregon, Transportation and Growth Management Program, The Infill and Redevelopment Code Handbook. (November 1999).
- Tashman Associates, Leland Consulting Group, Infill Redevelopment Strategies. Portland, November 1994.
- U.S. Census Bureau, <<http://www.factfinder.census.gov>>, (May 30, 2004).
- Western Australia Planning Commission, Residential Design Codes of Western Australia, Part Three: Design Elements. <<http://www.wapc.wa.gov.au/cgi-bin/index.cgi?page=/publications/rcodes/index.html>>, (May 30, 2004).
- World Resources Institute, Facts about Urbanization in the United States, <<http://www.wri.org/wri/enved/suscom-facts.html>>, (May 30, 2004).



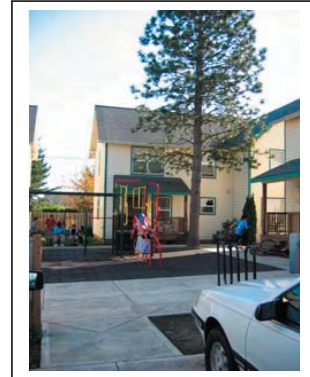
LIV-IN DEVELOPMENT ID #: 1
DEVELOPMENT NAME:
ADDRESS: 3548 SE 119th Ave
DEVELOPMENT TYPE: Plex Complex
TOTAL UNITS: 11
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Ostercraft



LIV-IN DEVELOPMENT ID #: 2
DEVELOPMENT NAME:
ADDRESS: 5711 SE 122nd Ave
DEVELOPMENT TYPE: Triplex
TOTAL UNITS: 3
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Ostercraft



LIV-IN DEVELOPMENT ID #: 3
DEVELOPMENT NAME:
ADDRESS: 2615-2619 SE 125th Ave
DEVELOPMENT TYPE: Fourplex
TOTAL UNITS: 8
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Ostercraft



LIV-IN DEVELOPMENT ID #: 4
DEVELOPMENT NAME: Human Solutions
ADDRESS: 2630-2650 SE 125th Ave
DEVELOPMENT TYPE: Duplex Complex w/ Courtyard
TOTAL UNITS: 8
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Ostercraft

APPENDIX A
DEVELOPMENT INVENTORY
BOOKLET



LIV-IN DEVELOPMENT ID #: 5
DEVELOPMENT NAME: Brittany Place
ADDRESS: 2916 SE 125th Ave
DEVELOPMENT TYPE: Apartment Complex
TOTAL UNITS: 44
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER: Pacific Western Homes



LIV-IN DEVELOPMENT ID #: 6
DEVELOPMENT NAME:
ADDRESS: 2926 SE 125th Ave
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Multi/Single-Fam
DEVELOPER: Palace Construction



LIV-IN DEVELOPMENT ID #: 7
DEVELOPMENT NAME:
ADDRESS: 12315-12317 SE Boise Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Dennis Bates



LIV-IN DEVELOPMENT ID #: 8
DEVELOPMENT NAME: Boise Street Condos
ADDRESS: 12421-127445 SE Boise Street
DEVELOPMENT TYPE: Rowhouse
TOTAL UNITS: 7
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: BW Construction/ Dood Design



LIV-IN DEVELOPMENT ID #: 11
DEVELOPMENT NAME:
ADDRESS: 11715 SE Bush Street
DEVELOPMENT TYPE: Triplex
TOTAL UNITS: 3
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Kimco Properties



LIV-IN DEVELOPMENT ID #: 12
DEVELOPMENT NAME:
ADDRESS: 3807-3833 SE 117th
DEVELOPMENT TYPE: Rowhouse
TOTAL UNITS: 8
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Harn Enterprises



LIV-IN DEVELOPMENT ID #: 13
DEVELOPMENT NAME:
ADDRESS: 11960 SE Bush Street
DEVELOPMENT TYPE: Fourplex
TOTAL UNITS: 4
ADJACENT DEVELOPMENT TYPE: Fourplex Complex
DEVELOPER: Pacific Western Homes



LIV-IN DEVELOPMENT ID #: 14
DEVELOPMENT NAME: Bush Gardens
ADDRESS: 12000-12018 SE Bush Street
DEVELOPMENT TYPE: Fourplex Complex
TOTAL UNITS: 19
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:

APPENDIX A
DEVELOPMENT INVENTORY
BOOKLET



LIV-IN DEVELOPMENT ID #: 15
DEVELOPMENT NAME:
ADDRESS: 11934 SE Harold Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Robert Guffey



LIV-IN DEVELOPMENT ID #: 16
DEVELOPMENT NAME: Holgate Terrace Apartments
ADDRESS: 12105 SE Holgate Boulevard
DEVELOPMENT TYPE: Apartment Complex
TOTAL UNITS: 72
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER: Salar Development



LIV-IN DEVELOPMENT ID #: 17
DEVELOPMENT NAME:
ADDRESS: 12408 SE Ivon Court
DEVELOPMENT TYPE: Fourplex/Duplex
TOTAL UNITS: 6
ADJACENT DEVELOPMENT TYPE: Multi/Single-Fam
DEVELOPER: James Jones



LIV-IN DEVELOPMENT ID #: 18
DEVELOPMENT NAME:
ADDRESS: 12308-12326 SE Kelly Street
DEVELOPMENT TYPE: Triplex Cluster w/ Courtyard
TOTAL UNITS: 9
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: D & G Contractors



LIV-IN DEVELOPMENT ID #: 19
DEVELOPMENT NAME: Northwoods
ADDRESS: 12202-12362 SE Long Street
DEVELOPMENT TYPE: Rowhouse
TOTAL UNITS: 18
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER: Todd Johnson



LIV-IN DEVELOPMENT ID #: 20
DEVELOPMENT NAME: Powell Terrace
ADDRESS: 11712 SE Powell Boulevard
DEVELOPMENT TYPE: Apartment Complex
TOTAL UNITS: 28
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Caffall Construction



LIV-IN DEVELOPMENT ID #: 21
DEVELOPMENT NAME:
ADDRESS: 11833 SE Powell Boulevard
DEVELOPMENT TYPE: Triplex
TOTAL UNITS: 3
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Caffall Construction



LIV-IN DEVELOPMENT ID #: 22
DEVELOPMENT NAME:
ADDRESS: 11854-11860 SE Powell Boulevard
DEVELOPMENT TYPE: Apartment Complex
TOTAL UNITS: 15
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER:

APPENDIX A
DEVELOPMENT INVENTORY
BOOKLET



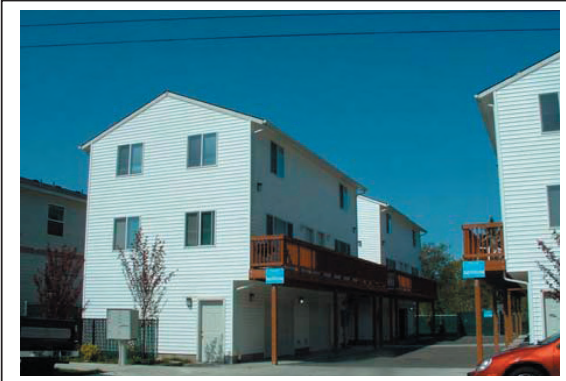
LIV-IN DEVELOPMENT ID #: 24
DEVELOPMENT NAME: Sunspot
ADDRESS: 11904-11905 SE Schiller Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 25
DEVELOPMENT NAME: Springwater Village
ADDRESS: 11928-11946 SE Schiller Street
DEVELOPMENT TYPE: Fourplex Complex
TOTAL UNITS: 16
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER: GLC Homes INC



LIV-IN DEVELOPMENT ID #: 26
DEVELOPMENT NAME:
ADDRESS: 12428-12440 SE Schiller Street
DEVELOPMENT TYPE: Duplex Complex
TOTAL UNITS: 10
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER: Brad Snyder



LIV-IN DEVELOPMENT ID #: 27
DEVELOPMENT NAME:
ADDRESS: 12239-12243 SE Steele Street
DEVELOPMENT TYPE: Duplex Complex
TOTAL UNITS: 8
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER: Brad Snyder



LIV-IN DEVELOPMENT ID #: 28
DEVELOPMENT NAME:
ADDRESS: 12110-12140 SE Woodward Place
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 6
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 29
DEVELOPMENT NAME: Liebe Village
ADDRESS: 11832-11838 SE Liebe Street
DEVELOPMENT TYPE: Rowhouse
TOTAL UNITS: 4
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 30
DEVELOPMENT NAME: Springwater Village
ADDRESS: 12007 SE Schiller Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 31
DEVELOPMENT NAME: Springwater Village
ADDRESS: 11937-11943 SE Schiller Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam
DEVELOPER

APPENDIX A
DEVELOPMENT INVENTORY
BOOKLET



LIV-IN DEVELOPMENT ID #: 32
DEVELOPMENT NAME:
ADDRESS: 4218-4255 SE 120th Ave
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 18
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 33
DEVELOPMENT NAME:
ADDRESS: 11946-11950 SE Harold Street
DEVELOPMENT TYPE: Duplex
TOTAL UNITS: 2
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 34
DEVELOPMENT NAME: Northwoods No. 2
ADDRESS: 12205-12357 SE Long Street
DEVELOPMENT TYPE: Rowhouse
TOTAL UNITS: 20
ADJACENT DEVELOPMENT TYPE: Multi-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 35
DEVELOPMENT NAME:
ADDRESS: 11932-11944 SE Liebe Street
DEVELOPMENT TYPE: Rowhosue
TOTAL UNITS: 3
ADJACENT DEVELOPMENT TYPE: Single-Family
DEVELOPER:



LIV-IN DEVELOPMENT ID #: 36

DEVELOPMENT NAME: Harold Run Lots 1-9

ADDRESS: 5335-5427 SE 121st Ave

DEVELOPMENT TYPE: Duplex

TOTAL UNITS: 8

ADJACENT DEVELOPMENT TYPE: Multi-Family

DEVELOPER:



LIV-IN DEVELOPMENT ID #: 37

DEVELOPMENT NAME:

ADDRESS: 2645 SE 127th

DEVELOPMENT TYPE: Duplex/Fourplex Complex

TOTAL UNITS: 8

ADJACENT DEVELOPMENT TYPE: Single/Multi-Fam

DEVELOPER:

Appendix Section B: Community Outreach

Community Outreach Events

- East Portland Neighborhood Coalition, Land-Use Chairs Meeting
- Meeting with Powellhurst-Gilbert Neighborhood Association Chairperson
- Portland State University Presentations: Peer and Advisor Review
- City of Portland's Infill Design Project, Southeast Outreach Event
- Midway Business Association
- Powellhurst-Gilbert Neighborhood Association Monthly Meeting

Outline of each effort

- Meeting and Date
- Attendance, public and group
- Objective
- Discussion
- Outcome

East Portland Neighborhood Coalition, Land-Use Chairs Meeting

Date: February 11, 2004

Attendance: All group members and about eight land use representatives

Objective: Present project idea and potential study areas for feedback

Discussion: With got permission to present our project ideas from Richard Bixby, EPNO Director. Our group took the ideas formulated during Winter term to the land-use chairpersons of the coalition. This meeting provided us with feedback that helped us narrow our scope and choose a study area.

About six chairpersons from the southeast sector of the coalition provided feedback concerning our project focus and goals. Those in attendance provided specific examples of the "chicken coop" or "box on a slab" multi-family development in their neighborhoods. We presented two project sites, one between 82nd and 205 and one along the SE 122nd Avenue Corridor to the group. In the days following the meeting, Richard told us that there was a consensus that the SE 122nd Avenue Corridor was the best study area for our project. We also found that it is difficult to keep the attention on design when other issues such as neighborhood security and the increasing demand of community schools with every new development, are of concern to neighbors.

All in all, the coalition said they participated in the planning processes for the Outer Southeast Community Plan, neighborhood plans. They understand and support the idea that increased density in the area will provide a variety of opportunities for people to live.

Outcome: Coalition members said and reiterated in the following days that the Powellhurst-Gilbert study area was the best candidate for the study and recommendations. We found that directing attention to design related issues was difficult and we decided to limit the project to site specific design issues.

Meeting with Powellhurst-Gilbert Neighborhood Association Chairperson

Date: March 2, 2004

Attendance: Deb, Krista, Kris, Neighborhood Chair and Crime Prevention Representative

Objective: Gain acceptance from neighborhood association of the study area.

Discussion: Building on direction we received from our meeting with the EPNO Coalition Land-Use chairs, we tentatively identified the SE 122nd Avenue Corridor as our study area because of the

amount of new multi-family development and zoning that is likely to result in a continuation of such development. Before finalizing the area, we wanted to get approval from the neighborhood. We met with Powellhurst-Gilbert Neighborhood Association chairperson and the neighborhood's crime prevention specialist from the City to present our project and make sure it was something the neighborhood would accept.

There was much discussion of the chair's historical knowledge of the area and it's changes as he has lived in the area for most of his life.

The specialist explained how she evaluates many new multi-family developments based on CTPED Community.

One of the main concerns has been that neighbors of new development are not receiving required information in the mail when structures are in the permit process.

By the end of the meeting, we found that builders who came to the neighborhood or adjacent neighbors before construction are able to build fruitful relationships with the community. When developers talked with adjacent neighbors, people were able to offer their insights into potential problems or ways to mitigate potential problems. Community members, specifically neighbors of new development just feel better when they are contacted before construction begins. *Outcome:* There are other issues facing the community that are of more importance than design, but the neighborhood would like help and is open to the study.

