

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, December 11, 2019 5:00 PM Metro Regional Center, Council chamber

1. **Call To Order, Declaration of a Quorum & Introductions (5:00 PM)**
2. **Public Communication on Agenda Items (5:05 PM)**
3. **Council Update (5:10 PM)**
4. **Consent Agenda (5:15 PM)**
 - 4.1 Consideration of November 13, 2019 MPAC Minutes [18-5323](#)
 Attachments: [November 13, 2019 Minutes](#)
5. **Information/Discussion Items**
 - 5.1 Implementation of "Middle Housing" Legislation (Oregon [COM](#)
 House Bill 2001) (5:20 PM) [18-0291](#)

 Presenter(s): Tina Kotek, Speaker of the Oregon House of Representatives
 Madeline Kovacs, Sightline Institute
 Tom Armstrong, Portland Bureau of Planning and
 Sustainability
 Gordon Howard, Oregon Department of Land Conservation
 and Development
 Anna Slatinsky, Beaverton Community Development
 Eli Spevak, Orange Splot LLC; Portland Planning and
 Sustainability Commission
 Allan Lazo, Fair Housing Council of Oregon

 Attachments: [MPAC Worksheet](#)
 [Enrolled House Bill 2001](#)

5.2 Designing Livable Streets and Trails Guide (6:50 PM)

[COM](#)
[18-0290](#)

Presenter(s): Lake McTighe, Metro
Margi Bradway, Metro

Attachments: [MPAC Worksheet](#)
[Memo: Designing Livable Streets and Trails Guide](#)
[Attachment 1 Link to Guide](#)
[Attachment 2 Project Timeline](#)
[Attachment 3 Roster for Design Technical Work Group](#)

6. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *Wednesday, December 25, 2019 – Cancelled*

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2019 MPAC Work Program

as of 10/28/2019

Items in italics are tentative

<u>Wednesday, November 13, 2019</u> <ul style="list-style-type: none">• 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 min)• Transportation Regional Investment Measure Update (Andy Shaw, Metro; 30 min)• Housing Bond and Communications Update (Jes Larson and Emily Lieb, Metro; 30 min) <p><u>November 19-21: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<u>Wednesday, November 27, 2019</u> – Cancelled
<u>Wednesday, December 11, 2019</u> <ul style="list-style-type: none">• Designing Livable Streets (Lake McTighe, Metro; 10 min)• Missing Middle Housing Legislation (HB 2001) Implementation Panel (Ted Reid, Metro; 90 min)	<u>Wednesday, December 25, 2019</u> – Cancelled

Parking Lot:

- 2020 Census Follow Up
- Community Partnerships Program
- Regional Data Strategy
- Community Driven Planning and Development Panel

4.1 Consideration of November 13, 2019 Minutes
Consent Agenda

Metro Policy Advisory Committee
Wednesday, December 11, 2019
Metro Regional Center, Council Chamber



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

November 13, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Martha Schrader
Susheela Jayapal
Christine Lewis
Juan Carlos González
Sam Chase
Don Trotter

Amanda Fritz
Denny Dole

Theresa M. Kohlhoff
Gordon Hovies
Mark Watson

Jerry Hinton
Peter Truax
Dick Schouten
Mark Gamba
Linda Glover
Rachael Lyles Smith

AFFILIATION

Clackamas County
Multnomah County
Metro Council
Metro Council
Metro Council
Clackamas County Fire District #1, Special Districts in Clackamas County
City of Portland
City of Beaverton, Second Largest City in Washington County
City of Lake Oswego, Largest City in Clackamas County
Tualatin Valley Fire & Rescue, Special Districts in Washington County
Hillsboro School District Board of Directors,
Governing Body of a School District
City of Gresham, Second Largest City in Multnomah County
City of Forest Grove, Other Cities in Washington County
Washington County
City of Milwaukie, Other Cities in Clackamas County
City of Vancouver
City of Oregon City, Second Largest City in Clackamas County

ALTERNATES PRESENT

Gretchen Buehner
Colin Rowan
Jennifer Donnelly
Kirstin Green

AFFILIATION

City of King City, Other Cities in Washington County
Multnomah County Drainage District
Oregon Department of Land Conservation and Development
Oregon Department of Land Conservation and Development

MEMBERS EXCUSED

Terri Preeg Riggsby
Ed Gronke

AFFILIATION

West Multnomah Soil & Water Conservation District , Special Districts in
Multnomah County
Citizen of Clackamas County

OTHERS PRESENT: Adam Barber, Jeff Owen, Dee Anders and Laura Weisel

STAFF: Sara Farrokhzadian, Marlene Guzman, Valeria Vidal, Lisa Miles, Andy Shaw, Jes Larson, Megan Gibb, Claire Rischiotto and Tim O'Brien

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Schrader called meeting to order at 5:04 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none

2. COUNCIL UPDATE

Councilor Juan Carlos González provided an update on Metro's parks and nature bond measure which earned support from 67 percent of Metro-regional voters. He noted that this included 62 percent support from Clackamas and Washington Counties. Councilor González explained that this bond allowed Metro to invest \$475 million in the regional park system. He explained Metro's parks and nature bond measures ensured that historically marginalized communities benefited from investments in nature. Councilor González announced that Metro reached an agreement to create the West transfer station, a new garbage and recycling facility in Washington County. He also remarked that the Oregon Zoo's Zoolights event began on November 29.

