Infill Design Open Houses

Design Preferences Survey &
Design Issues and Priorities Questionnaire

Results

CITY OF PORTLAND, OREGON
BUREAU OF
Planning

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In March and April of 2004, the Portland Planning Bureau held a series of three open house events in different parts of the city to inform the public about the Infill Design Project and to invite public input and participation. The Infill Design Project's objective is to improve the design of multifamily and rowhouse development in neighborhoods outside Portland's downtown. During these open house events, the public was invited to participate in a "Design Preferences Survey" and to provide responses to a "Design Issues and Priorities Questionnaire." Over 100 open house participants provided their feedback. This document summarizes the results from the survey and questionnaire.

The **Design Preferences Survey** was based on 36 images of recent multifamily and rowhouse projects presented on four display boards (see pages 5-8). Participants were asked to rate the images, based on the extent to which they would consider the design of the pictured housing to be a positive or negative addition to the character of multidwelling-zoned areas in their neighborhood (see survey form on page 15). The intent of this survey was to determine if participants considered any particular medium-density housing types or design characteristics to be more desirable than others. The results will be used to help identify desirable design features and housing types that should be encouraged in future development.

The **Design Issues and Priorities Questionnaire** was presented in conjunction with a series of display boards that highlighted various issues related to infill design and the trade-offs between sometimes competing priorities. This questionnaire was intended to invite responses that went beyond the Design Preferences Survey's focus on street frontage design issues. The questionnaire asked for community members to indicate their priorities regarding issues such as pedestrian-friendly design, vehicle parking, usable open space, minimization of privacy impacts, housing affordability, and environmental impacts (see form on page 29).

Participant's responses generally indicated preferences for pedestrian-friendly street frontages (street-facing windows, façade articulation, visually subordinated parking facilities, etc.), compatible building scale, environmentally sensitive design, and the provision of usable open space. Respondents favored cluster housing projects, such as cottage clusters and courtyard townhouses, over the more frequently built rowhouse form of housing. Respondents were asked to identify their neighborhood to determine if design preferences and priorities varied in different parts of the cities. For the most part, however, responses did not vary significantly across different parts of the city.

Infill Design Open House Events – Locations and Dates

Inner Eastside Open House
Southeast Uplift Building, 3534 SE Main Street
Saturday, March 27, 2004

Westside Open House
Northwest Cultural Center, 1819 NW Everett Street
Monday, March 29, 2004

Outer East Open House
East Portland Community Center, 740 SE 106th Avenue
Thursday, April 8, 2004

Design Preferences Survey Results — Top Rated Images *(numbered by rank from top)*

1

2

3

4

5

6

7

8

9

Design Preferences Survey Results — Most Negatively Rated Images *(numbered by rank from bottom)*

Design Preferences Survey Results
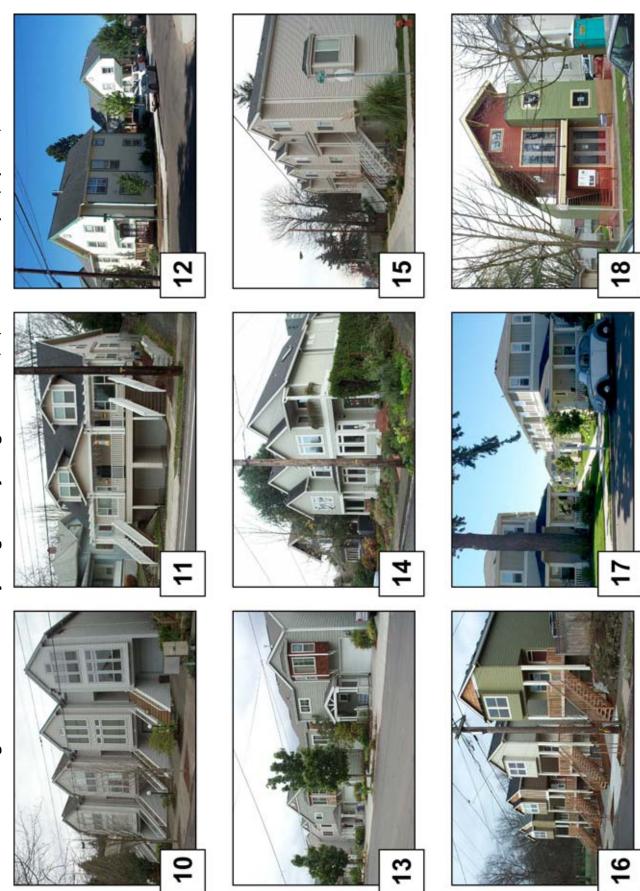## Summary Observations
(Image numbers refer to images as displayed on pages 5 - 8)

- Common features of top-ranked housing projects include visually subordinated parking, façade articulation (bays, porches, etc.), front windows, landscaping and a fairly high degree of architectural trim and details.

- In contrast, the most negatively-rated images often featured visually prominent parking or garages, little façade articulation, blanks walls, setbacks dominated by paving instead of landscaping, and relatively little architectural trim and details.

- Cluster housing (cottage clusters and courtyard townhouses) were among the top-rated projects (3 out of the top 4 projects), outscoring any rowhouse projects. The top-rated image was a cottage cluster project (Image 7), a housing type rarely built in Portland.