Portland State University Presentations: Peer and Advisor Review

Date: March 10, 2004

Attendance: All group members, other workshop members and Urban and Regional Planning Program faculty.

Objective:

- Present final proposal from Winter term of Workshop for peer and faculty review and to ask for feedback, suggestions
- Provide an opportunity for all group members to present the project in a public setting.

Discussion: The discussion topics included: the use of the word "vision", ways to promote the community workshop, design preference surveys and effective presentations. The word vision seems overreaching. We do not have time to develop a community vision. Also, it was brought to the attention of all groups that there should be heavy consideration of contingency plans in case work plans do not generate results, being mindful of the studies integrity in the face of minimal information.

Outcome: It was decided that food could be the attractor to the community workshop and that the word vision would be changed to preference.

City of Portland's Infill Design Project Open House

Date: April 8, 2004

Attendance: All group members, client, and about 25 community members

Objective: Have a presence at the City's open house to gather community feedback on project and watch client presentation.

Discussion: We were able to talk with a number of community members and developers, including a non-profit developer who has built some multi-family housing in our study area. We were also able to glean potentially helpful information from the question answer process as we prepared for our community workshop. We did not know the client would use a design preference survey, so we were pleased to see how it was set up.

Outcome: Each group member interacted with community members, prepping us for the community workshop and we gained insight about conducting design preference survey.

Midway Business Association

Date: April 6, 2004

Attendance: Kristine, Deb and about 30 business association and community members

Objective: Partner with local businesses in providing prizes for the community workshop attendees.

Discussion: Discussion focused on the business association.

Outcome: A number of businesses offered certificates and items to be used as prizes.

Powellhurst-Gilbert Neighborhood Association April Meeting

Date: April 12, 2004

Attendance: Harper, Kris

Objective: Publicize the community workshop.

Discussion: We did take quite a few questions about the project, not all of them were related to design. Community members were supportive of the project.

Outcome: It was discussed that a special meeting should be set to present project findings in June.

ID# _____

ABOUT THIS SURVEY

Portland State University graduate students are conducting a survey in your neighborhood to gather opinions from community members about **recent multi-family developments (i.e. rowhouses, apartment buildings, cottage clusters, duplexes)**. The purpose of this survey is to:

- Understand who is living in multi-residential developments along the SE 122nd Avenue Corridor to find out if these developments are meeting the needs of residents, and
- Identify opportunities for enhancing living environments for residents of the Outer Southeast Portland community

The results of this survey will be used by the student group to develop recommendations for the **City of Portland's Bureau of Planning** on how to create the kind of community your neighborhood prefers. This survey takes about 10 minutes to fill out and is voluntary. Please consider your entire household when answering each question.

Please fill out the survey and place it in the mail by April 26, 2004. If you have any questions regarding the survey or our study, please contact Kristine at 503.233.2735. Thank you for your time.

I FILLED OUT MY SURVEY!

To be entered in a raffle for a **\$50 gift certificate to Target**, for filling out your survey please fill out the following information **with your completed survey and mail by April 26, 2004**. This information will be used **only for the purposes of the raffle** and will not be connected in any way to the answers you gave on the survey.

NAME: _____ PHONE: _____
(if you do not have a phone #, please provide us with another means of contacting you: email, or home address)

The drawing will take place on May 2, 2004. If you are the winner you will be contacted at the phone number you provide. **THANK YOU FOR PARTICIPATING IN OUR SURVEY!** –Portland State University Students

Overall Design

1. How would you rate the overall look of the development you live in? (please check one)
- Excellent Average Poor

What about the look of this development do you like or dislike?

2. In terms of size, does your development seem too large, too small, or is it a good size for your neighborhood? (please check one) Too large Too small A good size Not Important

3. What is the most prominent feature on the site? (please check one)
- Parking lot Dwellings/Structure Landscaping/trees
- Enclosed garage A good mix of features Other _____

Windows/Lighting/Security

4. Do you feel safe moving to and from the parking area? (please check one)
- Yes No Not important

5. Does your residence/unit receive enough sunlight during the day? (please check one)

Yes No Not important

6. What do you think about the nighttime lighting on site? (check all that apply)

Sufficient Not sufficient Too bright Too dim Not important

7. If lighting were to be added, where would you add it? (check all that apply)

Main entry to development Individual entries Pathways Parking area
 Common/shared spaces Street Other _____ Not important

8. Would more windows in each unit help with outdoor security issues?

Agree Not Agree Not important

Parking/Outdoor Space

9. Do you feel there is too much, enough, or not enough parking for residents in your development? (please check one)

Too much Enough Not enough Not important

10. Do you think the parking could have been placed in a better location on the site? (please check one)

Yes No Does not apply, there is no on-site parking Not important

11. If yes, why should the parking be relocated? (check all that apply)

To enhance access for residents To locate it away from the sidewalk/main roadway
 To hide it behind the buildings To create or add space for a gathering/common area
 To make it less vulnerable to criminal activity Other _____

12. Considering unit entrances and accessibility, is the parking in a good location? (please check one)

Yes No

13. If the site has a gathering space, common area, or courtyard, do you like the location? (please check one)

Yes No Does not apply, no gathering space

If yes, why? _____

14. If your development doesn't have a gathering space, common area, or courtyard, would you like one? (please check one)

Yes No

15. If your development doesn't have private outdoor space (i.e. porch, balcony, patio, etc.) would you like some? (please check one)

Yes No

Your Priorities

Please rate how important the following development characteristics are when choosing a place to live:

16. Affordability

Not important Somewhat Important Very Important

17. Off street parking spaces

Not important Somewhat Important Very Important

18. Enclosed garage

Not important Somewhat Important Very Important

19. Balconies/porches/patios

Not important Somewhat Important Very Important

20. Sense of privacy

- Not important Somewhat Important Very Important
 21. Individual entryway
 Not important Somewhat Important Very Important
 22. Shared outdoor space or play area
 Not important Somewhat Important Very Important
 23. Building features common to the neighborhood (i.e. roof forms, porches, trim, etc.)
 Not important Somewhat Important Very Important
 24. Building color
 Not important Somewhat Important Very Important
 25. Daytime sunlight
 Not important Somewhat Important Very Important
 26. Nighttime lighting
 Not important Somewhat Important Very Important
 27. Front-yard space
 Not important Somewhat Important Very Important
 28. Back-yard space
 Not important Somewhat Important Very Important
 29. Landscaping/Trees
 Not important Somewhat Important Very Important
 30. Storage space
 Not important Somewhat Important Very Important
 31. Windows facing parking areas and common spaces
 Not important Somewhat Important Very Important
 32. Windows facing surrounding streets
 Not important Somewhat Important Very Important

Household Profile

33. How long have you lived at your current residence? ___ Years ___ Months
 34. Do you rent or own? (please check one) Rent Own
 35. Where was your previous residence? (please check one)
 Within the Portland Metro Area Within Oregon State
 Another State within the United States Another Country
 36. Why did you choose to live in this location? (check all that apply)
 Affordability Availability of home Neighborhood Character
 Proximity to work Proximity to Schools/Services Proximity to Friends/Family
 Other _____
 37. How do you travel to and from your home? (check all that apply)
 Car Bus Bike Walk
 38. How many persons in your household are in the following age groups?
 ___ under 10 years ___ 11-20 years ___ 21-45 years ___ 46-65 years ___ 66+ years
 39. Do you know anyone in the neighborhood outside of your development? (please check one)

APPENDIX C
SURVEYS

Yes

No

Open Ended Questions

40. How would you describe the character of your neighborhood? _____

41. What do you like the most about living in your neighborhood? _____

42. What are your biggest concerns about living in your neighborhood? _____

43. Additional thoughts, comments, ideas do you have? _____

ID# _____

ABOUT THIS SURVEY

Portland State University graduate students are conducting a survey in your neighborhood to gather opinions from community members about **recent multi-family developments (i.e. rowhouses, apartment buildings, cottage clusters, duplexes)**. The purpose of this survey is to:

- Gather opinions from community members who live close to recently constructed multi-family developments along the SE 122nd Avenue Corridor, and
- Understand how well recent infill developments relate to the existing community and how to improve the design of multi-family residential developments in the future.

The results of this survey will be used by the student group to develop recommendations for the **City of Portland's Bureau of Planning** on how to create the kind of community your neighborhood prefers. The survey takes about 10 minute to fill out and is voluntary.

Please fill out the survey and place it in the mail by April 26, 2004. If you have any questions regarding the survey or our study, please contact Kristine at 503.233.2735. Thank you for your time.

I FILLED OUT MY SURVEY!

To be entered in a raffle for a **\$50 gift certificate to Target** for filling out your survey, please fill out the following information **with your completed survey and mail by April 26, 2004**. This information will be used only for the purposes of the raffle and will not be connected in any way to the answers you gave on the survey.

NAME: _____ PHONE: _____
(if you do not have a phone #, please provide us with another means of contacting you: email, or home address)

The drawing will take place on May 2, 2004. If you are the winner you will be contacted at the phone number you provide. **THANK YOU FOR PARTICIPATING IN OUR SURVEY!** –Portland State University Students

Overall Design

1. How would you rate the overall look of new multi-family development in your neighborhood? (please check one) Excellent Average Poor

What about the look of the multi-family development near your home do you like or dislike?

2. Do you think the new multi-family development relates well to the character of your neighborhood? (please check one) Yes Somewhat No

Why or why not? _____

3. Is the multi-family development a positive, negative or neutral addition to your neighborhood? (please check one) Positive Negative Neutral

4. Overall, do you feel your neighborhood is changing for the better, worse, or is staying the same? (please check one) Better Worse Staying the Same

5. In terms of size, does the new multi-family development seem too large, too small or is it a good size for your neighborhood? (please check one)

- Too large Too small A good size Not important

6. How would you describe the quality of the development's construction? (please check one)

- High quality Medium quality Low quality Not important

7. What is the most prominent feature of the multi-family development in your neighborhood? (please check one)

- Parking Lot Dwellings/Structure Landscaping/Trees
 Enclosed Garage A good mix of features Other _____

Privacy/Safety

8. What impact does new multi-family development have on your sense of privacy? (please check one)

- Positive Negative No impact Not important

9. What could be done to the development, if anything, to enhance your sense of privacy? (check all that apply)

- Add landscaping Add windows Move entryways
 Change the building height Nothing needs to be done Other _____

10. What impact does new multi-family development have on your sense of safety? (please check one)

- Positive Negative No impact Not important

What about the developments make them feel safe or unsafe? _____

Parking/Outdoor Space

11. Do you think more or less parking is needed for the multi-family development in your neighborhood, or is the parking adequate? (please check one)

- More parking Less parking Parking is adequate Not important

12. Do you think the parking could have been placed in a better location on the site? (please check one)

- Yes No Does not apply, there is no on-site parking Not important

13. If yes, why should the parking be relocated? (check all that apply)

- To enhance access to the residences To locate it away from the sidewalk/main roadway
 To hide it behind the buildings To create or add space for a gathering/common area
 To make it less vulnerable to criminal activity Other _____

Your Priorities

Please rate how important it is for these neighborhood characteristics to be reflected in new multi-family developments in your community:

14. Affordability

- Not important Somewhat Important Very Important

15. Off-street parking spaces

- Not important Somewhat Important Very Important

16. Enclosed garages

- Not important Somewhat Important Very Important

- 17. Balconies/porches/patios
 Not important Somewhat Important Very Important
- 18. Sense of individuality
 Not important Somewhat Important Very Important
- 19. Single family feel/look
 Not important Somewhat Important Very Important
- 20. Shared outdoor space or play area
 Not important Somewhat Important Very Important
- 21. Front-yard space
 Not important Somewhat Important Very Important
- 22. Back-yard space
 Not important Somewhat Important Very Important
- 23. Building features common to the neighborhood (i.e. roof forms, porches, trim, etc.)
 Not important Somewhat Important Very Important
- 24. Building color
 Not important Somewhat Important Very Important
- 25. Landscaping/Trees
 Not important Somewhat Important Very Important
- 26. Windows facing parking areas and common spaces
 Not important Somewhat Important Very Important
- 27. Windows facing surrounding streets
 Not important Somewhat Important Very Important
- 28. How close do you live to a new multi-family development? (please check one)
 Next door Close by Not very close

Neighbor Profile

- 29. How long have you lived at your current residence? (please check one)
 under 5 years 6-10 years 11+ years
- 30. Do you rent or own? (please check one) Rent Own
- 31. Where was your previous residence? (please check one)
 Within Portland City Metro Area Within Oregon State
 Another State within the United States Another Country
- 32. Why did you choose to live in this neighborhood? (check all that apply)
 Affordability Availability of homes Neighborhood Character
 Proximity to Work Proximity to Schools/Services Proximity to Friends/Family
 Other _____
- 33. How do you travel to and from your home? (check all that apply)
 Car Bus Bike Walk
- 34. How many persons in your household are in the following age groups?
 ___ under 10 years ___ 11-20 ___ 21-45 ___ 46-65 ___ 66+
- 35. Do you know someone that lives in a new multi-family development in your neighborhood? (please check one) Yes No

Open Ended Questions/Neighborhood Identity

How would you describe the character of your neighborhood? _____

What do you like the most about living in your neighborhood? _____

What are your biggest concerns about living in your neighborhood? _____

What additional thoughts or comments do you have about recent multi-family developments in your neighborhood? _____



NEIGHBOR AND OCCUPANT SURVEY COMPARISON

IMPORTANT FINDINGS:

- Neighbors generally rated the new multi-family development negatively, whereas occupants generally rated it positively
- Both neighbors and occupants feel that more parking is needed
- Neighbors are concerned with the external appearance of the buildings, whereas occupants are concerned with the internal functionality of the buildings
- Neighbors were older and had lived in the neighborhood longer, whereas occupants were younger, often with children and had primarily lived in the neighborhood for a year or less
- Neighbors primarily own their residence, occupants primarily rent
- The majority of occupants and neighbors chose to live in the neighborhood because of its affordability; however neighborhood character was second most important to the neighbors and unimportant to occupants
- Occupants had a slightly higher household size than neighbors
- Occupants generally knew other people in the neighborhood, whereas neighbors did not know many people in the developments.