4. CONSENT AGENDA

MOTION: Mayor Denny Dole moved and Mayor Peter Truax seconded, to approve the consent agenda.

ACTION: With all in favor, motion passed.

5. **INFORMATION/DISCUSSION ITEMS**

5.1 Update on 2040 Planning and Development Grants

Chair Schrader introduced the presenter Ms. Lisa Miles, Principal Regional Planner, and Tim O'Brien, Principal Regional Planner, to provide an update on the 2040 Planning and Development Grants.

Key elements of the presentation included:

Ms. Miles provided an overview of the grant program and noted the program mission. She detailed that the program mission aimed to remove barriers to development and enable existing developed sites to be redeveloped. Ms. Miles explained that the program mission had evolved by expanding its response to local and regional development priorities.

Ms. Miles outlined the 2018 Program Policy changes, including allowing private entities to apply for grants and revising definitions of equitable development projects. She shared the 2019 Screening Committee recommendations which aimed to refine the program to better achieve Metro's equity objectives. Ms. Miles explained that the committee recommended Metro to cultivate applications based off of equity driven community entities.

Mr. O'Brien explained Metro's efforts to streamline the 2040 Planning and Development Grant program to better align with the Metro Council's urban growth management policy decisions. He noted that the program will reserve 25 percent of annual grant funds for new area planning grants. Mr. O'Brien stated that concept planning grants applications were accepted annually and reviewed by Metro staff before being recommended to the Council. He shared that proposals for the comprehensive planning grants were submitted as part of the urban growth management decision process.

Mr. O'Brien noted proposed changes to Metro's equitable development approach. He emphasized that Metro aimed to select the most impactful project concepts and partnerships. Mr. O'Brien expressed that as part of the proposed changes Metro focused on fewer grants to foster deeper and more successful partnerships. He explained that community engagement grants supported inclusive and equitable engagement practices. Mr. O'Brien provided an overview of the anticipated schedule for the 2040 Planning and Development Grant program.

Member discussion included:

- Commissioner Dick Schouten asked about the Construction Excise Tax and the sunset provision (CET). Ms. Miles noted that when the CET was originally put into place there was a sunset provision, which set an expiration date for the tax. She explained that in the 2018 program policy changes Metro removed the CET sunset provision from Metro code.
- Mayor Denny Dole asked about how the grant categories were determined. Ms. Miles noted that the categories were determined from feedback provided by Metro's steering committee and grantees.
- Commissioner Susheela Jayapal expressed her appreciation Metro's program updates.
- Mark Watson asked if Metro received more comprehensive planning Grant applications in the 2019 cycle. Mr. O'Brien noted that Metro did not expect additional comprehensive planning applications until the next urban growth management decision process.
- Chair Schrader asked about the screening committee and its members. Ms. Miles noted that the committee included nine individuals from across the region from a variety of backgrounds. Chair Schrader asked about the criteria for selecting screening committee members. Ms. Miles noted that Metro's criteria is listed in its administrative rules. Chair Schrader asked the presenters to provide examples of equitable development. Ms. Miles provided examples of equitable development projects, including Metro's partnership with Prosper Portland and the Cully neighborhood.

5.2 Regional Transportation Funding Measure Update

Chair Schrader introduced Mr. Andy Shaw, Policy Advisor IV and Ms. Margi Bradway, Deputy Director of Planning and Development Department, to present on the Regional Transportation Funding Measure Update.

Key elements of the presentation included:

Mr. Shaw highlighted Metro's commitments to affordable housing, protecting parks and providing reliable transportation. He explained that the Regional Transportation Measure Update focused on priority corridors & regional programs.

Ms. Bradway provided an overview of the Regional Transportation Plan and the 19,000 public comments that influenced the plan. She explained several priorities referenced in the 2018 Regional Transportation Plan, including gathering funding for transit, highways, roads and bridges.

Mr. Shaw explained Council direction on the Regional Transportation Funding Measure and its aim to advance regional policy. He also provided an overview of the measures structure, including its approach to ranking potential corridor projects into several tiers. Mr. Shaw also covered the measures' stakeholder engagement approach, which consisted of an online survey, Local Investment Teams and community partnerships. He provided an overview of the measures' projected timeline. Mr. Shaw reminded MPAC members about the Transportation Funding Task Force structure and approach. He discussed the priority outcomes and corridors identified by the Task Force and Council.

Ms. Bradway explained the initial staff recommendation which accounted for a performance-based analysis, Council/Task Force outcomes as well as LIT/community input. She provided an overview of the staff tier 1 project recommendation which proposed \$3.11 billion in corridor funding and \$2.13 billion in leveraged funds. Ms. Bradway provided potential benefits of the staff tier 1 recommendation, including investments in transit and equity focus areas.

Mr. Shaw noted that Metro had set aside 2 percent of each corridors' funding to work with community partners to create anti-displacement and equitable development strategies. He conveyed that this allocation was to ensure that investments do not contribute to displacement in the region. Mr. Shaw shared next steps for the projects and shared that on December 11 and January 15 the Task Force conducted a revenue discussion.