- Preferences were largely consistent among different parts of the city.

- Many of the more negatively rated images were of higher-density projects on small sites (often in the R1 zone, which requires 3 units on 5000 sq.ft. sites), in which situations it is difficult to locate parking in visually subordinated ways (Images 19-26). While the most highly rated of these had no front parking (Image 23) and those with prominent garages fared poorly (Images 19 & 24), some with front surface parking (Images 20 & 22) fared better than others without front parking.

- Pedestrian-friendly features required by regulatory design standards, such as front entries and porches, windows, and no front parking, did not prevent some projects (Images 21 and 28) from being among the most negatively-rated images.

- A "skinny house" project with no front garages (Image 2) was one of the most highly rated images and fared much better than other narrow houses with front garages, despite similar levels of architectural trim (Images 8 & 16).

- Paired rowhouses designed to reflect the massing and character of a detached house (such as Images 4, 5, 9 & 11) tended to be rated relatively well.

- The two most negatively-rated rowhouse projects received these ratings despite including features, such as low entrances (Image 6) and no front garages (Image 15) called for by some design standards. Conversely, some front garage rowhouses received relatively positive ratings (Images 1, 4 & 11).

- Of two three-level rowhouse examples, the project which includes design strategies that reduced its apparent height, such as a third level within dormers and partially-excavated basement garages (Image 11), fared much better than the other example (Image 10).

- Of paired rowhouses with parking pads, the example with separated driveways and pads (Image 5) was rated significantly more positively than the example with a paired driveway (Image 3). The separated driveway configuration allows landscaping to be the central design feature, but is currently discouraged by City regulations.

- The two projects with contemporary architectural design (Images 18 and 31) received overall positive ratings. Unlike most other images, however, ratings of these projects was deeply divided, with both receiving large numbers of both positive and negative ratings.

4

Design Preferences Survey Images — By Image Number *(as presented on survey display board)*

1

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3

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Design Preferences Survey Images — By Image Number *(as presented on survey display board)*

12

15

18

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14

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16

Design Preferences Survey Images — By Image Number *(as presented on survey display board)*

21

24

27

20

23

26

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22

25

Design Preferences Survey Images — By Image Number *(as presented on survey display board)*

28

29

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31

32

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35

36

Design Preferences Survey Results

Compiled Responses: Citywide and by Geographic Area* (Scored and Ranked)

Score calculations:		
	Very Positive	= 2
	Somewhat Positive	= 1
	Neutral	= 0
	Somewhat Negative	= -1
	Very Negative	= -2

Citywide (102 respondents)

Image	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive	Average Score	Rank fr/top	Rank fr/bottom
1	6	30	24	35	6	0.0		
2	8	11	12	37	33	0.8	7	
3	7	24	37	25	8	0.0		
4	4	14	34	35	13	0.4		
5	3	8	19	42	29	0.9	6	
6	65	24	6	5	1	-1.5		8
7	4	7	6	27	57	1.2	1	
8	30	34	18	17	3	-0.7		
9	5	9	26	36	25	0.7	10	
10	47	30	10	7	5	-1.1		
11	6	21	25	25	22	0.4		
12	7	15	32	34	11	0.3		
13	8	28	21	32	11	0.1		
14	3	9	20	45	22	0.7	8	
15	49	27	12	4	5	-1.1		10
16	38	34	16	9	3	-1.0		
17	2	4	17	44	33	1.0	3	
18	14	15	18	20	33	0.4		
19	79	18	1	1	0	-1.8		4
20	11	22	24	35	8	0.1		
21	49	34	7	6	1	-1.3		9
22	4	19	23	39	15	0.4		
23	3	10	28	33	25	0.7	9	
24	84	11	2	2	0	-1.8		3
25	64	22	8	3	1	-1.5		6
26	16	32	24	23	5	-0.3		
27	4	7	19	39	31	0.9	4	
28	71	20	5	1	0	-1.7		5
29	1	5	11	41	40	1.2	2	
30	64	18	12	3	0	-1.5		7
31	10	15	23	28	24	0.4		
32	88	7	4	0	0	-1.8		1
33	7	13	17	44	18	0.5		
34	86	9	2	1	1	-1.8		2
35	5	10	16	33	36	0.9	5	
36	24	30	25	15	4	-0.6		

*Respondents were asked to identify their neighborhood. 34 respondents did not indicate their neighborhood and were not included in the area specific tabulations.