NEIGHBOR SURVEY RESULTS

IMPORTANT FINDINGS:

- Neighbors gave the appearance of the new multi-family developments an overall negative rating, stating the buildings are too large, too prominent and are of low quality construction
- Neighbors suggested that the building heights need to be lower and that more parking is needed
- Neighbors were most concerned with the way the new multi-family dwellings looked from the outside, with off-street parking, landscaping/trees, sense of individuality and single family feel ranking high.
- Most neighbors owned their residence and had lived there for 11 years or more; many had originally chosen the neighborhood because of affordability and its character
- The majority of occupants were between 21 and 65 years old.
- Rating of the developments is worse by older residents and better by younger residents
- Very few neighbors had consistent opinions about the same development. Opinions seemed to vary widely from one neighbor to the next. Perhaps age of the neighbor and not the design of the development is influencing their opinion?



NEIGHBOR SURVEY RESULTS

OTHER ANALYSIS

DEVELOPMENT COMPARISON

- #3 – mixed answers one good, one bad
- #7 – similar answers
- #8 – only one response
- #11 – mixed from poor to excellent
- #14 – only one response
- #15 – all over the place
- #18 – all over the place
- #19- only one result
- #20 – split between good and bad
- #21 – similar answers
- #22 – dislike
- #27 – split
- #30- split
- #32- only one
- #34 – only one
- #35 – only one

If someone felt that a comparison of the results of the different developments was really important, we could weight each answer and then give the development an overall rank.

DESIGN ELEMENT RANKING – VERY IMPORTANT

1. Off-street parking 67.9%
2. Landscaping/trees 64.2%
3. Shared outdoor space or play area 60.4%
4. Sense of individuality for housing units 54.7%
5. Back yard space 54.7%
6. Single family feel/look 49.1%
7. Windows facing parking areas 47.2%
8. Affordability 39.6%
9. Enclosed garages 37.7%
10. Front yard space 37.7%
11. Building features common to neighborhood 35.8%
12. Windows facing surrounding streets 28.3%
13. Balconies/porches/patios 24.5%
14. Building color 22.6%

AGE DATA

Total Occupants

	Frequency	Percent	Valid Percent	Cumulative Percent
1	10	18.9	18.9	18.9
2	18	34.0	34.0	52.8
3	12	22.6	22.6	75.5
4	5	9.4	9.4	84.9
5	6	11.3	11.3	96.2
6	2	3.8	3.8	100.0
Total	53	100.0	100.0	

Mean 2.72 occupants

Most popular age groups were 21-45 and 46-65

Of total occupants (144):

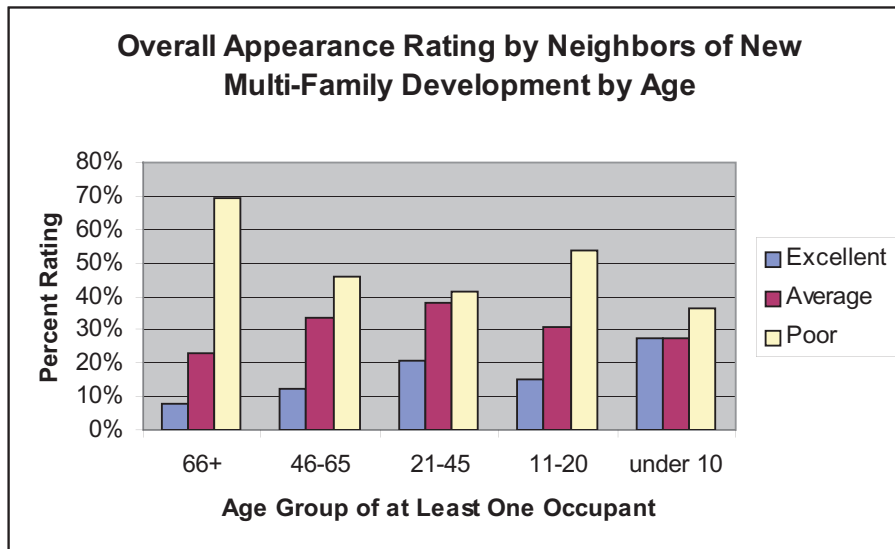
11.1% were under 10

14.6% were 11-20

36.1% were 21-45

25.7% were 46-65

12.5% were 66+





NEIGHBOR SURVEY RESULTS

ANSWERS BY QUESTION

TOTAL: 53 SURVEYS

OVERALL DESIGN

1. Overall rank of new multi-family development:
 - **Poor 47.2%** (25/53)
 - Average 34.0% (18/53)
 - Excellent 15.1% (8/53)
 - No answer 3.8% (2/53)

2. Does new multi-family development relate well to the character of your neighborhood?
 - **No 56.6%** (30/53)
 - Somewhat 20.8% (11/53)
 - Yes 20.8% (11/53)
 - No answer 1.9% (1/53)

3. Is the multi-family development a positive, negative or neutral addition to your neighborhood?
 - **Negative 58.5%** (31/53)
 - Neutral 22.6% (12/53)
 - Positive 17% (9/53)
 - No answer 1.9% (1/53)

4. Overall do you feel your neighborhood is changing for the better, worse or is it staying the same?
 - **Worse 67.9%** (36/53)
 - Staying the same 18.9% (10/53)
 - Better 11.3% (6/53)
 - No answer 1.9% (1/53)

5. In terms of size, does the new multi-family development seem too large, too small or a good size for your neighborhood?
 - **Too Large 60.4%** (32/53)
 - A good size 28.3% (15/53)
 - Too small 3.8% (2/53)
 - Not Important 3.8% (2/53)
 - No answer 3.8% (2/53)

6. How would you describe the quality of the development's construction?
 - **Low quality 43.4%** (23/53)
 - Medium quality 20.8% (11/53)
 - High quality 17% (9/53)
 - Not Important 17% (9/53)

- No answer 1.9% (1/53)
7. What is the most prominent feature of the multi-family development in your neighborhood?
- **Dwellings/Structure 45.3%** (24/53)
 - Other responses: too crowded, ugly, none, density 15.1% (8/53)
 - A good mix of features 13.2% (7/53)
 - Parking lot 9.4% (5/53)
 - No answer 7.5% (4/53)
 - Landscaping/trees 5.7% (3/53)
 - Enclosed garage 3.8% (2/53)

PRIVACY/SAFETY

8. What impact does new multi-family development have on your sense of privacy?
- **Negative 66%** (35/53)
 - No Impact 13.2% (7/53)
 - Not Important 9.4% (5/53)
 - Positive 5.7% (3/53)
 - No answer 5.7% (3/53)
9. What can be done to the development, if anything, to enhance your sense of privacy?
- **Change building height 47.2% said yes** (25/53)
 - Add landscaping 35.8% said yes (19/53)
 - Other responses: change zoning, deny development, it's too close to houses, more off-street parking, move windows, not built in first place, re-orient buildings, too cramped for lot space - 15.1% (8/53)
 - Nothing needs to be done 13.2% said yes (7/53)
 - Add windows 5.7% said yes (3/53)
 - Move entryways 1.9% said yes (1/53)
10. What impact does new multi-family development have on your sense of safety?
- **Negative 56.6%** (30/53)
 - No impact 26.4% (14/53)
 - No answer 11.3% (6/53)
 - Positive 5.7% (3/53)

PARKING/OUTDOOR SPACE

11. Do you think more or less parking is needed for the multi-family development in your neighborhood, or is the parking adequate?
- **More Parking 62.3%** (33/53)
 - Parking is adequate 18.9% (10/53)
 - Not important 11% (6/53)
 - Less Parking 3.8% (2/53)
 - No Answer 3.8% (2/53)

Do you think the parking could have been placed in a better location on the site?

- **Yes 34.0%** (18/53)
- No 32.1% (17/53)
- No Answer 13.2% (7/53)
- Not Important 11.3% (6/53)
- Does not apply 9.4% (5/53)

If yes, why should the parking be relocated?

- **To locate it away from sidewalk/main roadway 26.4% answered yes** (14/53)
- To create or add space for gathering/common area 11.3% said yes (6/53)
- To make it less vulnerable to criminal activity 11.3% said yes (6/53)
- Other responses: Limit cars, take parking off existing road onto developed property, there is no room for guests and they park anywhere, too crowded to change – 9.4% (5/53)
- To hide it behind buildings 7.5% said yes (4/53)
- To enhance access to residences 7.5% said yes (4/53)

PRIORITIES

Affordability

- **Very Important 39.6%** (21/53)
- Somewhat Important 37.7% (20/53)
- Not Important 15.1% (8/53)
- No Answer 7.5% (4/53)

Off-street Parking

- **Very Important 67.9%** (36/53)
- Somewhat Important 15.1% (8/53)
- No Answer 11.3% (6/53)
- Not Important 5.7%(3/53)

Enclosed Garages

- **Very Important 37.7%** (20/53)
- **Somewhat Important 37.7%** (20/53)
- Not Important 17.0% (9/53)
- No answer 7.5% (4/53)

Balconies/Porches/Patios

- **Somewhat Important 47.2%** (25/53)
- Very Important 24.5% (13/53)
- Not Important 18.9% (10/53)
- No answer 9.4% (5/53)

Sense of individuality for housing units

- **Very Important 54.7%** (29/53)
 - Somewhat Important 24.5% (13/53)
 - No answer 11.3% (6/53)
 - Not Important 9.4% (5/53)
19. Single family feel/look
- **Very Important 49.1%** (26/53)
 - Somewhat Important 37.7% (20/53)
 - Not Important 7.5% (4/53)
 - No answer 5.7% (3/53)
20. Shared outdoor space or play area
- **Very Important 60.4%** (32/53)
 - Somewhat Important 20.8% (11/53)
 - Not Important 13.2% (7/53)
 - No answer 5.7% (3/53)
21. Front-yard space
- **Somewhat Important 43.4%** (23/53)
 - Very Important 37.7% (20/53)
 - Not Important 11.3% (6/53)
 - No answer 7.5% (4/53)
22. Back-yard space
- **Very Important 54.7%** (29/53)
 - Somewhat Important 34.0% (18/53)
 - No answer 7.5% (4/53)
 - Not Important 3.8% (2/53)
23. Building features common to the neighborhood
- **Somewhat Important 41.5%** (22/53)
 - Very Important 35.8% (19/53)
 - Not Important 13.2% (7/53)
 - No answer 9.4% (5/53)
24. Building color
- **Somewhat Important 45.3%** (24/53)
 - Not Important 26.4% (14/53)
 - Very Important 22.6% (12/53)
 - No answer 5.7% (3/53)
25. Landscaping/trees
- **Very Important 64.2%** (34/53)
 - Somewhat Important 24.5% (13/53)

- Not Important 5.7% (3/53)
- No answer 5.7% (3/53)

26. Windows facing parking areas and common spaces

- **Very Important 47.2%** (25/53)
- Somewhat Important 28.3% (15/53)
- Not Important 17.0% (17/53)
- No answer 7.5% (4/53)

27. Windows facing surrounding streets

- **Somewhat Important 39.6%** (21/53)
- Very Important 28.3% (15/53)
- Not Important 24.5% (13/53)
- No answer 7.5% (4/53)

NEIGHBOR PROFILE

28. How close do you live to a new multi-family development?

- **Next door 49.1%** (26/53)
- Close by 41.5% (22/53)
- Not very close 7.5% (4/53)
- No answer 1.9% (1/53)

29. How long have you lived at your current residence?

- **11+ years 41.5%** (22/53)
- Under 5 years 32.1% (17/53)
- 6-10 years 26.4% (14/53)

30. Do you rent or own?

- **Own 84.9%** (45/53)
- Rent 15.1% (8/53)

31. Where was your previous residence?

- **Within the Portland Metro Area 84.9%** (45/53)
- Within Oregon State 9.4% (5/53)
- Another state within the United States 5.7% (3/53)

32. Why did you choose to live in this neighborhood?

- **Affordability 50.9% said yes** (27/53)
- Neighborhood Character 43.4% said yes (23/53)
- Proximity to work 24.5% said yes (13/53)
- Proximity to friends/family 18.9% said yes (10/53)

- Other answers given: big open windows, grew up on street, it was outside Portland City limits at the time, major bus line, lot character, unique floor plan, quiet, to be next to Powell Butte – 17.0% (9/53)
- Proximity to school/services 15.1% said yes (8/53)
- Availability of homes 9.4% said yes (5/53)