Member discussion included:

- Commissioner Rachel Lyles Smith expressed her appreciation for the presentation. She asked if Metro planned to open up opportunities for new tier two projects. Mr. Shaw noted that Metro asked local jurisdictions who were interested in advancing tier two projects to share information on potential risks and partners. He noted that the Task Force received six new proposals.
 - Mr. Watson asked about the transformative nature of the tier 1 projects. Mr. Shaw noted that Metro aimed to consider how the Regional Transportation Measures partnered with both state and federal funding. Mr. Watson asked if Metro was hoping for a revolutionary concept to deal with the constraints on the transportation system. Ms. Bradway noted that Metro aimed to balance grappling with state of repair issues and technological innovation. She explained efforts to implement Transit Single Priority (TSP) as a way to improve transit reliability through technological innovation.
-

- Commissioner Dick Schouten asked if the Metro had implemented TSP throughout the region and he noted the success of Eugene's Bus Rapid Transit (BRT) system. Ms. Bradway noted that Metro is exploring BRT and articulated buses. Commissioner Schouten asked about ODOT's efforts to adopt Metro's urban design standards. Ms. Bradway explained that she and Metro Council President Lynn Peterson approached ODOT leadership and suggested that they adopt Metro's urban design standards as a pilot.
- Chair Schrader asked about how Metro addressed the lack of transportation connections between the Eastern and Western parts of the region. Mr. Shaw noted that the Burnside Bridge was identified as a key regional lifeline in the event of an emergency. Chair Schrader asked if Metro could provide more information on relevant land use practices for successful corridors.

5.3 Housing Implementation and Communications Update

Chair Schrader introduced Jes Larson, Principal Regional Planner and Valeria Vidal, Associate Management Analyst, to present on the Housing Implementation and Communications Update.

Key elements of the presentation included:

Ms. Vidal provided an overview of Metro's Affordable Housing Bond. She noted the seven eligible implementation partners, including Beaverton, Clackamas County, Gresham, Hillsboro, Home Forward, Portland, Washington County and Metro's Site Acquisition Program.

Ms. Vidal stated that the Metro Council adopted a framework to guide program implementation. She explained the implementation strategy requirements, including creating a development plan, establishing strategies for advancing racial equity and engaging historically marginalized communities. Ms. Vidal shared the implementation schedule which consisted of developing and reviewing Local Implementation Strategies. She emphasized that Metro's Oversight Committee had approved 7 out of 8 Local Implementation Strategies and made recommendations to the Metro Council. Ms. Vidal highlighted several Metro Affordable Housing Bond Phase 1 projects, including "The Mary Ann" apartments in Downtown Beaverton.

Ms. Larson shared Metro and DHM's public opinion research on affordable housing. She provided background on the research and more information on the research's purpose. Mr. Larson stated that the research aimed to understand which messages about affordable housing were most effective. She remarked that DHM Research Panel survey was an online tool used to understand opinions about regional and statewide policy.

Ms. Larson shared several questions and voters initial responses to those questions. She noted that most people tended to agree with the following statement: "I support building more affordable housing in my neighborhood." Ms. Larson also indicated that the voters also tended to agree that "more housing option provide shelter for those in need and keep our neighborhoods safe and enjoyable for everyone." She also highlighted a few messages that were less effective, such as the following statement: "more affordable housing in my neighborhood would support local businesses."

Member discussion included:

- Councilor Gretchen Buehner asked if the survey had specific polling information that compared results between seniors and families. Ms. Larson stated that she was happy to provide more information in a later discussion.
- Councilor Theresa Kohlhoff asked the presenter to provide more insight into California's efforts in mandating specific affordable housing regulations. Chair Schrader noted that House Bill 2001 was discussed in the next MPAC meeting.

6.0 ADJOURN

Chair Schrader adjourned the meeting at 7:00 PM.

Respectfully Submitted,



Marlene Guzman
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 13, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Presentation	11/13/19	Update on the 2040 Planning and Development Grants Presentation	111319m-01
5.2	Presentation	11/13/19	Regional Transportation Funding Measure Update Presentation	111319m-02
5.3	Presentation	11/13/19	Housing Bond Implementation and Communications Update	111319m-03

***5.1 Implementation of “Middle
Housing” Legislation (Oregon House
Bill 2001)***
Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, December 11, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title:

Implementation of “middle housing” legislation (Oregon House Bill 2001)

Purpose/Objective

In 2019, the Oregon Legislature passed HB 2001, which was subsequently signed into law by the governor. Among other things, HB 2001 requires most local governments in the greater Portland region to amend their plans to allow more variety of “middle” housing types in areas where single-family detached homes are allowed. Those middle housing types include duplexes, triplexes, quadplexes, townhomes, and cottage clusters. Some have described the law as “re-legalizing” housing types that were once allowed in many neighborhoods.

In greater Portland, local governments have until mid-2022 to amend their codes to implement HB 2001. This panel discussion at MPAC is intended to provide background on HB 2001 and examples of considerations that local governments may wish to address as they amend their codes to allow more housing variety.