Inner Southeast (33 respondents)

Image	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive	Average Score	Rank fr/top	Rank fr/bottom
1	3	7	11	10	2	0.0		
2	6	3	3	12	8	0.4		
3	1	5	11	12	3	0.3		
4	3	3	8	14	5	0.5		
5	1	4	6	12	9	0.8	7	
6	20	8	1	2	1	-1.4		8
7	1	3	1	8	19	1.3	1	
8	12	10	6	4	1	-0.8		
9	3	4	5	13	7	0.5	9	
10	15	9	3	3	1	-1.1		
11	1	7	8	9	6	0.4		
12	2	6	10	10	4	0.3		
13	2	9	5	13	3	0.2		
14	1	3	3	15	9	0.9	3	
15	18	7	4	1	1	-1.3		9
16	14	7	7	3	1	-0.9		
17	2	2	5	13	10	0.8	6	
18	3	6	6	7	10	0.5	10	
19	26	4	1	1	0	-1.7		5
20	5	7	10	10	1	-0.2		
21	11	17	1	2	0	-1.2		10
22	1	8	6	13	5	0.4		
23	1	3	9	12	7	0.7	8	
24	27	3	2	0	0	-1.8		3
25	21	8	1	2	0	-1.5		6
26	2	13	7	9	2	-0.1		
27	0	3	7	15	8	0.8	5	
28	26	4	1	0	0	-1.8		4
29	0	1	5	15	11	1.1	2	
30	18	10	3	0	0	-1.5		7
31	2	6	9	10	6	0.4		
32	29	1	2	0	0	-1.8		1
33	3	7	7	8	7	0.3		
34	28	2	1	0	1	-1.8		2
35	1	5	4	10	13	0.9	4	
36	8	12	7	5	0	-0.7		

North/Northeast (21 respondents)

Image	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive	Average Score	Rank fr/top	Rank fr/bottom
1	1	10	2	6	1	-0.2		
2	1	3	2	9	6	0.8	9	
3	4	4	8	4	1	-0.3		
4	0	4	9	5	3	0.3		
5	0	2	2	11	6	1.0	3	
6	16	3	1	1	0	-1.6		6
7	1	2	3	5	10	1.0	2	
8	10	4	2	4	1	-0.9		
9	1	2	3	7	8	0.9	6	
10	10	7	1	0	2	-1.2		10
11	1	4	8	3	4	0.3		
12	0	2	7	9	1	0.5		
13	2	6	5	6	1	-0.1		
14	0	2	8	8	2	0.5		
15	10	4	2	0	2	-1.1		
16	3	10	4	3	0	-0.7		
17	0	2	2	11	5	1.0	5	
18	5	4	3	2	6	0.0		
19	17	3	0	0	0	-1.9		3
20	2	5	3	8	2	0.2		
21	12	7	1	0	0	-1.6		7
22	0	2	4	9	5	0.9	8	
23	1	1	4	7	7	0.9	7	
24	18	2	0	0	0	-1.9		2
25	14	3	1	0	1	-1.5		8
26	5	5	5	5	0	-0.5		
27	1	0	7	7	5	0.8	10	
28	15	4	1	0	0	-1.7		5
29	0	1	3	7	9	1.2	1	
30	14	2	4	0	0	-1.5		9
31	4	1	5	4	6	0.4		
32	19	1	0	0	0	-2.0		1
33	2	2	4	9	3	0.5		
34	18	1	0	1	0	-1.8		4
35	2	3	0	4	11	1.0	4	
36	6	6	5	1	1	-0.8		

Outer East (13 respondents)

Image	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive	Average Score	Rank fr/top	Rank fr/bottom
1	0	2	5	6	0	0.3		
2	0	1	4	6	2	0.7	7	
3	0	3	6	4	0	0.1		
4	0	1	7	3	2	0.5	10	
5	1	1	2	7	2	0.6	8	
6	7	5	1	0	0	-1.5		
7	1	0	0	3	9	1.5	1	
8	1	5	4	3	0	-0.3		
9	1	0	5	5	2	0.5	9	
10	8	2	2	1	0	-1.3		
11	0	1	3	5	4	0.9	4	
12	2	3	4	2	2	-0.1		
13	1	3	4	4	1	0.1		
14	1	2	3	6	1	0.3		
15	7	6	0	0	0	-1.5		10
16	9	3	1	0	0	-1.6		7
17	0	0	5	4	4	0.9	5	
18	3	1	4	4	1	-0.1		
19	9	4	0	0	0	-1.7		5
20	4	3	1	5	0	-0.5		
21	9	2	2	0	0	-1.5		8
22	1	2	4	4	2	0.3		
23	1	2	4	4	2	0.3		
24	10	2	0	1	0	-1.6		6
25	8	4	1	0	0	-1.5		9
26	4	2	4	3	0	-0.5		
27	2	2	1	5	3	0.4		
28	10	2	1	0	0	-1.7		3
29	0	2	0	7	4	1.0	2	
30	10	2	1	0	0	-1.7		4
31	2	2	5	3	1	-0.1		
32	11	1	1	0	0	-1.8		2
33	0	0	2	9	2	1.0	3	
34	11	2	0	0	0	-1.8		1
35	0	0	6	4	3	0.8	6	
36	2	4	3	3	1	-0.2		

Westside (6 respondents)