33. How do you travel to and from your home?

- **Car 88.7%** (47/53)
- Walk 30.2% (16/53)
- Bus 24.5% (13/53)
- Bike 17.0% (9/53)

34. How many people in your household are: under 10?

- **1 13.2%** (7/53)
- 2 5.7% (3/53)
- 3 1.9% (1/53)

34. How many people in your household are: 11-20?

- **1 13.2%** (7/53)
- 2 7.5% (4/53)
- 3 3.8% (2/53)

34. How many people in your household are: 21-45?

- **2 30.2%** (16/53)
- 1 20.8% (11/53)
- 4 1.9% (1/53)
- 5 1.9% (1/53)

34. How many people in your household are: 46-65?

- **2 24.5% (13/53)**
- 1 20.8% (11/53)

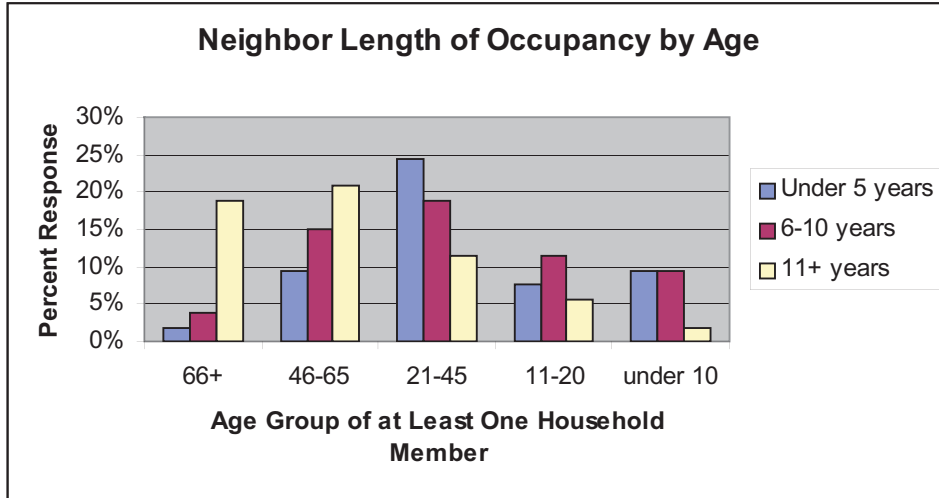
34. How many people in your household are: 66+?

- **1 15.1% (8/53)**
- 2 9.4% (5/53)

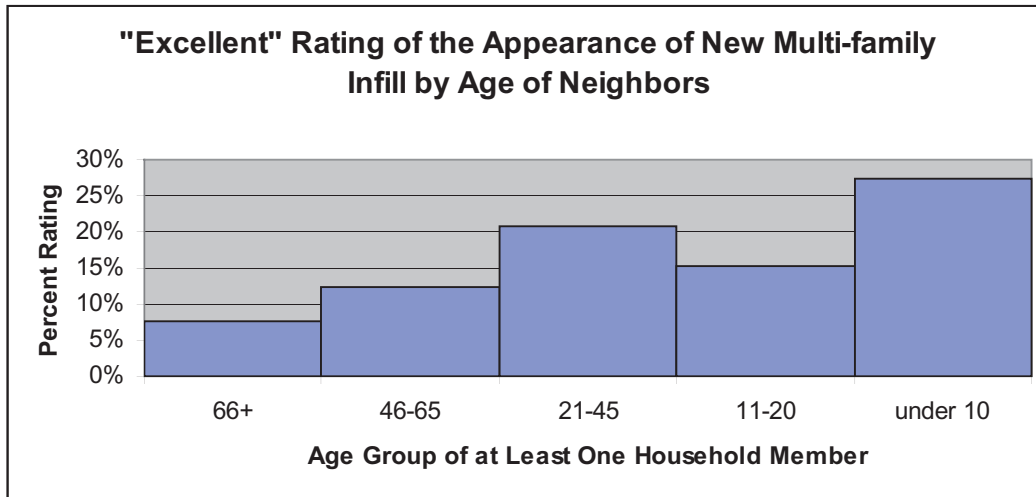
35. Do you know someone that lives in new multi-family development in your neighborhood?

- **No 69.8%** (37/53)
- Yes 30.2% (16/53)

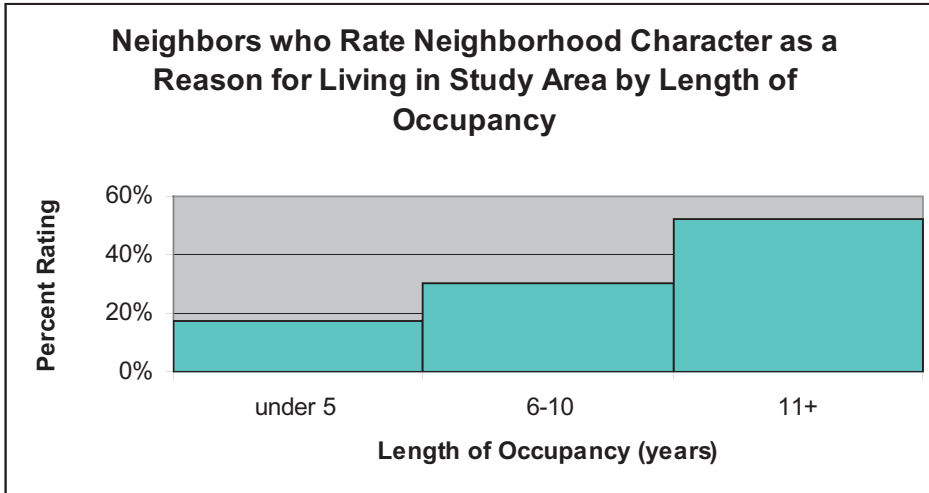
ADDITIONAL NEIGHBOR FINDINGS



In general, older neighbors have lived in the neighborhood longer than their younger counterparts.



Shows, perhaps more clearly than the other chart, that older neighbors are less likely to rate new multi-family infill as excellent in appearance.



Shows residents who have lived in the study area for longer felt that neighborhood character was an important factor in their decision to live there. Perhaps due to the loss of a distinct character, neighbors who moved to the neighborhood more recently were less likely to cite neighborhood character as a reason behind their decision.

	Excellent	Average	Poor	Total Surveyed
Condominium	0%	3%	0%	1
Rowhouse	3%	3%	17%	8
Duplex	3%	11%	3%	6
Tri-plex	3%	11%	6%	7
Tri-plex with courtyard	6%	3%	0%	3
Four-plex	6%	3%	0%	3
Multi-family	3%	3%	14%	7
Total	23%	37%	40%	35

Overall rankings of appearance by infill type – the only thing that really stands out here is that the larger, bulkier rowhouses and multi-family developments got a poorer rating. The rowhouses surveyed were the “tree-houses” on Schiller and Long Street. Both sets of rowhouses are taller than other types of development, which presumably brought their lower-rating.



OCCUPANT SURVEY RESULTS

IMPORTANT FINDINGS

- Occupant's overall attitude toward the design of the buildings was positive
- The majority of occupants feel there is not enough parking
- Affordability and indoor design considerations, such as sense of privacy and storage space were most important to occupants; outdoor design considerations, such as building color, landscaping were least important
- Most occupants have lived in their current residence for less than a year, with the overwhelming majority coming from within the Portland Metro area
- Most are renters
- Most chose the neighborhood because it was affordable and units were available
- The majority of occupants were between 21-45 years old, with a fair amount having children under 10. Very few were older than 45
- Rating of the appearance of the developments did not appear to have much relationship to the occupant's age or specific development.



OCCUPANT SURVEY RESULTS

OTHER ANALYSIS

ANSWERS BY DEVELOPMENT

- #4 Similar answers – generally positive
- #8 Similar answers – generally positive
- #14 Similar answers – generally positive
- #19 Divergent answers – one positive, one negative
- #20 Similar answers – generally positive
- #22 A wide range of answers
- #24 Somewhat divergent answers
- #25 Similar answers
- #26 Wide range of answers
- #27 Similar answers
- #28 Only one response
- #29 Only one response
- #32 Only one response
- #34 Wide range of answers
- #36 Only one answer

DESIGN ELEMENT RANKINGS – VERY IMPORTANT

1. Affordability 86.0%
2. Sense of privacy 83.7%
3. Storage Space 58.1%
4. Nighttime lighting 51.2%
5. Individual entryways 48.8%
6. Enclosed garages 48.8%
7. Balconies/Porches/Patios 48.8%
8. Daytime sunlight 41.9%
9. Backyard space 41.9%
10. Off-street parking 34.9%
11. Landscaping/trees 30.2%
12. Windows facing parking areas and common areas 27.9%
13. Front-yard space 23.3%
14. Shared outdoor space or play area 18.6%
15. Windows facing surrounding streets 18.6%
16. Building features common to the neighborhood 16.3%
17. Building color 14.0%

APPENDIX D
 TABULATION OF
 SURVEY RESULTS

AGE DATA

Total occupants

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1	6	14.0	14.0	14.0
2	13	30.2	30.2	44.2
3	11	25.6	25.6	69.8
4	8	18.6	18.6	88.4
5	2	4.7	4.7	93.0
6	1	2.3	2.3	95.3
7	2	4.7	4.7	100.0
Total	43	100.0	100.0	

Mean 2.95 occupants

Of total occupants (127)

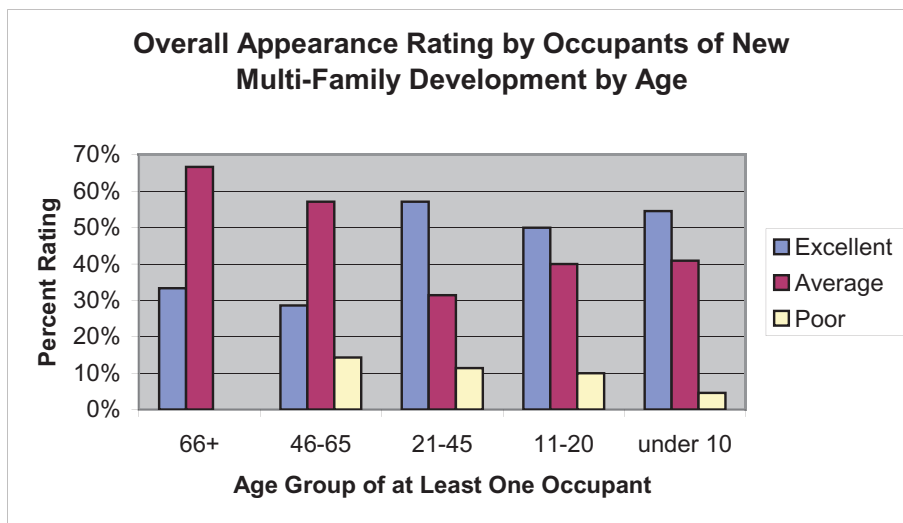
27.6% were under 10

16.5% were 11-20

45.7% were 21-45

7.9% were 46-65

2.4% were 66+



* 66+ AGE GROUP HAD ONLY 3 MEMBERS

* 46-65 AGE GROUP HAD ONLY 7 MEMBERS



OCCUPANT SURVEY RESULTS

ANSWERS BY QUESTION

TOTAL: 43 SURVEYS

OVERALL DESIGN

11. How would you rank the overall look of the development you live in?
 - **Excellent 51.2%** (22/43)
 - Average 37.2% (16/43)
 - Poor 11.6% (5/43)

12. In terms of size, does our development seem too large, too small or is it a good size for your neighborhood?
 - **A good size 79.1%** (34/43)
 - Too small 9.3% (4/43)
 - Too large 4.7% (2/43)
 - Not important 4.7% (2/43)
 - No answer 2.3% (1/43)

13. What is the most prominent feature of the multi-family development in your neighborhood?
 - **Enclosed Garage 32.6%** (14/43)
 - Dwellings/Structure 27.9% (12/43)
 - A good mix of features 27.9% (12/43)
 - Other responses: lot too small, sameness – 4.7% (2/43)
 - Landscaping/trees 2.3% (1/43)
 - Parking lot 0% (0/43)

WINDOWS/LIGHTING/SECURITY

14. Do you feel safe moving to and from the parking area?
 - **Yes 86%** (37/43)
 - No 9.3% (4/43)
 - No answer 4.7% (2/43)
 - Not Important 0% (0/43)

15. Does your residence/unit receive enough sunlight during the day?
 - **Yes 83.7%** (36/43)
 - No 14% (6/43)
 - No answer 2.3% (1/43)
 - Not Important 0% (0/43)

16. What do you think about nighttime lighting on the site?
 - **Sufficient 79.1%** (34/43)
 - Not Sufficient 11.6% (5/43)
 - Too Dim 4.7% (2/43)
 - Not Important 4.7% (2/43)

- Too Bright 0% (0/43)

17. If lighting were to be added where would you add it?

- **Street 30.2%** (13/43)
- Not Important 25.6% (11/43)
- Main Entry 20.9% (9/43)
- Parking Area 14.0% (6/43)
- Common/Shared Space 7.0% (3/43)
- Individual Entries 4.7% (2/43)
- Pathways 4.7% (2/43)
- Other: driveway 2.3% (1/43)

18. Would more windows in each unit help with outdoor security issues?

- **Not Agree 53.5%** (23/43)
- Not Important 34.9% (15/43)
- Agree 9.3% (4/43)
- No answer 2.3% (1/43)

PARKING/OUTDOOR SPACE

9. Do you feel there is too much, enough or not enough parking for residents in your development?

- **Not Enough 65.1%** (28/43)
- Enough 34.1% (15/43)
- Too Much 0% (0/43)
- Not Important 0% (0/43)

10. Do you think the parking could have been placed in a better location on the site?

- **No 44.2%** (19/43)
- Yes 30.2% (13/43)
- Does not apply 18.6% (8/43)
- Not Important 4.7%(2/43)
- No Answer 2.3% (1/43)

11. If yes, why should the parking be relocated?

- **To enhance access to residences 11.6% said yes** (5/43)
- To make it less vulnerable to criminal activity 9.3% said yes (4/53)
- To create or add space for gathering/common area 9.3% said yes (4/43)
- To locate it away from sidewalk/main roadway 4.7% answered yes (2/43)
- Other answers: need to add more parking, too spread out 4.7% (2/43)
- To hide it behind buildings 2.3% said yes (1/43)

12. Considering unit entrances and accessibility, is the parking in a good location?

- **Yes 95.3%** (41/43)

- No 4.7% (2/43)

13. If the site has a gathering space, common area or courtyard, do you like the location?

- **Does not Apply 65.1%** (28/43)
- Yes 16.3% (7/43)
- No answer 11.6% (5/43)
- No 7.0% (3/43)

If yes why?