Action Requested/Outcome

No action is required. The desired outcome of this meeting is that MPAC members are familiar with HB 2001 and begin identifying policy options for local governments to ensure that their plan amendments lead to more housing variety in our communities.

What has changed since MPAC last considered this issue/item?

NA

What packet material do you plan to include?

HB 2001

Enrolled House Bill 2001

Sponsored by Representative KOTEK; Representatives FAHEY, HERNANDEZ, MARSH,
MITCHELL, POWER, STARK, WILLIAMS, ZIKA (Presession filed.)

CHAPTER

AN ACT

Relating to housing; creating new provisions; amending ORS 197.296, 197.303, 197.312 and 455.610 and section 1, chapter 47, Oregon Laws 2018; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2019 Act is added to and made a part of ORS chapter 197.

SECTION 2. (1) As used in this section:

(a) “Cottage clusters” means groupings of no fewer than four detached housing units per acre with a footprint of less than 900 square feet each and that include a common courtyard.

(b) “Middle housing” means:

(A) Duplexes;

(B) Triplexes;

(C) Quadplexes;

(D) Cottage clusters; and

(E) Townhouses.

(c) “Townhouses” means a dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit.

(2) Except as provided in subsection (4) of this section, each city with a population of 25,000 or more and each county or city within a metropolitan service district shall allow the development of:

(a) All middle housing types in areas zoned for residential use that allow for the development of detached single-family dwellings; and

(b) A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings.

(3) Except as provided in subsection (4) of this section, each city not within a metropolitan service district with a population of more than 10,000 and less than 25,000 shall allow the development of a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. Nothing in this subsection prohibits a local government from allowing middle housing types in addition to duplexes.

(4) This section does not apply to:

(a) Cities with a population of 1,000 or fewer;

(b) Lands not within an urban growth boundary;

(c) Lands that are not incorporated and also lack sufficient urban services, as defined in ORS 195.065;

(d) Lands that are not zoned for residential use, including lands zoned primarily for commercial, industrial, agricultural or public uses; or

(e) Lands that are not incorporated and are zoned under an interim zoning designation that maintains the land's potential for planned urban development.

(5) Local governments may regulate siting and design of middle housing required to be permitted under this section, provided that the regulations do not, individually or cumulatively, discourage the development of all middle housing types permitted in the area through unreasonable costs or delay. Local governments may regulate middle housing to comply with protective measures adopted pursuant to statewide land use planning goals.

(6) This section does not prohibit local governments from permitting:

(a) Single-family dwellings in areas zoned to allow for single-family dwellings; or

(b) Middle housing in areas not required under this section.

SECTION 3. (1) Notwithstanding ORS 197.646, a local government shall adopt land use regulations or amend its comprehensive plan to implement section 2 of this 2019 Act no later than:

(a) June 30, 2021, for each city subject to section 2 (3) of this 2019 Act; or

(b) June 30, 2022, for each local government subject to section 2 (2) of this 2019 Act.

(2) The Land Conservation and Development Commission, with the assistance of the Building Codes Division of the Department of Consumer and Business Services, shall develop a model middle housing ordinance no later than December 31, 2020.

(3) A local government that has not acted within the time provided under subsection (1) of this section shall directly apply the model ordinance developed by the commission under subsection (2) of this section under ORS 197.646 (3) until the local government acts as described in subsection (1) of this section.

(4) In adopting regulations or amending a comprehensive plan under this section, a local government shall consider ways to increase the affordability of middle housing by considering ordinances and policies that include but are not limited to:

(a) Waiving or deferring system development charges;

(b) Adopting or amending criteria for property tax exemptions under ORS 307.515 to 307.523, 307.540 to 307.548 or 307.651 to 307.687 or property tax freezes under ORS 308.450 to 308.481; and

(c) Assessing a construction tax under ORS 320.192 and 320.195.

(5) When a local government makes a legislative decision to amend its comprehensive plan or land use regulations to allow middle housing in areas zoned for residential use that allow for detached single-family dwellings, the local government is not required to consider whether the amendments significantly affect an existing or planned transportation facility.

SECTION 4. (1) Notwithstanding section 3 (1) or (3) of this 2019 Act, the Department of Land Conservation and Development may grant to a local government that is subject to section 2 of this 2019 Act an extension of the time allowed to adopt land use regulations or amend its comprehensive plan under section 3 of this 2019 Act.

(2) An extension under this section may be applied only to specific areas where the local government has identified water, sewer, storm drainage or transportation services that are either significantly deficient or are expected to be significantly deficient before December 31, 2023, and for which the local government has established a plan of actions that will remedy the deficiency in those services that is approved by the department. The extension may not extend beyond the date that the local government intends to correct the deficiency under the plan.

(3) In areas where the extension under this section does not apply, the local government shall apply its own land use regulations consistent with section 3 (1) of this 2019 Act or the model ordinance developed under section 3 (2) of this 2019 Act.