Image	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive	Average Score	Rank fr/top	Rank fr/bottom
1	1	1	0	3	1	0.3		
2	0	0	1	3	2	1.2	7	
3	1	2	1	0	2	0.0		
4	0	0	1	4	1	1.0		
5	0	0	2	2	2	1.0	10	
6	4	2	0	0	0	-1.7		4
7	0	0	0	3	3	1.5	4	
8	1	2	2	1	0	-0.5		
9	0	0	3	3	0	0.5		
10	2	3	0	1	0	-1.0		
11	1	2	0	0	3	0.3		
12	0	1	1	2	2	0.8		
13	0	1	1	1	3	1.0	8	
14	0	0	0	2	4	1.7	1	
15	3	0	2	1	0	-0.8		
16	3	3	0	0	0	-1.5		9
17	0	0	0	2	4	1.7	2	
18	2	0	0	0	4	0.7		
19	4	2	0	0	0	-1.7		5
20	0	1	3	0	2	0.5		
21	3	1	0	1	0	-1.2		10
22	0	2	1	3	0	0.2		
23	0	0	2	3	1	0.8		
24	5	1	0	0	0	-1.8		2
25	4	2	0	0	0	-1.7		6
26	1	1	2	1	1	0.0		
27	0	0	1	1	4	1.5	5	
28	4	2	0	0	0	-1.7		7
29	0	0	0	2	4	1.7	3	
30	5	0	1	0	0	-1.7		8
31	0	1	1	2	2	0.8		
32	6	0	0	0	0	-2.0		1
33	0	1	0	3	2	1.0	9	
34	5	1	0	0	0	-1.8		3
35	0	0	1	2	3	1.3	6	
36	1	0	2	3	0	0.2		

Infill Design

Design Preferences Survey

For each numbered image on the survey display boards, please use this form to indicate the extent to which you would consider the design of the pictured housing to be a **negative** or **positive** addition to the character of multidwelling-zoned areas in your neighborhood.

Your responses will help planning staff identify what housing types and design features are considered desirable by community members and should be encouraged. At the top of this form, be sure to indicate the name of your neighborhood, so staff can learn whether or not design preferences vary in different parts of the city.

Image Number	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive
1	☐	☐	☐	☐	☐
2	☐	☐	☐	☐	☐
3	☐	☐	☐	☐	☐
4	☐	☐	☐	☐	☐
5	☐	☐	☐	☐	☐
6	☐	☐	☐	☐	☐
7	☐	☐	☐	☐	☐
8	☐	☐	☐	☐	☐
9	☐	☐	☐	☐	☐
10	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐
16	☐	☐	☐	☐	☐
17	☐	☐	☐	☐	☐
18	☐	☐	☐	☐	☐

Image Number	Very Negative	Somewhat Negative	Neutral	Somewhat Positive	Very Positive
19	☐	☐	☐	☐	☐
20	☐	☐	☐	☐	☐
21	☐	☐	☐	☐	☐
22	☐	☐	☐	☐	☐
23	☐	☐	☐	☐	☐
24	☐	☐	☐	☐	☐
25	☐	☐	☐	☐	☐
26	☐	☐	☐	☐	☐
27	☐	☐	☐	☐	☐
28	☐	☐	☐	☐	☐
29	☐	☐	☐	☐	☐
30	☐	☐	☐	☐	☐
31	☐	☐	☐	☐	☐
32	☐	☐	☐	☐	☐
33	☐	☐	☐	☐	☐
34	☐	☐	☐	☐	☐
35	☐	☐	☐	☐	☐
36	☐	☐	☐	☐	☐

Design Issues and Priorities Questionnaire
Compiled Responses
(see page 29 for questionnaire form)

General observations: Respondent's top priorities tended to be for windows oriented to the street, pedestrian-friendly street frontages, compatible building scale and patterns, minimizing environmental impacts, and providing usable open space. Providing adequate off-street parking and minimizing privacy impacts tended not to be top priorities, except in Outer East, where respondents placed a high priority on providing off-street parking.

Citywide (91 respondents)	Not Important	Somewhat Important	Very Important
1. Pedestrian-friendly street frontages	3	16	70
2. Adequate off-street parking	17	45	29
3. Compatible building scale and patterns	6	24	60
4. Architectural features	7	33	51
5. Orienting windows to the street	3	16	71
6. Minimizing impacts on privacy	5	58	27
7. Usable open space	6	31	54
8. Minimize environmental impacts	5	30	55
9. Low construction cost / affordable housing	8	45	34

Top Priorities:
1. Orienting windows to the street
2. Pedestrian-friendly street frontages
3. Compatible building scale and patterns
4. Minimize environmental impacts

Inner Southeast (26 respondents)	Not Important	Somewhat Important	Very Important
1. Pedestrian-friendly street frontages	0	5	21
2. Adequate off-street parking	5	15	7
3. Compatible building scale and patterns	2	7	16
4. Architectural features	4	9	13
5. Orienting windows to the street	1	3	22
6. Minimizing impacts on privacy	3	16	6
7. Usable open space	1	8	17
8. Minimize environmental impacts	1	6	19
9. Low construction cost / affordable housing	2	13	9

Top Priorities:
1. Orienting windows to the street
2. Pedestrian-friendly street frontages
3. Minimize environmental impacts
4. Usable open space

Inner North / Northeast (91 respondents)	Not Important	Somewhat Important	Very Important
1. Pedestrian-friendly street frontages	1		15
2. Adequate off-street parking	5	8	5
3. Compatible building scale and patterns	2	7	10
4. Architectural features	2	7	9
5. Orienting windows to the street		4	14
6. Minimizing impacts on privacy	1	12	5
7. Usable open space	2	8	8
8. Minimize environmental impacts	2	5	11
9. Low construction cost / affordable housing	1	8	8