- Open ended responses: already used, filled with neighborhood kids, easy to watch kids, gate broken and kids run in the street, in the middle, very nice setup, nice open area close to apartment, not big enough (5/43)

14. If your development doesn't have a gathering space, common area or courtyard, would you like one?

- **Yes 51.2%** (22/43)
- No 37.2% (16/43)
- No answer 9.3% (4/43)
- Not Applicable 2.3%(1/43)

15. If your development doesn't have private outdoor space would you like some?

- **No answer 44.2%** (19/43)
- **Yes 44.2%** (19/43)
- No 9.3% (4/43)
- Not applicable 2.3% (1/43)

PRIORITIES

16. Affordability

- **Very Important 86.0%** (37/43)
- Somewhat Important 11.6% (5/43)
- Not Important 2.3% (1/43)

17. Off-street Parking

- **Somewhat Important 46.5%** (20/43)
- Very Important 34.9% (15/43)
- Not Important 18.6% (8/43)

18. Enclosed Garages

- **Very Important 48.8%** (21/43)
- Somewhat Important 30.2% (13/43)
- Not Important 16.3% (7/43)
- No answer 4.7% (2/43)

19. Balconies/Porches/Patios

- **Very Important 48.8%** (21/43)
 - Somewhat Important 41.9% (18/43)
 - Not Important 9.3% (4/43)
20. Sense of privacy
- **Very Important 83.7%** (36/43)
 - Somewhat Important 16.3% (7/43)
 - Not Important 0% (0/43)
21. Individual Entryway
- **Very Important 48.8%** (21/43)
 - Somewhat Important 39.5% (17/43)
 - Not Important 9.3% (4/43)
 - No answer 2.3% (1/43)
22. Shared outdoor space or play area
- **Somewhat Important 41.9%** (18/43)
 - Not Important 39.5% (17/43)
 - Very Important 18.6%(8/43)
23. Building features common to the neighborhood
- **Not Important 53.5%** (23/43)
 - Somewhat Important 30.2% (13/43)
 - Very Important 16.3% (7/43)
24. Building Color
- **Not Important 60.5%** (26/43)
 - Somewhat Important 25.6% (11/43)
 - Very Important 14.0% (6/43)
25. Daytime sunlight
- **Somewhat Important 48.8%** (21/43)
 - Very Important 41.9% (18/43)
 - Not Important 9.3% (4/43)
26. Nighttime lighting
- **Very Important 51.2%** (22/43)
 - Somewhat Important 44.2% (19/43)
 - Not Important 4.7% (2/43)
27. Front-yard space
- **Somewhat Important 51.2%** (22/43)
 - Not Important 25.6% (11/43)
 - Very Important 23.3% (10/43)

28. Back-yard space
- **Very Important 41.9%** (18/43)
 - Somewhat Important 39.5% (17/43)
 - Not Important 18.6% (8/43)
29. Landscaping/Trees
- **Somewhat Important 39.5%** (17/43)
 - Very Important 30.2% (13/43)
 - Not Important 30.2% (13/43)
30. Storage Space
- **Very Important 58.1%** (25/43)
 - Somewhat Important 32.6% (14/43)
 - Not Important 9.3% (4/43)
31. Windows facing parking areas and common areas
- **Somewhat Important 48.8%** (21/43)
 - Very Important 27.9% (12/43)
 - Not Important 23.3% (10/43)
32. Windows facing surrounding streets
- **Somewhat Important 46.5%** (20/43)
 - Not Important 34.9% (15/43)
 - Very Important 18.6% (8/43)

HOUSEHOLD PROFILE

33. How long have you lived at your current residence?
- **Less than 1 year 53.5%** (23/43)
 - 1 year 20.9% (9/43)
 - 2 years 9.3% (4/43)
 - 3 years 9.3% (4/43)
 - 4 years 4.7% (2/43)
 - 6 years 2.3% (1/43)
34. Do you rent or own?
- **Rent 67.4%** (29/43)
 - Own 32.6% (14/43)
35. Where was your previous residence?
- **Within the Portland Metro Area 83.7%** (36/43)
 - Within Oregon State 7.0% (3/43)
 - Another country 4.7% (2/43)
 - Another state within the United States 4.7% (2/43)

36. Why did you choose to live in this neighborhood?

- **Affordability 51.2% said yes (22/43)**
- Availability of homes 41.9% said yes (18/43)
- Proximity to work 30.2% said yes (13/43)
- Proximity to friends/family 27.9% said yes (12/43)
- Proximity to school/services 23.3% said yes (10/43)
- Other answers given: Builder, good owner contract, got in, look of apt., nice apts., no HOA – own land, under pressure –former home sold – 16.3% (7/43)
- Neighborhood Character 14.0% said yes (6/43)

37. How do you travel to and from your home?

- **Car 90.7% (39/43)**
- Bus 34.9% (15/43)
- Walk 20.9% (9/43)
- Bike 4.7% (2/43)

38. How many people in your household are: under 10?

- **1 30.2% (13/43)**
- 2 16.3% (7/43)
- 3 2.3% (1/43)
- 5 2.3% (1/43)

38. How many people in your household are: 11-20?

- **2 11.6% (5/43)**
- 1 7.0% (3/43)
- 3 2.3% (1/43)
- 5 2.3% (1/43)

38. How many people in your household are: 21-45?

- **2 44.2% (19/43)**
- 1 32.6% (14/43)
- 3 4.7% (2/43)

38. How many people in your household are: 46-65?

- **1 9.3% (4/43)**
- 2 7.0% (3/43)

38. How many people in your household are: 66+?

- **1 7.0% (3/43)**

39. Do you know anyone in the neighborhood outside of your development?

- **Yes 65.1% (28/43)**
- No 34.9% (15/43)

ADDITIONAL OCCUPANT FINDINGS

	Excellent	Average	Poor	Total #of Surveys
Condominium	0%	5%	0%	2
Rowhouse	17%	12%	7%	15
Duplex	7%	17%	2%	11
Duplex with Courtyard	5%	0%	0%	2
Four-plex	10%	2%	0%	5
Multi-family	10%	2%	2%	6
Total	49%	39%	12%	41

Out of 43 surveyed, 6 said neighborhood character was an important reason for moving to the neighborhood.
Of those 6, 5 rented, 1 owned.

DO YOU LIKE THE WAY THESE DEVELOPMENTS LOOK?



WHO: Portland State University Graduate Students

WHAT: Community Meeting to Discuss Design of New Multi-family Housing in Vicinity of 122nd Avenue

WHERE: Pizza Baron, 2604 Southeast 122nd Avenue

WHEN: Wednesday, April 21, 2004 6:00 to 7:30 pm

WHY: You're the experts! We want to learn from you!
We're studying the design of multi-family housing in your neighborhood and want to know what you like and dislike about the way these projects look.

PIZZA PROVIDED

THOSE WHO ATTEND WILL ALSO BE ENTERED INTO A DRAWING FOR DOOR PRIZES SUCH AS A \$50 GIFT CERTIFICATE TO TARGET, \$50 GIFT CERTIFICATE TO SAFEWAY and A VARIETY OF OTHER CERTIFICATES TO LOCAL BUSINESSES

Please call Kristine at 503-233-2735 if you have something to say but are unable to attend the meeting.

Community Meeting

New Multi-Family Developments and Your Neighborhood

Along SE 122nd Avenue Corridor

APRIL 21 - WEDNESDAY - 6:00PM



PIZZA BARON

"just possibly the greatest anywhere"

122nd. & Division st.
761-1799

**Any family size
one topping PIZZA**

(excluding Seafood)

\$12.99

Sour Dough Thick Crust \$1.50 extra
.50¢ extra to go
\$2.00 extra per toppings
Excludes seafood

Delivery Starting At \$14.99

Not Valid without coupon or with any other Promotions



122nd & SE Division
761-1799
EXPRESS DELIVERY
761-4160

- Wells Fargo
- Precision Cuts
- Day Chiropractic
- Mid-County Memo
- David Edwards Insurance
- Van Kirks Florist
- Head's Up Hair
- Hamman's Carpet and Upholstery Cleaning









APPENDIX F
DESIGN PREFERENCE
SURVEY RESULTS

Design Preference Survey

Date Given: April 21, 2002

Total Number: 10 (2 not used for statistics because each answer was very negative)

		Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive
	1	38%	63%	0%	0%	0%
	2	0%	38%	25%	13%	25%
	3	13%	63%	25%	0%	0%
	4	0%	38%	25%	25%	13%
	5	13%	38%	38%	13%	0%
	6	38%	38%	13%	13%	0%
	7	38%	50%	0%	13%	0%

		Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive
	8	0%	25%	25%	50%	0%
	9	25%	13%	0%	38%	25%
	10	25%	38%	13%	25%	0%
	11	0%	25%	25%	38%	13%
	12	0%	38%	13%	38%	13%
	13	0%	13%	38%	25%	25%
	14	0%	50%	38%	13%	0%
	15	0%	13%	38%	25%	25%

APPENDIX F
DESIGN PREFERENCE
SURVEY RESULTS

		Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive
	16	0%	38%	13%	13%	38%
	17	13%	0%	25%	38%	25%
	18	0%	13%	0%	38%	50%
	19	0%	13%	13%	63%	13%
	20	0%	0%	25%	50%	25%
	21	13%	25%	25%	0%	38%
	22	0%	25%	0%	50%	25%
	23	0%	13%	38%	25%	25%

122nd Study - DPS Survey Results Summary



1. **Size and Bulk Matter** – All of the above structures are over three stories and were ranked primarily negative. Generally, the larger the bulk of the building, the more negative it was ranked, unrelated to the parking placement.
2. **Skinny houses were split** – The skinny house concept was split between the negative and positive sides, however, the highest ranking was somewhat positive, contributing to the concept that a ‘look’ of single-family is more important than having separate lots.

3. **Long lot without street facing entrance/doors is o.k.** – This development ranked 50% as somewhat positive. There is very little landscaping but it is only two stories...



4. **Courtyards ranked well** – Developments with courtyards ranked fairly well, the play structure development ranked the highest of the lot.

5. **Duplexes with separate entrances ranked well, regardless of the type of architecture (2 stories)**



6. **Even though it is architecturally interesting, three stories is still a deterrent. Although 38% ranked the tree house as very positive, the rest were neutral or negative. However, this non-flashy two story was ranked 50% as somewhat positive.....**



April 21, 2004 Community Workshop Comment Mapping Exercise

There will be four stations set up for people to give their input on paper:

Station 1: What design elements characterize your neighborhood?

Setup:

- Large piece of newsprint paper on table with question written at top; markers
- Facilitator at station will be able to spark ideas by asking people to think about landscaping, porches, dormers, trim, scale, windows, front entry, parking, common space/yards
- People are encouraged to write, draw, etc.

Intended Outcome:

- People will get to see what other people think are the elements that make their neighborhood unique. They can build off them, agree or disagree.

Station 2: What do you like about your neighborhood?

Setup:

- Large study area map (with pictures to help people orient themselves?); markers
- Map will have “What do you like about your neighborhood?” written at the top and “What development do you find appealing in your neighborhood?” written at the bottom

Intended Outcome:

- People will locate development or other elements they like about their neighborhood on the map

Station 3: What do you dislike about your neighborhood?

Setup:

- Large study area map (with pictures to help people orient themselves?); markers
- Map will have “What do you dislike about your neighborhood?” written at the top and “What development do you find distasteful?” written at the bottom.

Intended Outcome:

- People will locate development or other features of their neighborhood that they dislike on the map

Station 4: What design elements should characterize your neighborhood in the future?

Setup:

- Large piece of newsprint paper on table with question written at top; markers
- Facilitator at station will be able to spark ideas by asking people to think about landscaping, porches, dormers, trim, scale, windows, front entry, parking, common space/yards – Should this stay the same? Is there something different they would prefer?
- People are encouraged to write, draw, etc.