(4) A request for an extension by a local government must be filed with the department no later than:

- (a) December 31, 2020, for a city subject to section 2 (3) of this 2019 Act.
- (b) June 30, 2021, for a local government subject to section 2 (2) of this 2019 Act.
- (5) The department shall grant or deny a request for an extension under this section:
 - (a) Within 90 days of receipt of a complete request from a city subject to section 2 (3) of this 2019 Act.
 - (b) Within 120 days of receipt of a complete request from a local government subject to section 2 (2) of this 2019 Act.
- (6) The department shall adopt rules regarding the form and substance of a local government's application for an extension under this section. The department may include rules regarding:
 - (a) Defining the affected areas;
 - (b) Calculating deficiencies of water, sewer, storm drainage or transportation services;
 - (c) Service deficiency levels required to qualify for the extension;
 - (d) The components and timing of a remediation plan necessary to qualify for an extension;
 - (e) Standards for evaluating applications; and
 - (f) Establishing deadlines and components for the approval of a plan of action.

SECTION 5. ORS 197.296 is amended to read:

197.296. (1)(a) The provisions of subsections (2) to (9) of this section apply to metropolitan service district regional framework plans and local government comprehensive plans for lands within the urban growth boundary of a city that is located outside of a metropolitan service district and has a population of 25,000 or more.

(b) The Land Conservation and Development Commission may establish a set of factors under which additional cities are subject to the provisions of this section. In establishing the set of factors required under this paragraph, the commission shall consider the size of the city, the rate of population growth of the city or the proximity of the city to another city with a population of 25,000 or more or to a metropolitan service district.

(2) At periodic review pursuant to ORS 197.628 to 197.651 or at any other legislative review of the comprehensive plan or regional framework plan that concerns the urban growth boundary and requires the application of a statewide planning goal relating to buildable lands for residential use, a local government shall demonstrate that its comprehensive plan or regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years. The 20-year period shall commence on the date initially scheduled for completion of the periodic or legislative review.

(3) In performing the duties under subsection (2) of this section, a local government shall:

(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and

(b) Conduct an analysis of **existing and projected** housing need by type and density range, in accordance with **all factors under** ORS 197.303 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

(4)(a) For the purpose of the inventory described in subsection (3)(a) of this section, "buildable lands" includes:

(A) Vacant lands planned or zoned for residential use;

(B) Partially vacant lands planned or zoned for residential use;

(C) Lands that may be used for a mix of residential and employment uses under the existing planning or zoning; and

(D) Lands that may be used for residential infill or redevelopment.

(b) For the purpose of the inventory and determination of housing capacity described in subsection (3)(a) of this section, the local government must demonstrate consideration of:

(A) The extent that residential development is prohibited or restricted by local regulation and ordinance, state law and rule or federal statute and regulation;

(B) A written long term contract or easement for radio, telecommunications or electrical facilities, if the written contract or easement is provided to the local government; and

(C) The presence of a single family dwelling or other structure on a lot or parcel.

(c) Except for land that may be used for residential infill or redevelopment, a local government shall create a map or document that may be used to verify and identify specific lots or parcels that have been determined to be buildable lands.

(5)(a) Except as provided in paragraphs (b) and (c) of this subsection, the determination of housing capacity *[and need]* pursuant to subsection [(3)] **(3)(a)** of this section must be based on data relating to land within the urban growth boundary that has been collected since the last *[periodic]* review or *[five]* **six** years, whichever is greater. The data shall include:

(A) The number, density and average mix of housing types of urban residential development that have actually occurred;

(B) Trends in density and average mix of housing types of urban residential development;

(C) **Market factors that may substantially impact future urban residential development; and**

[(C) Demographic and population trends;]

[(D) Economic trends and cycles; and]

[(E)] **(D)** The number, density and average mix of housing types that have occurred on the buildable lands described in subsection (4)(a) of this section.

(b) A local government shall make the determination described in paragraph (a) of this subsection using a shorter time period than the time period described in paragraph (a) of this subsection if the local government finds that the shorter time period will provide more accurate and reliable data related to housing capacity *[and need]*. The shorter time period may not be less than three years.

(c) A local government shall use data from a wider geographic area or use a time period *[for economic cycles and trends]* longer than the time period described in paragraph (a) of this subsection if the analysis of a wider geographic area or the use of a longer time period will provide more accurate, complete and reliable data relating to trends affecting housing need than an analysis performed pursuant to paragraph (a) of this subsection. The local government must clearly describe the geographic area, time frame and source of data used in a determination performed under this paragraph.

(6) If the housing need determined pursuant to subsection (3)(b) of this section is greater than the housing capacity determined pursuant to subsection (3)(a) of this section, the local government shall take one or *[more]* **both** of the following actions to accommodate the additional housing need:

(a) Amend its urban growth boundary to include sufficient buildable lands to accommodate housing needs for the next 20 years. As part of this process, the local government shall consider the effects of measures taken pursuant to paragraph (b) of this subsection. The amendment shall include sufficient land reasonably necessary to accommodate the siting of new public school facilities. The need and inclusion of lands for new public school facilities shall be a coordinated process between the affected public school districts and the local government that has the authority to approve the urban growth boundary[;].