Top Priorities:
1. Pedestrian-friendly street frontages
2. Orienting windows to the street
3. Minimize environmental impacts
4. Compatible building scale and patterns

Outer East (9 respondents)	Not Important	Somewhat Important	Very Important
1. Pedestrian-friendly street frontages	1	3	5
2. Adequate off-street parking	1	2	6
3. Compatible building scale and patterns	1		8
4. Architectural features		2	7
5. Orienting windows to the street		4	5
6. Minimizing impacts on privacy		5	4
7. Usable open space		4	5
8. Minimize environmental impacts	1	1	7
9. Low construction cost / affordable housing	2	7	

Top Priorities:
1. Compatible building scale and patterns
2. Architectural features
3. Minimize environmental impacts
4. Adequate off-street parking

Westside (4 respondents)	Not Important	Somewhat Important	Very Important
1. Pedestrian-friendly street frontages			4
2. Adequate off-street parking		3	1
3. Compatible building scale and patterns		1	3
4. Architectural features		3	1
5. Orienting windows to the street			3
6. Minimizing impacts on privacy		1	3
7. Usable open space			4
8. Minimize environmental impacts		1	3
9. Low construction cost / affordable housing		2	2

Top Priorities:
1. Pedestrian-friendly street frontages & Usable open space
2. Compatible building scale and patterns & Minimize impacts on privacy & Minimize environmental impacts

Comments written in answer area of questionnaire form:

1. **Pedestrian-friendly street frontages**

   - "More important is creation of small sub-communities (i.e., orient units in a development toward one another."
   - "I need you to define this. Too subjective"

2. **Provision of adequate off-street parking**

   - "One Car – One Unit"
   - "Depends on increase in development density"
   - "Depends on transit & nearby services"
   - "For what income groups? – Not important for low income stuff. Very important for higher end stuff."

3. **Compatible building scale and continuation of neighborhood building patterns**

   - "May need to begin breaking/transitioning (e.g., along transit routes)"
   - "Style. Patterns/siting"
   - "Most Important"
   - "With what is there today, or what is envisioned for the area? Historic district?"

4. **Including architectural features (roof forms, porches, trim, etc.) common in the neighborhood**

   - "OK to modernize"
   - "Creative, interesting forms like A-frames or geodesic domes that are not prevalent in the area but provide interest should not be discouraged."
   - "Adding detail adds quality – 'affordable' and 'cheap' are not synonymous"

5. **Orienting windows to the street for "eyes on the street" and connection to the community**

   - "Policing/Neighborhood Watch"
   - "'Connection to the community' – definition?"

6. **Minimizing impacts on the privacy of neighboring properties**

   - "Not important if light & air access are unaffected"
   - "Very important"

7. **Providing usable open space**

   - "Seniors & children who 'live in' the neighborhood 24/7"
   - "Depends on other nearby opportunities"
   - "Public open space – very important; private open space not as important"

8. **Minimization of environmental impacts, such as by limiting impervious surfaces**

9. **Keeping construction costs low to facilitate affordable housing**

- "Starting w/homeless restrooms, showers, laundry"
- "As 1 component in each area – no variety exists"
- "The question is how to address #1-8 and keep costs down!"
- "Depends"
- "Allow for range"
- "Most important"
- "We have enough"
- "More important; allow diversity in types of housing - ?, duplexes on corners, etc."
- "I question your premise"

"Other design-related issues that you consider to be important:" Comments

I belong to a group of people hoping to establish a co-housing community in close-in southeast Portland. Your design examples give us a great deal of hope! What I really want to see is more developments similar to Hasting Green that will make "housing development" communities where children can grow up safely, knowing their neighbors. It's also important that somehow aesthetics be highly valued and that sustainability be paramount. Where neighbors stick around crime rates decrease and local resources (e.g., schools) are strengthened. Encourage development that is adequate for all phases of life, for folks with physical disabilities, etc. Making rental communities available is also important for low-income residents.

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1. Providing usable outdoor living space for each dwelling unit (fences garden, deck, terrace, front porch, porte-cochere usable for living space when not occupied by vehicle. (Open space should be usable for living beyond simply being a setback buffer)

2. Provide for modest density bonus for 2 adjacent lots, one on a corner. Corner lots provide more options for site development and more chance to "tame" garages or carports. Interior lots tend to become visually dominated by driveways and garages.

3. Visual quality goals should be built into new regulations for multi-family (medium/high density development) such as listed on opposite side of this sheet.

4. Whenever possible, alleys or service cul-de-sacs should be inserted into older low-density subdivisions slated for higher density.

5. Even within 500 ft of light rail or transit some off-street parking should be required. If only one space per unit.

6. Garages should be required to remain available for vehicle parking, not converted to "mini-storages"

Retired architect and Planner (AICP), not registered in Oregon. I designed and built a 4-unit complex at R-3 density on a lot of 85' X 180' in Calif. That preserved the neighborhood scale, provided generous fenced yards for each unit, 8 off-street covered spaces, and affordable rents. It can be done.

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1. Street-facing window requirements should specify no "screening" allowed in front of windows as was proposed at 44th/Division and approved by staff. Need to allow "burglar bars," but nothing with a wider cross-section, or closer spacing. Specify minimum spacing.