Intended Outcome:

- We get a sense for how the neighborhood sees their community evolving.

Station 1 Notes: What design elements characterize your neighborhood?

Comments from the public are in regular font. Added pieces, like themes, are in italics.

<i>Height of New Structures</i>	<ul style="list-style-type: none"> • Tall 3-story buildings
<i>Older Buildings</i>	<ul style="list-style-type: none"> • 1960s ranch style
<i>Variety of Colors</i>	<ul style="list-style-type: none"> • Different colors okay if they blend together • We like that all the developments look the same
<i>Indoor amenities</i>	<ul style="list-style-type: none"> • 2.5 bathrooms! And connected to the bedroom • Fireplaces – gas • Large kitchens • Basements
<i>Outdoor amenities</i>	<ul style="list-style-type: none"> • Covered porch to shelter door from rain • Sun and shade, a balance
<i>Trees/Landscaping</i>	<ul style="list-style-type: none"> • Large trees • Like in a tree house • tall trees – save, urban forests are gone • Personally landscapes • Sense of individuality • Large trees – conifers • Watered lawns
<i>Safety Concerns</i>	<ul style="list-style-type: none"> • People passing through are not as safe • Through streets = less safe
<i>Streets: Large and Small Sidewalks</i>	<ul style="list-style-type: none"> • Small streets lined with town homes • Wide streets • Sidewalks should be encouraged
<i>Parking</i>	<ul style="list-style-type: none"> • We need wider garages • Off-street parking
<i>Mix of Generations/Ages</i>	<ul style="list-style-type: none"> • Generational • Older retired or mid-age working
<i>Other</i>	<ul style="list-style-type: none"> • Reasonable prices but taxes you have to pay for both lots you share – rather have duplex than 4-plex • Yards not all 1-level • Walking • Price of ownership • Ignoring zoning • 7000 square feet = 1 house per 7,000, no extra unit • Wildlife – owls, frogs, squirrels

Station 2 Notes: What do you like about your neighborhood?

Map ID #	Location	Comment
1	122 nd & Division	Albertson's
2	Further east on Division (out of Study Area)	Light green MF development – likes the creativity
3	North side of Division at 122 nd	Rite-Aid
4	Long Street	Like 2.5 baths, covered porch, deck off back, gas fireplace, access to freeway, no home owners association fee
5	122 nd & Holgate	Would like to see grocery store here – WINCO
6	Holgate	Less developed – easier to travel

General Comments:

- Library is great.
- Long Street resident garage and space to ride scooter (child)
- Map makes it look like there are lots of parks – not really the case –
- may be open space but not necessarily usable park
- Future character should be single family with large trees.

Station 3 Notes: What do you dislike about your neighborhood?

Map ID #	Location	Comment
1	122 nd & Boise	Can see them from 122 nd because they are 4 stories
3	122 nd & Raymond	No landscaping
4	Steele – east of 122 nd	Can't park between the structure and the turn around and Steele Street on east side
5	Schiller – east of 122 nd	5 years to get them to pave it (on VPS)
6	Schiller – east of 122 nd	Cleared out trees on a Sunday at 8AM – 5 ft in diameter – 20 trees gone – HUGE IMPACT
10	Long Street or Schiller east of 122 nd	Would like to know how to find out about what will be built
11	120 th & Bush	Residential Street – not built to accommodate MF
12		Garage very narrow – hitting mirrors – too narrow for doors to open
13	122 nd & Holgate	#13 need grocery space

General Comments:

- Dick's Tire – commercial rezoned without telling anyone
- Finding out what's happening isn't occurring
- 3 stories is too high, 2 stories are best
- Add green space – NONE
- No places for kids to play - on street is bad
- Ignored R7 since auxiliary unit allowed
- Impact on SFR property values?
- Can't build more than 2 stories in the past – now 3 and 4 stories are allowed

- Trees cut down – shading is different – NO TREES
- Can't fit in garage – people park on 122nd
- Impact on schools – Gilbert Heights Elementary
- Flood zone and R1 zoning – 3000 to 4000 homes/ units potentially
- Only way into area from east is on Division (already crowded) – need another access
- Holgate has ramp but not paved – needs paved to come into area east and west
- Room – need open area – there isn't enough
- Living in MF is a bit crowded
- Need backyard in MF dwelling

Station 4 Notes: What design elements should characterize your neighborhood in the future?

Comments from the public are in regular font. Added pieces, like themes, are in italics.

Trees are important: Try to keep what doesn't need cut down as they soften transitions between tall and low structures. (Large conifers are worth money, so developers may cut them out to get some revenue and plant new seedlings that are cheap. This is also related to permit process and what % of tree diameter has to stay)

- Keep mature trees, no indiscriminate cutting
- Keep mature trees
- Trees soften transitions between one floor single family and multi floor multi-family structures
- *Colors of Building: Colors can break up the look and mass of a building.*
 - More colors than beige
- *Zoning/code*
 - No 3 stories
- *Open Space/Gathering Area: There should be space for kids, rather than on the street or parking area, to play.*
 - Apartment complexes should have play areas for kids, other multi-family buildings should have lawn or yard or other off-street space available for kids
- *Parking Mix: on site and on-street*
 - Parking should be secure, discreet and appropriate for the type of family that will live there. If 4 adults will share a single unit and all will have cars, perhaps a two-car garage with at least driveway space for a 3rd car (4th on street) is appropriate. The other part of the problem is a 4-car family using their 2-car garage as storage or play space and parking all 4 cars on the street.



FOCUS GROUP AGENDA

Wednesday April 21, 2004

Location: Pizza Baron

6:00pm – 7:30pm

- 6:00 – 6:15 PIZZA! & Enter Raffle

- 6:15 – 6:30 Welcome & Brief Presentation on the LIV-IN Project

- 6:30 – 7:00 Design Preference Survey & Comment Mapping Exercises

- 7:00 – 7:30 Open Discussion on Multi-Family Design

- 7:30 sharp! Raffle off Prizes & Meeting Adjourned!

- 7:35 – 8:00 Continued Discussion/Questions

Demographic Breakdown of Attendees

(These do not include our six group members)

Females: 13

Males: 6

Homeowners: 16 (2 children included)

Renters: 3

People from Powellhurst-Gilbert Neighborhood Association: 6

People from outside study area, but from Outer Southeast: 6

African American: 3

White: 16

People from Long Street: 5

Occupants of Infill: 5

Children: 2

Adults: 17

We will want to note that occupants may not have talked as much (I noticed that at the DISLIKE station).

Final Workshop Discussion Notes: Infill Issues - Priorities***Design Related***

- *Trees*
 - Leave valuable trees when possible – build up rather than out in that space
- *Character of Neighborhood*
 - Make sure buildings fit character, 1-2 stories preferred
- *Privacy/Sunlight*
 - Assure privacy: through landscaping, less height, window placement
 - Height cuts out sunlight/privacy
- Lot layout
- *Open Space/Gathering Area*
 - Play area/yards – trade off with parking
- *Parking/Garages*
 - Parking – overflow from MF are parking in front of people's/neighbor's homes, there should be enough space on lot for parking
 - How to accommodate all the cars/parking on site?
 - Wider garages

Other

- *Zoning/Code*
 - Build single family dwellings –or- no more than 2 stories
 - Have a madatory transition between preservation/conservation zone and MFR zone (200') – don't let them trade buffers
 - Concentrate tall MFR away from SFR
- *Public Input in Permit Process*
 - Neighborhood should have input
 - Design changes after public input not okay: so if a developer makes changes that the public mentions and comes up with a new rendering, then on his/her own makes more changes and doesn't show the public for input
 - Developers – actively seek neighborhood input
 - What's going to get built and when, hard to get information from the city

Appendix Section I: Developer and Architect Interviews

A mixture of seven architects, designers, and developers representing hundreds of market and subsidized multi-dwelling units in Outer Southeast were interviewed for this project. Interviewees had built approximately one quarter of the new developments in the study area including rowhouses, condominiums, duplexes, triplexes, quadplexes and apartments. Developments chosen for interviews were not decided on for “good” or “bad” design, rather, the study wanted to include cross-section of development types reflected within the study area.

The purpose of the interviews was to find out why new developments are built the way they are and what are the market considerations. In addition, interviews covered site configuration, barriers, context, community contact and trade-offs between amenities.

Many of the questions were based on questions created for the City’s Infill Design Project, so information gathered would be similar to other interviews conducted by the client. In addition to those questions, interviewees were asked about site context and context considerations. Interviewees were also asked about their use of established City documents including the Outer Southeast Comprehensive Plan and City of Portland Comprehensive Plan as each have sections on neighborhood livability and design.

The following pages of this appendix section are as follows:

- Developer Questionnaire
- Architect Questionnaire
- Interview Notes from five developers and one architect

LIV-IN Project: Livable Infill Project for Outer Southeast
Portland State University

DEVELOPER QUESTIONNAIRE

Introduction to Project and Reason for Interview

A group of Portland State University Master of Urban and Regional Planning students are conducting a study on multi-family infill in Outer Southeast Portland. We are specifically studying new developments built along the SE 122nd Avenue Corridor between SE Division Street and SE Harold Street. The study's final product will be a report about community preferences for the design of future multi-family projects. We will provide this to our client, Bill Cunningham, from the City of Portland Planning Bureau who is currently conducting a city-wide 'Infill Design Project.'

The project will address current and potential multi-family infill in the study area as it relates to neighborhood livability and design. Over the last four weeks, we have knocked on doors of occupants and neighbors of about 35 developments in the study area (approximately 400+ households), providing opportunities for input through an extensive survey. We also held a community meeting at the Pizza Baron on SE 122nd and Division where community members spoke about what characteristics of developments they find desirable and undesirable.

As part of our study, we are interviewing developers and architects of the developments in the study area. We want to get your thoughts/comments on the project you have worked on in the SE 122nd Avenue Corridor including thoughts on:

- Site configuration
- Barriers
- Context considerations
- Community design documents
- Community contact

We want to gather your thoughts because they are important in realizing what the issues are when developing infill projects. Your answers to the following questions will help guide our analysis and creation of community preferences and their feasibility. We want you to participate and your answers can be confidential if preferred. Questions take about 20 minutes to complete. Participation is voluntary.

Introductory Questions

1. Has this project been successful (occupancy rate, turnover, sold quickly)?
2. What was the target market (household type, income, etc.) and what features do you perceive as being especially important to such people?

3. Would a book of examples representing desirable developments help when building a multi-family project in this area? ___ Yes ___ No

Site Configuration

1. Why did you choose this configuration (mention distinguishing characteristics: rear parking, basement parking, cottage cluster, etc.)?
2. What were the trade-offs between the different configurations considered and the one chosen?

Barriers

1. Was this project built on a “long lot” (example 50 feet by 120 feet)?
___ Yes (go to #2) ___ No (go to #3)
2. If yes, what were some of the difficulties confronted (configuration, context with adjacent structures, parking, etc.)?
3. Were there any barriers (regulatory, lender practices, perceived market preferences, etc.) you had to overcome to build the project?

Context

1. Briefly, how would you characterize the SE 122nd Avenue Corridor (Division to Harold/Foster)?
2. Are there any prominent design elements that characterize the neighborhood?
3. At what point did you consider context (the surrounding area, streets, other structures, natural features, considerations given to design as it relates to the character of SE 122nd Avenue, etc.)?
4. Was an architect used for the project? ___ Yes (go to #6) ___ No (go to #5)
5. If **NO**, can you estimate what the additional cost would be to have an architect design or help design the structure?
6. If **YES**, can we contact the architect you used? We would like to ask a couple questions regarding architectural detail and how context was considered in project design.

Name: _____

Phone: _____

Email: _____

Community Design Documents and Community Contact

The following city and community documents have been created to help new developments contribute towards broader community urban design goals in the area:

- City of Portland Comprehensive Plan
- Powellhurst-Gilbert Community Plan

- Outer Southeast Comprehensive Plan
- Outer Southeast 'Building Blocks'

1. Were any of these documents considered in project development? ___ Yes ___ No
2. If yes, which one and how was it used?
3. Did you have contact with the local neighborhood association? If so, how would you characterize your relationship?

Conclusion Questions

1. Do you know other developers or architects that have worked in Outer Southeast that you think would be willing to talk with me?

Name _____

Name _____

Contact info _____

Contact info _____

2. Can we contact you with follow-up questions?

___ Yes ___ No

Best way to communicate: Phone _____ Email _____

Thank you very much for your time. If you would like my notes from this interview, please feel free to let me know. Feel free to contact me with further questions/comments you may have:

Name _____ Phone _____ Email _____

LIV-IN Project: Livable Infill Project for Outer Southeast Portland State University

ARCHITECT QUESTIONNAIRE

Introduction to Project and Reason for Interview

A group of Portland State University Master of Urban and Regional Planning students are conducting a study on multi-family infill in Outer Southeast Portland. We are specifically studying new developments built along the SE 122nd Avenue Corridor between SE Division Street and SE Harold Street. The study's final product will be a report about community preferences for the design of future multi-family projects. We will provide this to our client, Bill Cunningham, from the City of Portland Planning Bureau who is currently conducting a city-wide 'Infill Design Project.'