(b) Amend its comprehensive plan, regional framework plan, functional plan or land use regulations to include new measures that demonstrably increase the likelihood that residential development will occur at densities sufficient to accommodate housing needs for the next 20 years without expansion of the urban growth boundary. A local government or metropolitan service district that takes this action shall *[monitor and record the level of development activity and development density by housing type following the date of the adoption of the new measures; or]* **adopt findings regarding the density expectations assumed to result from measures adopted under this paragraph based upon the factors listed in ORS 197.303 (2) and data in subsection (5)(a) of this section. The density expectations may not project an increase in residential capacity above achieved density by more than three percent without quantifiable validation of such departures. For a local government located outside of a metropolitan service district, a quantifiable vali-**

ation must demonstrate that the assumed housing capacity has been achieved in areas that are zoned to allow no greater than the same authorized density level within the local jurisdiction or a jurisdiction in the same region. For a metropolitan service district, a quantifiable validation must demonstrate that the assumed housing capacity has been achieved in areas that are zoned to allow no greater than the same authorized density level within the metropolitan service district.

[(c) Adopt a combination of the actions described in paragraphs (a) and (b) of this subsection.]

(c) As used in this subsection, “authorized density level” has the meaning given that term in ORS 227.175.

(7) Using the **housing need** analysis conducted under subsection (3)(b) of this section, the local government shall determine the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 20 years. If that density is greater than the actual density of development determined under subsection (5)(a)(A) of this section, or if that mix is different from the actual mix of housing types determined under subsection (5)(a)(A) of this section, the local government, as part of its periodic review, shall adopt measures that demonstrably increase the likelihood that residential development will occur at the housing types and density and at the mix of housing types required to meet housing needs over the next 20 years.

(8)(a) A local government outside a metropolitan service district that takes any actions under subsection (6) or (7) of this section shall demonstrate that the comprehensive plan and land use regulations comply with goals and rules adopted by the commission and implement ORS 197.295 to 197.314.

(b) *[The]* A local government shall determine the density and mix of housing types anticipated as a result of actions taken under subsections (6) and (7) of this section and monitor and record the actual density and mix of housing types achieved **following the adoption of these actions**. The local government shall compare actual and anticipated density and mix. The local government shall submit its comparison to the commission at the next periodic review or at the next legislative review of its urban growth boundary, whichever comes first.

(9) In establishing that actions and measures adopted under subsections (6) and (7) of this section demonstrably increase the likelihood of higher density residential development, the local government shall at a minimum ensure that land zoned for needed housing is in locations appropriate for the housing types identified under subsection (3) of this section, *[and]* is zoned at density ranges that are likely to be achieved by the housing market using the analysis in subsection (3) of this section **and is in areas where sufficient urban services are planned to enable the higher density development to occur over the 20-year period**. Actions or measures, or both, may include but are not limited to:

- (a) Increases in the permitted density on existing residential land;
- (b) Financial incentives for higher density housing;
- (c) Provisions permitting additional density beyond that generally allowed in the zoning district in exchange for amenities and features provided by the developer;
- (d) Removal or easing of approval standards or procedures;
- (e) Minimum density ranges;
- (f) Redevelopment and infill strategies;
- (g) Authorization of housing types not previously allowed by the plan or regulations;
- (h) Adoption of an average residential density standard; and
- (i) Rezoning or redesignation of nonresidential land.

(10)(a) The provisions of this subsection apply to local government comprehensive plans for lands within the urban growth boundary of a city that is located outside of a metropolitan service district and has a population of less than 25,000.

(b) At periodic review pursuant to ORS 197.628 to 197.651 or at any other legislative review of the comprehensive plan that requires the application of a statewide planning goal relating to buildable lands for residential use, a city shall, according to rules of the commission:

- (A) Determine the estimated housing needs within the jurisdiction for the next 20 years;
 - (B) Inventory the supply of buildable lands available within the urban growth boundary to accommodate the estimated housing needs determined under this subsection; and
 - (C) Adopt measures necessary to accommodate the estimated housing needs determined under this subsection.
- (c) For the purpose of the inventory described in this subsection, “buildable lands” includes those lands described in subsection (4)(a) of this section.

SECTION 6. ORS 197.303 is amended to read:

197.303. (1) As used in ORS [197.307] **197.295 to 197.314**, “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. “Needed housing” includes the following housing types:

- (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
- (b) Government assisted housing;
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490;
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and
- (e) Housing for farmworkers.

(2) For the purpose of estimating housing needs, as described in ORS 197.296 (3)(b), a local government shall use the population projections prescribed by ORS 195.033 or 195.036 and shall consider and adopt findings related to changes in each of the following factors since the last periodic or legislative review or six years, whichever is greater, and the projected future changes in these factors over a 20-year planning period:

- (a) Household sizes;**
- (b) Household demographics in terms of age, gender, race or other established demographic category;**
- (c) Household incomes;**
- (d) Vacancy rates; and**
- (e) Housing costs.**

(3) A local government shall make the estimate described in subsection (2) of this section using a shorter time period than since the last periodic or legislative review or six years, whichever is greater, if the local government finds that the shorter time period will provide more accurate and reliable data related to housing need. The shorter time period may not be less than three years.

(4) A local government shall use data from a wider geographic area or use a time period longer than the time period described in subsection (2) of this section if the analysis of a wider geographic area or the use of a longer time period will provide more accurate, complete and reliable data relating to trends affecting housing need than an analysis performed pursuant to subsection (2) of this section. The local government must clearly describe the geographic area, time frame and source of data used in an estimate performed under this subsection.