2. Buildings with eaves should be required to have at least 2' projection of eaves.

3. Require entrances facing street, and directly visible from street (in a line perpendicular to the front lot line) – Facing or at 45° – must be directly visible.

4. Number of entrances facing street: one central – cannot be to one side – entrance (a gate) or each unit within 10' of street needs entrance on street? Option of one or other.

5. Do no allow garage doors in front, projecting beyond the front door (similar to single-family requirements). (Or beyond the closest entry door.)

6. Require trim at corners and at windows, on buildings with wood siding. Project at least ¾"

7. On brick, stone, or stucco, facades require projecting cornices.

8. Require porch, min 4' deep, over each unit entry.

9. On any façade, no more than two stories of height before it's broken up by an architectural element.

(Drawing)

10. Require windows facing street, on all types (residential and commercial) in all zones (residential or commercial).

11. Require windows on sidewalks (facing adjacent properties) as well (at a lower rate than front)."

Infill sites that absentee landlords or negligent landlords won't sell or redevelop. 1327 SE Oak Street has been a very ugly "vacant" parking lot for over 30 years & John Bastasch is just sitting there, lingering w/rusty cars. We'd like to see the property put to better use. (Oak Street Rowhouses resident)

Good development – Hasting Place (PUD) between SE 70th/SE 21st Ave between SE Windsor Ct & SE Taggart (SE Clinton in the middle). Patrick Jackson – JDA Architects & Planners, Inc., 813 SW Alder St., Ste 600, 97205, 505-228-5426. www.hastingsgreen.com

Hawthorne Place – SE Hawthorne & SE 35th Ave. – nice "village" look – pedestrian-friendly.

Review/revise – visual preference survey (TriMet), we don't want row houses exclusively everywhere (e.g., 3 story duplexes/triplexes next to 1 story houses, apts)! Looks too much like sky scrapers in neighborhoods – see SE 77th & SE Division St further west on SE Division St in the 44th Ave (?) area. This is bad development. Also tearing down garages to existing houses and not replacing them! Every home needs a garage.

Other bad development: Snout-nosed garages – prominent garages. Too much

Concrete/asphalt – less grass, poor landscaping/too much landscaping to hide houses

Older properties usurping city easements – e.g., SE 71st & SE Clinton St. . Look at the bushes! Also on dirt sections – unimproved street along SE Woodward in STNA where the chainlink fence has a street sign inside it as if the homeowner owns the street sign!   (We noticed this during Clinton/Woodward bikeway projects)

Fence heights 3 ½' vs. 6' – not enforced.

Property line disputes: "adverse possession" not restricted by count/city, only courts! Such "corrections" should be recorded at county & court.

Require all developers to go to NA/BA mtgs for any new development they plan even if they don't require a Type I, Type II, Type III land use hearing, even if the zoning allows the development.

Keep porches at same level as those of surrounding houses (avoid "SUV" houses with raised porches)

Community gathering spaces
Open group spaces/pocket parks
Benches, kiosks

Fewer curb cuts
More color
More vitality
More trees
Visible doors & porches, if appropriate
South-facing windows

Common greens (semi-public, not gated)

Materials = key (but $ is problem)

Colors – variety in row houses
Textures – of roofs & siding, but also of windows (I really react negatively to the "flat" kind. They look so "cheesy." Need to have some sill depth, etc.) & trims; need variety, but within area's common range.

Affordable housing is very important

How come infill housing often looks like ugly boxes? Why can't we have smaller houses that are affordable and look like nicer, older houses? I don't understand design very well but I've always wondered this.

Making affordable housing truly affordable! $300,000 is NOT affordable housing. So, creating affordable, low-cost solutions that accommodates #1-8.

Plantings to provide a "green fence" between infill development and existing neighbors.

Property owners / rental unit distribution

Opportunities for other sustainable bldg. practices
Clear entry-sidewalk relationships (related to Item #1)
Full development of public/semi-public—semi-private space, continuum at entries (related to Item #1)
Clear, concise land use & building code [?] reflective of design opportunities, constraints, & code purpose

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A street to front door design that clearly indicates how a visitor unfamiliar to home should approach.

Elevations/volumes that illustrate what kind of spaces the home(s) provide. (i.e., larger window indicates a living space, small a sleeping space – this lets folks know it's ok to approach towards a definitely <u>not</u> private space)

Wheelchair livability
Housing for 0 – 30% income families & individuals

I know this is unpopular, but I don't believe that infill in pre-WWII neighborhoods should have to ape traditional architectural vernaculars. I'd prefer giving architects the flexibility to meet community values (ped orientations, previous surfaces, etc.) with new design.

Lack of designs for my R-10 corner duplex lot – 1 entrance faces on street; other faces another street. Also, ADU (attached or not) for new builds.

I've been looking for a year. No luck on internet. I've called everyone in Metro phone book

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Outdoor greenspace if apartment family oriented.

Also worried too many multi-storied buildings will leave out the elderly.

Do not have multi-dwelling apartments with <u>inner</u> stair areas where if you have a creepy neighbor you can't avoid them. (either enclosed or open staircase)

Support viewed narrow style house & viewed area located under 2 stories on lot that the rear had a downhill incline. Supports would not support this structure during an earthquake. Should only be on level lots or require stronger supports.