The project will address current and potential multi-family infill in the study area as it relates to neighborhood livability and design. Over the last four weeks, we have knocked on doors of occupants and neighbors of about 35 developments in the study area (approximately 400+ households), providing opportunities for input through an extensive survey. We also held a community meeting at the Pizza Baron on SE 122nd and Division where community members spoke about what characteristics of developments they find desirable and undesirable.

As part of our study, we are interviewing developers and architects of the developments in the study area. We want to get your thoughts/comments on the project you have worked on in the SE 122nd Avenue Corridor including thoughts on:

- Site configuration
- Barriers
- Context considerations
- Community design documents
- Community contact

We want to gather your thoughts because they are important in realizing what the issues are when developing infill projects. Your answers to the following questions will help guide our analysis and creation of community preferences and their feasibility. We want you to participate and your answers can be confidential if preferred. Questions take a about 20 minutes to complete. Participation is voluntary.

Introductory Questions

1. Do you know if the project has been successful (occupancy rate, sold quickly, etc.)?
2. What was the target market (household type, income, etc.) and what features do you perceive as being especially important to such people?
3. Would a book of examples representing desirable developments help when building a multi-family project in this area? ___ Yes ___ No

Site Configuration

1. Why did you choose this configuration (mention distinguishing characteristics: rear parking, basement parking, cottage cluster, etc.)?
2. What were the trade-offs between the different configurations considered and the one chosen?
3. Was open space or a gathering space for residents a major consideration?

Barriers

1. Was this project built on a “long lot” (example 50 feet by 120 feet)?
___ Yes (go to #2) ___ No (go to #3)
2. If yes, what were some of the difficulties confronted (configuration, context with adjacent structures, parking, etc.)?
3. Were there any barriers (regulatory, lender practices, perceived market preferences, etc.) you had to overcome to build the project?

Context

1. Briefly, how would you characterize the SE 122nd Avenue Corridor (Division to Harold/Foster)?
2. Are there any prominent design elements that characterize the neighborhood?
3. At what point did you consider context (the surrounding area, streets, other structures, natural features, fenestration patterns, entry treatments, roof forms, building details, etc.)?

Community Design Documents and Community Contact

The following city and community documents have been created to help new developments contribute towards broader community urban design goals in the area:

- City of Portland Comprehensive Plan
- Powellhurst-Gilbert Community Plan
- Outer Southeast Comprehensive Plan
- Outer Southeast ‘Building Blocks’

1. Were any of these documents considered in project development? ___ Yes ___ No
2. If yes, which one and how was it used?
3. Did you have contact with the local neighborhood association? If so, how would you characterize your relationship?

Conclusion Questions

1. Do you know other developers or architects that have worked on multi-family projects in Outer Southeast that would be willing to talk with me?

Name _____
Contact info _____

Name _____
Contact info _____

2. Can we contact you with follow-up questions? Or for accuracy purposes?

____ Yes ____ No

Best way to communicate: Phone _____ Email _____

Thank you very much for your time. If you would like my notes from this interview, please feel free to let me know. Feel free to contact me with further questions/comments you may have:

Name _____ Phone _____ Email _____

DEVELOPER INTERVIEW NOTES

PROJECT TYPES: 4-PLEX AND 5-PLEX*Introductory Questions***Why was this site chosen for this multi-family project?**

Chose site because of zoning

Has this project been successful (occupancy rate, turnover, sold quickly)?

Project very successful – builds rental projects to sell. Will rent if necessary but plan is to sell before tenants move in. Both of these units sold for full asking price before completion. His other projects in OSE have also sold for full price before completion.

What was the target market (household type, income, etc.) and what features do you perceive as being especially important to such people?

Target rental market is \$600 to \$700 per month. Key features –everything is new, units include dishwasher, refrigerator and range.

Would a book of examples representing desirable developments help when building a multi-family project in this area? ___ Yes X No*Site Configuration***Why did you choose this configuration (mention distinguishing characteristics: rear parking, basement parking, cottage cluster, etc.)?**

Has designs that he works with – modifies to fit sites – pretty basic, knows what it costs to built – would not be interested in a plan book

What were the trade-offs between the different configurations considered and the one chosen?

No trade-offs – just have to figure out what will fit

*Barriers***Was this project built on a “long lot” (example 50 feet by 120 feet)?**

___ Yes (go to #2) X No (go to #3)

Not a long lot – this lot was good lot – zoned appropriately

Were there any barriers (regulatory, lender practices, perceived market preferences, etc.) you had to overcome to build the project?

No barriers on this project. Has encountered many regulatory barriers in Gateway area. City won't allow enough parking, orientation of front doors, etc. does not fit with market demands – density is being crammed in – units and living space end up being small – he doesn't think that's desirable.

*Context***Briefly, how would you characterize the SE 122nd Avenue Corridor (Division to Harold/Foster)?**

No overall character – 122nd is mixed bag

Are there any prominent design elements that characterize the neighborhood?

No prominent design features

At what point did you consider context (the surrounding area, streets, other structures, natural features, considerations given to design as it relates to the character of SE 122nd Avenue, etc)?

Design to the neighborhood. In a nicer area they do more 'gingerbread', new is always better than what's there

Was an architect used for the project? ___ Yes (go to #6) X No (go to #5)

Community Design Documents and Community Contact

Were any of these documents considered in project development? ___ Yes X No

Did not look at any city documents

Conclusion Questions

Do you see any benefit in "better" design (lower vacancy rates, higher rents, community livability, etc.)?

Benefit of better design is less difficulty with neighbors – especially multifamily – projects are better received when you do a nice job – pretty standard product sells well on east side

DEVELOPER INTERVIEW NOTES

PROJECT TYPE: ROWHOUSES*Introductory Questions***4. Why was this site chosen for this multi-family project?**

Price – Affordability of land

This is a low-income development that the designer built for the developer that rents the apartments. The designer specializes in low-income developments throughout Portland.

5. Has this project been successful (occupancy rate, turnover, sold quickly)?

Yes, all the rental units are occupied.

6. What was the target market (household type, income, etc.) and what features do you perceive as being especially important to such people?

Low-Income – Divorced Women with children. Having a place for children to play and garage for car are important elements.

7. Would a book of examples representing desirable developments help when building a multi-family project in this area? ___ Yes ___x No

The developer is concerned that a book of developments will add another layer of regulation (although perhaps I didn't emphasize the voluntary aspect of the book) and thought it would add more fees to the development.

*Site Configuration***3. Why did you choose this configuration (mention distinguishing characteristics: rear parking, basement parking, cottage cluster, etc.)?**

The site layout was very much dictated by the City's requirement because it is in the Johnson Creek flood plain. The type of structure, attached units, is one that Larry has used throughout Portland and is successful because of the single-family 'look' while maintaining a good density.

4. What were the trade-offs between the different configurations considered and the one chosen?

NOT APPLICABLE

*Barriers***4. Was this project built on a "long lot" (example 50 feet by 120 feet)?**

___ Yes (go to #2) ___x___ No (go to #3)

5. If yes, what were some of the difficulties confronted (configuration, context with adjacent structures, parking, etc.)?**6. Were there any barriers (regulatory, lender practices, perceived market preferences, etc.) you had to overcome to build the project?**

Context**7. Briefly, how would you characterize the SE 122nd Avenue Corridor (Division to Harold/Foster)?**

HE THOUGHT THE AREA LACKED CHARACTER

8. Are there any prominent design elements that characterize the neighborhood?

No.

9. At what point did you consider context (the surrounding area, streets, other structures, natural features, considerations given to design as it relates to the character of SE 122nd Avenue, etc)?

He did not really take into account the surrounding area because he thought it lacked a character he wanted to recreate. He is the designer and likes to add architectural detail that, although not consistent with the neighborhood look, adds interest and desirability to the development.

10. Was an architect used for the project? ___ Yes (go to #6) ___x NO (go to #5)**11. If NO, can you estimate what the additional cost would be to have an architect design or help design the structure?**

He is a designer and developer...no need for architect

Community Design Documents and Community Contact**4. Were any of these documents considered in project development? ___ Yes ___X_ No****5. If yes, which one and how was it used?****6. Did you have contact with the local neighborhood association? If so, how would you characterize your relationship?**

NO

Conclusion Questions**3. Do you see any benefit in “better” design (lower vacancy rates, higher rents, community livability, etc.)?**

This designer sees better design and fulfilling the livability objection for low-income housing, giving people a special place to live.

DEVELOPER INTERVIEW NOTES

PROJECT TYPE: CDC has developed multi-family in OSE and has one un-constructed infill structure in study area***Introductory Questions:***

1. They looked at several sites in outer SE Portland. They liked this one because it's large enough for a significant number of units, is uniform in shape, flat and buildable.
2. Project has not been constructed.
3. Large families. The project will be mostly three and four-bedroom units. We are reserving 5-10 units for ex-offender women and their families. Ex-offenders are a significant issue in outer SE. Features will include on-site child care, outdoor play area, community room and private outdoor space (deck or balcony) for each unit.
4. Yes would use plan book

Site configuration:

1. Important considerations are:
 - Creating a positive street presence with the building along 122nd
 - Minimizing the visual impact of the parking lot on 122nd
 - Creating livable units for the tenants
 - Finding suitable locations for features such as outdoor play area, child care space, etc.
2. Probably the biggest design issue that isn't decided yet is whether to go with a) one building that has an elevator and interior hallways or b) a cluster of buildings that have stairways up to the units. Advantages of a) are greater handicapped access; security; more prominent building mass. Advantages of b) are lower maintenance costs; less noise & problems of kids playing in hallways.

Barriers:

1. No – not a long lot
3. Biggest barriers are public opposition to affordable housing, multi-family housing and the ex-offender component. We have been able to work through these issues with help from the city's residential siting program.

Context:

1. 122nd has seen a dramatic transition from single-family housing and commercial nodes to increasing multi-family housing. Much of the new multi-family is poorly designed and constructed and does not contribute in community-friendly ways such as pedestrian access, public spaces and amenities.
2. No (prominent design elements) and the mish mash is one of the greatest problems. Developing unifying elements would help but it's a tough challenge. Unifying street trees, street furniture and other amenities would help, as well as design standards for new construction.
3. Because their mission is to revitalize the area we always consider context from the beginning. In this case we primarily looked at how our building would relate to the surrounding buildings.
4. Yes

Community Design...

- 1-2. We looked at the three plans, which have fairly general statements like "increase the supply of affordable housing." They were involved in creating the "Building Blocks" and we used some of

these concepts. I'd say the biggest factor in the design was our and the architect's experience designing similar projects.

3. We had extensive contact with the Powellhurst-Gilbert Neighborhood Assn. from very early on in the process. We got early feedback from the chair & land use representative. A Good Neighbor Plan was developed in the process of three or four meetings. We'll finalize the GNP when we actually get to construction. There was some neighborhood opposition around the ex-offender and density issues, but I think the relationship was as good as could be expected under the circumstances.

Conclusion:

1. Better design increases resident satisfaction, which reduces vacancy. Our rents are artificially low because of our mission. So this is not a factor. Increased community livability boosts our reputation and makes it easier to site the next project. Because our nonprofit intends to own these buildings for 60+ years we are very concerned with design and materials that will hold up over the long term and reduce maintenance costs. Because we're not motivated by the quick buck, we're less likely to go for cheap design and construction solutions.

THEMES

- **You cannot compare what is being built by CDCs with what other developers are doing – They have totally different motivations**
- **CDCs do not provide the competition that is needed to step up design because they have special restrictions on their residents. The average person looking for a place to live is not eligible to live in most CDC built development, therefore even though they may prefer the better design, it is not a market option.**
- **How do we change the market?**

We should get some numbers on how much each of these developments cost to build and compare them to the costs CDCs or better design developments incur.

DEVELOPER INTERVIEW

PROJECT TYPE: CONDOMINIUMS

They were the developer for a condominium project. They do quite a few developments a year in Outer Southeast – some condos and other rentals. He chose the site because the surrounding neighborhood was residential in nature, specifically single-family residences. The project was quite successful, with all but one of the condos sold before they were finished. His target market was first time homebuyer, so he included elements such as 3 beds and 2.5 bathrooms. In terms of the lot configuration, he said that the “L-shaped” configuration works well on the long lots of OSE. He said he never really considered any other layout for this project.

When asked how he would characterize SE 122nd Ave he said that the whole SE side is somewhat non-descript. He considers OSE to be a place where the entry-level homebuyer can afford to buy and therefore considers traditional or conventional design most appropriate. I mentioned to him that the condos were one of the nicer projects we’ve seen in terms of architectural detail and questioned him as to why he chose to include such detail. He said that he wants to build the best quality project he can within his price range. For him, the detail is part of doing a good job. I asked him if he ever has difficulty with the neighbors and he responded that he does – until he gets the roof and siding on. Up to that point the neighbors assume that he is building a project like every other in OSE. But once they see the siding and roof the neighbors are usually pleased at the quality of his work.

He has never heard of Outer Southeast Building Blocks, but said he would consider such a document if he was aware of it.

To summarize, for him good design is part of doing a good job. He doesn’t have a personal mission or a lot of money; it just makes sense.

Other projects he has done include:

- Condos, which look like single family homes in OSE
- Similar condo project in OSE
- Currently working on a 22 condo project in OSE

DEVELOPER INTERVIEW NOTES

PROJECT TYPES: TRIPLEX AND APARTMENT COMPLEX***Introductory Questions*****Why was this site chosen for this multi-family project?**

Not very scientific. Availability and reasonably priced are the two main criteria used to find sites to build. Not a lot of research goes into selecting the sites.