[2)] **(5) Subsection (1)(a) and (d) of this section does not apply to:**

- (a) A city with a population of less than 2,500.**
- (b) A county with a population of less than 15,000.**

[3)] **(6) A local government may take an exception under ORS 197.732 to the definition of “needed housing” in subsection (1) of this section in the same manner that an exception may be taken under the goals.**

SECTION 7. ORS 197.312, as amended by section 7, chapter 15, Oregon Laws 2018, is amended to read:

197.312. (1) A city or county may not by charter prohibit from all residential zones attached or detached single-family housing, multifamily housing for both owner and renter occupancy or manufactured homes. A city or county may not by charter prohibit government assisted housing or impose additional approval standards on government assisted housing that are not applied to similar but unassisted housing.

(2)(a) A single-family dwelling for a farmworker and the farmworker's immediate family is a permitted use in any residential or commercial zone that allows single-family dwellings as a permitted use.

(b) A city or county may not impose a zoning requirement on the establishment and maintenance of a single-family dwelling for a farmworker and the farmworker's immediate family in a residential or commercial zone described in paragraph (a) of this subsection that is more restrictive than a zoning requirement imposed on other single-family dwellings in the same zone.

(3)(a) Multifamily housing for farmworkers and farmworkers' immediate families is a permitted use in any residential or commercial zone that allows multifamily housing generally as a permitted use.

(b) A city or county may not impose a zoning requirement on the establishment and maintenance of multifamily housing for farmworkers and farmworkers' immediate families in a residential or commercial zone described in paragraph (a) of this subsection that is more restrictive than a zoning requirement imposed on other multifamily housing in the same zone.

(4) A city or county may not prohibit a property owner or developer from maintaining a real estate sales office in a subdivision or planned community containing more than 50 lots or dwelling units for the sale of lots or dwelling units that remain available for sale to the public.

(5)(a) A city with a population greater than 2,500 or a county with a population greater than 15,000 shall allow in areas within the urban growth boundary that are zoned for detached single-family dwellings the development of at least one accessory dwelling unit for each detached single-family dwelling, subject to reasonable local regulations relating to siting and design.

(b) As used in this subsection[,]:

(A) "Accessory dwelling unit" means an interior, attached or detached residential structure that is used in connection with or that is accessory to a single-family dwelling.

(B) "Reasonable local regulations relating to siting and design" does not include owner-occupancy requirements of either the primary or accessory structure or requirements to construct additional off-street parking.

(6) Subsection (5) of this section does not prohibit local governments from regulating vacation occupancies, as defined in ORS 90.100, to require owner-occupancy or off-street parking.

SECTION 8. Section 1, chapter 47, Oregon Laws 2018, is amended to read:

Sec. 1. (1) For purposes of this section:

(a) A household is severely rent burdened if the household spends more than 50 percent of the income of the household on gross rent for housing.

(b) A regulated affordable unit is a residential unit subject to a regulatory agreement that runs with the land and that requires affordability for an established income level for a defined period of time.

[(c) A single-family unit may be rented or owned by a household and includes single-family homes, duplexes, townhomes, row homes and mobile homes.]

(2)(a) The Housing and Community Services Department shall annually provide to the governing body of each city in this state with a population greater than 10,000 the most current data available from the United States Census Bureau, or any other source the department considers at least as reliable, showing the percentage of renter households in the city that are severely rent burdened.

(b) The Housing and Community Services Department, in collaboration with the Department of Land Conservation and Development, shall develop a survey form on which the governing body of

a city may provide specific information related to the affordability of housing within the city, including, but not limited to:

(A) The actions relating to land use and other related matters that the governing body has taken to increase the affordability of housing and reduce rent burdens for severely rent burdened households; and

(B) The additional actions the governing body intends to take to reduce rent burdens for severely rent burdened households.

(c) If the Housing and Community Services Department determines that at least 25 percent of the renter households in a city are severely rent burdened, the department shall provide the governing body of the city with the survey form developed pursuant to paragraph (b) of this subsection.

(d) The governing body of the city shall return the completed survey form to the Housing and Community Services Department and the Department of Land Conservation and Development within 60 days of receipt.

(3)(a) In any year in which the governing body of a city is informed under this section that at least 25 percent of the renter households in the city are severely rent burdened, the governing body shall hold at least one public meeting to discuss the causes and consequences of severe rent burdens within the city, the barriers to reducing rent burdens and possible solutions.

(b) The Housing and Community Services Department may adopt rules governing the conduct of the public meeting required under this subsection.

(4) No later than February 1 of each year, the governing body of each city in this state with a population greater than 10,000 shall submit to the Department of Land Conservation and Development a report for the immediately preceding calendar year setting forth separately for each of the following categories the total number of units that were permitted and the total number that were produced:

(a) Residential units.

(b) Regulated affordable residential units.

(c) Multifamily residential units.

(d) Regulated affordable multifamily residential units.

(e) Single-family *[units]* **homes**.

(f) Regulated affordable single-family *[units]* **homes**.

(g) Accessory dwelling units.

(h) Regulated affordable accessory dwelling units.