No large growing trees are being planted – only ornamentals.

Side streets in my neighborhood have very spotty sidewalks. Most of the new projects in my part of my neighborhood have included sidewalks at the street edge of their property, but long stretches of my neighborhood's back streets (and even Division and Powell itself) have "pedestrian scale" homes or storefronts but lack actual sidewalks. This is a relatively acceptable situation when the place remains a neighborhood of single family homes with green front years. Single family homes generate little enough traffic and need for streetside parking that pedestrians and cars can share the street calmly. Once multi-family dwellings such as

duplexes and apartment complexes are added, not to mention businesses with little parking, traffic increases and streetside parking increases, both of which make if more difficult for pedestrians to safely traverse the neighborhood. Some pedestrian issues could be helped by installing comprehensive sidewalks throughout the neighborhood, but this could complicate traffic/parking issues by actually serving to remove some of the space currently utilized for street parking.

No large blank walls – should be interesting

More landscaping

Cars parking across sidewalks in front of garage doors

Community meeting/gathering space
Community lookout posts/towers
Vehicle-free residential areas
Community delivery terminal (for delivery of bulky/heavy items) – (common truckloading port)

Like cottage type development very much

Use of more landscaping and less paving for parking, do not allow large expanses of barkdust – require grass or ground cover that is green

Want individual units like duplexes or small houses instead of large rectangular apartment houses

If single-family neighborhood is rezoned to R2 or R3 require multi-family units to fit into neighborhood in size, scale, and design

Common green is very attractive

Privacy issues very important especially if 2 or 3 stories in 1 story house areas

Loss of trees is a problem

Out of scale bothers neighbors

Need place for children to play

Having book of "acceptable" (by all city departments/bureaus) plans

WAY WAY WAY too complicated regs for builders or plans approval. Stuff to keep informed and design accordingly.

It gets very costly to resubmit, redraw, refigure costs

Affordability

Affordable family housing in Central City – rowhouse, duplex, or 4-ples or apt. house

Common public space – find ways to be creative with small spaces – assists tremendously with density.

Other environmental considerations besides minimizing impervious surfaces
- working w/climate/site
- solar orientation
- nature vegetation
- water/energy conservation strategies
- materials/resource efficiency

Use practical design guidelines & contours to mitigate difficulties & restrictions of zoning & bldg. code ideas

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Mixed income

Creating neighborhoods that meet people's needs – allowing for public shared space (parks, benches, gardens) and access to commercial centers.

Thank you for doing this open house!

Grouping/massing units to minimize impact on neighborhood, but not going to split-lot ugly all face the same direction, same orientation, same cheap, same skinny, same same same, ugly

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Fit to the neighborhood

Near schools, shopping, transit, etc.

As density increases so do the needs for infrastructure & nearby goods & services & amenities

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Minimize/eliminate garage as first thing you see

Minimize/eliminate paving as much as possible

Green elements incorporated

Common spaces for residents & neighboring community

Interesting design features

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Need to help community members learn to articulate what design features/elements they like and don't like.

Need plan books of good design available for small-scale developers (current design project for small lots may do this).

Relationships – Residential uses/spaces closer to street sidewalk should be raised up – up to a <u>minimum</u> of 4' at street-facing property line.

More examples are needed of housing (medium-higher density) projects that are not stylistically "Portland-y":

    RM Schindler (LA)
    Irving Gill (LA)
    Vandkunsten (Denmark)
    H. Hertzberger (Holland)
    Swedish and Japanese prefab housing examples

Infill Design

Design Issues and Priorities
Questionnaire

Please rate the priority you place on the following issues related to the design of infill development:

1. Pedestrian-friendly street frontages

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

2. Provision of adequate off-street parking

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

3. Compatible building scale and continuation of neighborhood building patterns

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

4. Including architectural features (roof forms, porches, trim, etc.) common in the neighborhood

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

5. Orienting windows to the street for "eyes on the street" and connection to the community

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

6. Minimizing impacts on the privacy of neighboring properties

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

7. Providing usable open space

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

8. Minimization of environmental impacts, such as by limiting impervious surfaces

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

9. Keeping construction costs low to facilitate affordable housing

    ☐   ☐   ☐

    Not Important   Somewhat Important   Very Important

Other design-related issues that you consider to be important:

Please send responses to:

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Portland, OR 97201

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Other Written Comments from the Open House Events

General Comments

- Garage doors can be camouflaged and made more attractive

- Alleys are play space for older kids

- Basement garages off alleys allow the usual neighborhood front landscaping with rowhouses

- Front porches with seating space encourage "community"

- Floor plans? Light? Everything *(on the display boards)* is exterior info. Interior info?

- Please <u>no</u> more shotgun plans

- Where are houses 1000 sq. foot or larger and costing less than 100K – affordable housing for families?

- Let's reduce code requirements for off-street parking.

- Yes! *(to above)*

- Landscaping can make a unit look much better – duh! But that would affect Preferences Survey answers too.

- I would like to see housing styles that reflect traditional Portland craftsmanship and find a way to highlight the natural environment in the NW using recycled, refurbished and natural materials.