Has this project been successful (occupancy rate, turnover, sold quickly)?

Yes the projects have been successful. Apartments were sold to another party at construction completion. He has followed it's occupancy rate and he knows it was full within 5 months (between November and March). To turn over 28 units that quickly is pretty good. The 3-plex is also doing very well. It was recently completed. There is only one vacancy and he receives a lot of calls on it so the developer is not worried about filling the units.

What was the target market (household type, income, etc.) and what features do you perceive as being especially important to such people?

The target market is really singles, young couples and single parents. The size of the site really drives the size of the units. For the apartments, they would have preferred to have mostly 3BR units, instead of only 2BR units, as those seem more popular out in that area, or at least to have had a mixture of both.

Would a book of examples representing desirable developments help when building a multi-family project in this area? Yes ___ No

If it is a book of examples of what the market wants, yes absolutely. A book describing what the City desires to see would also be useful if it involved expedited permitting by using one of those designs. The City seems to have really conflicting ideas when it comes to multi-family development. They are looking for high density and at least an 80% of lot potential build out but then they also want parking in back and open space for people to play and communities to interact. It is difficult to figure out what the priorities are and what to pay attention to. So yes, a book with some guidelines would be helpful. (He said he would stop so he didn't get on his typical soap box, but I got a summary of it)

Site Configuration**Why did you choose this configuration (mention distinguishing characteristics: rear parking, basement parking, cottage cluster, etc.)?**

On the 3-plex, the City design standards (the project was not allowed to have parking in the front) completely dictated the parking in the back. If it were allowed to have had parking in the front, the developer could have used the strip used for the driveway on the site to for landscaping or a larger play area in the back for children.

What were the trade-offs between the different configurations considered and the one chosen?

The major trade off was exchanging the parking/driveway strip required in order to place the parking in the back with landscaping or play space for children.

Barriers

Was this project built on a “long lot” (example 50 feet by 120 feet)?

Yes (go to #2) No (go to #3)

If yes, what were some of the difficulties confronted (configuration, context with adjacent structures, parking, etc.)?

Finding enough space for parking. If the building lots are narrow, like a lot of the ones in our study area, you have to make more tradeoffs. There will be many more conflicting priorities and you have to give up things to have another instead of being able to find a way to accommodate both. There is less flexibility. Because parking is such a priority out there, it typically wins out over open space or play space. He gave up 6 units in the 28-unit development to accommodate the under the building parking, even with the additional surface lot. Therefore, this tradeoff, which made him lose some profitable units, really tells how important parking is to the tenants he is building for.

Were there any barriers (regulatory, lender practices, perceived market preferences, etc.) you had to overcome to build the project?

The developments are built to the base zone design standards in order to avoid the design review board. The option is to build to the base zone design standard or take your design to the design review board but this takes, as he has heard, between 3-6 months. So, it is an option but it is not a viable option if a developer wants to do something innovative that is not outright allowed in the base zone design standards. The developer did say that the City should be commended for their attitude change in the last year and a half. They have really become better at saying “that is not allowed, but you can do this instead.” This is a much easier attitude to deal with as a developer. However, there have not been any regulatory changes to ease the development process. At least there have not been any he was aware of.

Context

Briefly, how would you characterize the SE 122nd Avenue Corridor (Division to Harold/Foster)?

??? NO comment on this question

Are there any prominent design elements that characterize the neighborhood?

??? NO comment on this question

At what point did you consider context (the surrounding area, streets, other structures, natural features, considerations given to design as it relates to the character of SE 122nd Avenue, etc.)?

He didn't. This is not something they regularly take into account.

Was an architect used for the project? Yes (go to #6) No (go to #5)

But a designer was

If NO, can you estimate what the additional cost would be to have an architect design or help design the structure?

The difference between having a designer and an architect, per project:

\$15,000 extra to have an architect instead of a designer on the 28-unit

\$4,000 extra to have an architect instead of a designer on the 3-plex

????? On how much just a designer cost for the project

Community Design Documents and Community Contact

Were any of these documents considered in project development? ___ Yes X No

No. Has heard of these documents but has not looked at any of them

If yes, which one and how was it used?

Did you have contact with the local neighborhood association? If so, how would you characterize your relationship?

He does contact the local neighborhood association when he is doing a larger project, such as the 28-unit project. He does not contact the local association when he is doing smaller projects like the 3-plex. When he does contact the NA, it is only to inform them about the project and NOT to solicit feedback on the project's design features.

Conclusion Questions

Do you see any benefit in "better" design (lower vacancy rates, higher rents, community livability, etc.)?

Yes, but only in terms of the lower vacancy rates and being able to charge higher rents. But you have to make sure you think about how high your rents should be to still be rentable in the area you are building. If you invest too much in design and your rents are too high, you will not turn the units over fast enough.

ARCHITECT INTERVIEW NOTES

PROJECT TYPE: CONDOMINIUMS

The project was completed in 2003 or so, and they think that all of the condos have sold. The target market for this project was first time home buyers, couples and retirees.

He became involved with this project because the owner/contractor is a regular client of his. He said that the contractor approached him with a sketch of the site plan for the project. They work together so frequently that he didn't need much more than that to go off of for the design. When asked about what drove the project's design, he responded that it needed to be cheap. The configuration of this project and all the others he has worked on in Outer Southeast is based on fitting as many units as possible on the lots. The developers are looking to maximize their return. So design elements, such as open space, are not even considered – developers either want profitable units or parking on their lot. To be fair he said that 75% of the reason for poorly designed infill in Outer Southeast is the result of developers trying to maximize their return. The other 25% is their unawareness of good design.

When asked whether he ever tries to initiate better design, he responded that his work is to produce what the client wants. For the most part, the client wants a quick, cheap project. He isn't really ever given the opportunity to put in "extra" design elements. Regarding a plan book, or even Southeast Building Blocks (which he had never heard of) he said that developers will not use such a product unless they are forced to. He mentioned a few ways that better design can be implemented in our study area:

- Regulation or incentives
- The entrance of at least one developer who is willing to lose a little profit to improve the quality of design. This would force all the smaller developers to step up the quality of their design to compete – right now there is no threatening competition...

He said that most of the developers in Outer Southeast are smaller or even first time developers. They don't have a cushion of money that would allow them to focus on design. He said just the other day he spoke with a potential client who had a characteristic long lot that she was looking to partition and develop a plex on the other lot. The woman was a bar-tender and had no experience with development or design. These are the type of people who are building out there.

Finally, when asked about the character, he laughed and said there is no character and that drawing on what is there would be a big mistake.

THEMES

- **Multi-family housing is being built by small-time developers who don't have the money to focus on design. To improve design you need to either regulate it or bring in competition.**
- **Just because an architect is involved does not mean better design. The architect is at the whim of his client.**

QUESTION: Outer Southeast Portland is the breeding ground of small-time developers and first-timers looking to make a fast buck. Introducing regulation or competition, or perhaps

even incentives, will drive some of these developers out of the market. Design will be improved but at what cost? Economically what is going on in Outer Southeast is filling a niche for developers and occupants. Smaller developers are building what they are building because it is cheap and people are living in it because it is cheap. Does improving design (through whatever method) give lower income people better living options? Or does it drive up costs and push lower income people out?

Development Standards Pertaining to Development in the R-1 and R-2 Zones

	<u>Feature</u>	<u>Standard</u>
1.	<p>Minimum Lot Dimensions</p> <p>Purpose: To ensure that lots are consistent with desired character of the zone, large enough to meet requirements of the zoning code, and that multi-dwelling zones can be developed to meet housing goals</p>	<p>Multi-Dwelling Structures: R1 – 10,000 sq ft area, 70 ft width, depth and front lot line R2 – 4,000 sq ft area, 33 ft width, 70 ft depth, and 30 ft front lot line</p> <p>Attached Houses: R1 – 800 sq ft area, no minimum width or depth, 10 ft lot line R2 – 1,600 sq ft area, no minimum width or depth, 10 ft lot line</p> <p>Duplexes: R1 & R2 – 4,000 sq ft area, 33 ft width, 70 ft depth, 30 front lot line</p>
2.	<p>Height</p> <p>Purpose: To promote reasonable scale and relationship of one residence to another</p>	<p>R1 – 45 ft overall, the portion of structure w/in 10 ft of front property line cannot be taller than 25 ft R2 – 40 ft</p>
3.	<p>Minimum Setbacks</p> <p>Purpose: To promote open, visually pleasing front yards and to provide flexibility to site structures so as to be compatible with neighborhood</p>	<p>R1 – 3 ft front, 5 to 14 ft side and rear (depends on plane of building wall) R2 – 10 ft front, 5 to 14 ft side and rear (depends on plane of building wall)</p>
4.	<p>Garage Entrance Setbacks</p> <p>Purpose: To ensure adequate visibility for drivers backing from driveway</p>	<p>R1 – either 5 ft or closer to street property line, or 18 ft or further from street property line R2 – 18 ft</p>
5.	<p>Maximum Setbacks</p> <p>Purpose: To create environment that is inviting to pedestrians and transit users</p>	<p>10 ft from Transit Street or in Pedestrian District</p>
6.	<p>Maximum Building Coverage</p> <p>Purpose: To limit overall bulk of structures and assure that larger buildings do not overwhelm adjacent development</p>	<p>R1 – 60% of site area R2 – 50% of site area</p>

APPENDIX J
DEVELOPMENT STANDARDS
TABLE

	<u>Feature</u>	<u>Standard</u>
7.	<p>Maximum Building Length</p> <p>Purpose: To break up long building walls close to streets, to provide transition from lower density development, and to create desired character of development for the zone</p>	R1 & R2 – Portions of structure within 30 ft of street property line cannot be longer than 100 ft
8.	<p>Main Entrances (apply to houses, attached houses and duplexes)</p>	Must be within 8ft of longest street-facing wall of dwelling unit and either face the street, be at an angle up to 45% from the street, or open onto a porch (must be at least 25 sq ft, have a roof and an entrance that faces the street)
9.	<p>Street- Facing Facades (required in buildings that includes a residential use)</p> <p>Purpose: To provide visual connection between living area and street</p>	<p>For houses, attached houses, manufactured homes and duplexes: 15% of area facing street must be windows or doors</p> <p>For other residential uses: 8% of area facing street must be windows</p>
10.	<p>Minimum Landscaping (does not apply to attached houses and duplexes)</p>	<p>R1 – at least 20% of site must be landscaped to L1 standard (see attached)</p> <p>R-2 – at least 30% of site must be landscaped to L1 standard</p>
11.	<p>Required Outdoor Area</p> <p>Purpose: To improve residential character of the area and enhance overall appearance</p>	<p>Individual outdoor areas for R1 and R2: Must be minimum of 48 sq ft and must accommodate a 6ft x 6ft square</p> <p>Combined outdoor area for R1 and R2: Must be minimum of 500 sq ft and must accommodate a 15ft x 15ft square</p>
12.	<p>Trees</p> <p>Purpose: To enhance overall appearance of single dwelling development in multi-dwelling zones (structures with more than 3 units exempt from standard)</p>	<p>New development must meet T1 standard in the code</p> <p>Adjustments are prohibited</p>

	<u>Feature</u>	<u>Standard</u>
13.	<p>Required Outdoor Area</p> <p>Purpose: To improve livability of residences</p>	<p>Ground floor units: Area must be an individual area directly accessible from the unit - may be on the ground or above - must be visually screened from other units by walls, fences or vegetation - must be surfaced with lawn, pavers, decking or sport court material - may be covered, but not fully enclosed</p> <p>Upper units: Area may be provided individually (balconies), or combined into larger outdoor area</p>
14.	<p>Pedestrian Standards (do not apply to houses, attached houses or duplexes)</p> <p>Purpose: To ensure direct connection between street and buildings on-site and between buildings and other activities on the site</p>	<p>An onsite pedestrian circulation system is required – system must connect all adjacent streets to the main entrance, connect all buildings on the site, and connect activity areas such as parking, recreation and common outdoor area</p> <p>Materials must be hard-surfaced and at least 5 ft wide and lighted to a level that it is usable at night</p>
15.	<p>Minimum Parking</p> <p>Purpose: To provide enough on-site parking to accommodate the majority of traffic generated by uses on site – sites close to transit may need little or no off-street parking</p>	<p>1 per unit – no parking maximum</p>
16.	<p>Location of Parking</p> <p>Purpose: To promote safe and attractive vehicle areas</p>	<p>R1 and R2 – no restrictions on location of parking</p> <p>General standard in R1 – not allowed in maximum street setback?</p>
17.	<p>Landscaping of Parking Areas</p> <p>Purpose: To improve residential character of the area and enhances overall appearance</p>	<p>Parking areas must be landscaped according to 33.266</p>

APPENDIX J
DEVELOPMENT STANDARDS
TABLE

	<u>Feature</u>	<u>Standard</u>
18.	Amenity Bonuses	<p>Increases in allowed density as incentive for features that improve livability of multi-dwelling development and promote family oriented developments</p> <p>Options include: Outdoor recreational facilities, children’s play area, three bedroom units, storage areas (interior and for larger items), sound insulation, crime prevention, solar water heating, and larger outdoor areas</p>