- The buildings that are most attractive are the ones that also feel accessible.

- I would like to see housing that is affordable and livable for <u>families</u> with gross incomes of <u>30</u>-60K.

- I would love to see a change in the number of unrelated adults that may occupy a building.

- I would love to see an "open space" development plan – to recognize the value of open space as a valuable asset other than a place to build another house.

- "Common Greens" concept which still allows individual lot ownership <u>would be excellent</u>.

- ADUs should still be counted in meeting minimum density requirements.

- Design is important, but it cannot fix problems caused by excessive upzoning. If the city insists on jamming 7 units into a 17,000 SF lot, you will wreck the neighborhood. Design won't help.

- Need more ADU designs and corner duplexes that meet stringent requirements of garage depths from front/doors and window requirements. Help! I have been looking for designs for 1 yr. Internet sites have been a bust. What about help with some design comps for this?

- Couldn't do attached houses that were attached along less than 50% of depth of units. This restriction unnecessarily limits potential design approaches.

- Need to allow more types of pervious driveway surfaces. City requirements for concrete or asphalt prevent possibilities such as brick pavers or plastic interlocking rings.

Responses to "Identify positive and negative examples of recent multidwelling and rowhouse development, especially in and around your neighborhood":

- Madison & 37th looks good

- Hastings Place/Greens – PUD – <u>positive!</u>
- Image #34 on SE Division St. – <u>negative</u> – back is to street & another around 44th & SE Division St. (3 story rowhouse, duplex), SE 77th & SE Division St. – 3 story duplex/triplex – negative.
- Rowhouses are now too many & too cookie cutter.

- NE Failing /9th – Duplex I like.
- NE/N Cook & Vancouver has a number of "mother-in-law" unit projects that I love. Mixing ownership with an element of rental seems the best way to control the upkeep standards of rentals and resolution of issues.
- Can an individual get Section 8 funding permitted for a mother-in-law unit?
- I hate most of the duplex projects in my neighborhood.

- I live at … SE 109th Ave. *(south of Division).* The infill that impacts me most, of perhaps 4 recent infills along my street, is the flag lot next door. The new pair of duplexes …are oriented perpendicular to surrounding pre-existing single family dwellings. This means their front doors and bedroom windows look into my kitchen and overlook both my front and back yards. An average of 7 people reside in each 3 bedroom unit. With a huge driveway along their front doors and additional parking between the buildings, there is little greenspace, so instead of a tire swing and a 60 year old cherry tree all those children play in that driveway (among approximately 16 cars) and in my driveway as well as in 109th Ave.
- A lot can be done with façade. The duplexes *(near my house)* as well as the new Foxstar apartment complex on the corner of 109th and Division are all beige. There are dark purple (which I like) and light green (which I loathe, but notice) rowhouses along Division between 122nd & 145th that seem less cookie-cutter just due to color.

- Positive – approximate location 105th & Market – duplex type rowhouse, blends with existing houses & attracted owners who keep them maintained.
- Other positive, Cherrywood complexes buildings that are under 4 stories.
- Negative – apartments 4 stories & taller overshadow everything else.
- Also, apartments that are cheap like Rockwood's – attract crime.

Responses to "What character-defining features of your neighborhood do you especially want to see continued in new infill development in areas zoned for multidwelling development? Or, is there a desire *future* character for these areas, different than what currently exists, that you would like to see new development help create?":

- More Craftsman style, big overhangs = energy savings & lower weathering = lower maintenance cost. Usable porches. (Richmond neighborhood)

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- Why not revisit the old walk-up plexes people used to call boarding houses? Why not revisit Victorian styles? Revisit Visual Preferences Survey for Tri-Met's Railvolution. *(South Tabor neighborhood)*

  _____

- I would like to see more stipends afforded toward converting very large historic homes into multifamily projects. There is too much ease in tear-downs in my neighborhood due to poor foundations. *(King/Irvington neighborhood)*

- What about very small sites with a new larger home on it? This does not guarantee more density, but it does increase the possibilities for affordable housing for families.

- If a full flight of stairs is req'd to get to front door – break it up, plant it in a solid base (not suspended in air).

  _____

- Discourage the alienating feel of so many single family neighborhoods where we drive up to our homes, go in the front door, hang out in our fenced backyards, etc. Encourage people to tear down fences, etc., and by all means encourage new development which fosters community (like Hastings Green does). *(Belmont/Sunnyside neighborhood)*

  _____

- One, perhaps beyond the scope of this study, is that in existing neighborhoods where there is a pattern of one single family dwelling (of a certain size) on a lot of a certain size, open land of that size within the neighborhood should be zoned for one single family dwelling of the typical size of houses on adjoining properties, not for multi-family dwellings. The pair of duplexes built next door to me caused three 60 year old fruit trees to be razed, which would not have been necessary (or desirable) if a single-family home had been the zone's preferred infill project. *(Powellhurst-Gilbert neighborhood)*

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- Landscaping with grass, not just shrubbery, balconies or decks, patios, etc., so people aren't confined indoors. Please – less vinyl siding. It doesn't absorb sound and deflects it into the neighborhood. It also tends to make buildings look cloned. *(Hazelwood neighborhood)*