(i) Units of middle housing, as defined in section 2 of this 2019 Act.

(j) Regulated affordable units of middle housing.

SECTION 9. ORS 455.610 is amended to read:

455.610. (1) The Director of the Department of Consumer and Business Services shall adopt, and amend as necessary, a Low-Rise Residential Dwelling Code that contains all requirements, including structural design provisions, related to the construction of residential dwellings three stories or less above grade. The code provisions for plumbing and electrical requirements must be compatible with other specialty codes adopted by the director. The Electrical and Elevator Board, the Mechanical Board and the State Plumbing Board shall review, respectively, amendments to the electrical, mechanical or plumbing provisions of the code.

(2) Changes or amendments to the code adopted under subsection (1) of this section may be made when:

(a) Required by geographic or climatic conditions unique to Oregon;

(b) Necessary to be compatible with other statutory provisions;

(c) Changes to the national codes are adopted in Oregon; or

(d) Necessary to authorize the use of building materials and techniques that are consistent with nationally recognized standards and building practices.

(3) Notwithstanding ORS 455.030, 455.035, 455.110 and 455.112, the director may, at any time following appropriate consultation with the Mechanical Board or Building Codes Structures Board,

amend the mechanical specialty code or structural specialty code to ensure compatibility with the Low-Rise Residential Dwelling Code.

(4) The water conservation provisions for toilets, urinals, shower heads and interior faucets adopted in the Low-Rise Residential Dwelling Code shall be the same as those adopted under ORS 447.020 to meet the requirements of ORS 447.145.

(5) The Low-Rise Residential Dwelling Code shall be adopted and amended as provided by ORS 455.030 and 455.110.

(6) The director, by rule, shall establish uniform standards for a municipality to allow an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code in areas where the local jurisdiction determines that the fire apparatus means of approach to a property or water supply serving a property does not meet applicable fire code or state building code requirements. The alternate method of construction, which may include but is not limited to the installation of automatic fire sprinkler systems, must be approved in conjunction with the approval of an application under ORS 197.522.

(7) For lots of record existing before July 2, 2001, or property that receives any approval for partition, subdivision or construction under ORS 197.522 before July 2, 2001, a municipality allowing an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code may apply the uniform standards established by the director pursuant to subsection (6) of this section. For property that receives all approvals for partition, subdivision or construction under ORS 197.522 on or after July 2, 2001, a municipality allowing an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code must apply the uniform standards established by the director pursuant to subsection (6) of this section.

(8) The director, by rule, shall establish uniform standards for a municipality to allow alternate approval of construction related to conversions of single-family dwellings into no more than four residential dwelling units built to the Low-Rise Residential Dwelling Code that received occupancy approval prior to January 1, 2020. The standards established under this subsection must include standards describing the information that must be submitted before an application for alternate approval will be deemed complete.

(9)(a) A building official described in ORS 455.148 or 455.150 must approve or deny an application for alternate approval under subsection (8) of this section no later than 15 business days after receiving a complete application.

(b) A building official who denies an application for alternate approval under this subsection shall provide to the applicant:

(A) A written explanation of the basis for the denial; and

(B) A statement that describes the applicant's appeal rights under subsection (10) of this section.

(10)(a) An appeal from a denial under subsection (9) of this section must be made through a municipal administrative process. A municipality shall provide an administrative process that:

(A) Is other than a judicial proceeding in a court of law; and

(B) Affords the party an opportunity to appeal the denial before an individual, department or body that is other than a plan reviewer, inspector or building official for the municipality.

(b) A decision in an administrative process under this subsection must be completed no later than 30 business days after the building official receives notice of the appeal.

(c) Notwithstanding ORS 455.690, a municipal administrative process required under this subsection is the exclusive means for appealing a denial under subsection (9) of this section.

(11) The costs incurred by a municipality under subsections (9) and (10) of this section are building inspection program administration and enforcement costs for the purpose of fee adoption under ORS 455.210.

SECTION 10. (1) It is the policy of the State of Oregon to reduce to the extent practicable administrative and permitting costs and barriers to the construction of middle housing, as defined in section 2 of this 2019 Act, while maintaining safety, public health and the general welfare with respect to construction and occupancy.

(2) The Department of Consumer and Business Services shall submit a report describing rules and standards relating to low-rise residential dwellings proposed under ORS 455.610, as amended by section 9 of this 2019 Act, in the manner provided in ORS 192.245, to an interim committee of the Legislative Assembly related to housing no later than January 1, 2020.

SECTION 11. Section 12 of this 2019 Act is added to and made a part of ORS 94.550 to 94.783.

SECTION 12. A provision in a governing document that is adopted or amended on or after the effective date of this 2019 Act, is void and unenforceable to the extent that the provision would prohibit or have the effect of unreasonably restricting the development of housing that is otherwise allowable under the maximum density of the zoning for the land.

SECTION 13. A provision in a recorded instrument affecting real property is not enforceable if:

(1) The provision would allow the development of a single-family dwelling on the real property but would prohibit the development of:

- (a) Middle housing, as defined in section 2 of this 2019 Act; or
- (b) An accessory dwelling unit allowed under ORS 197.312 (5); and

(2) The instrument was executed on or after the effective date of this 2019 Act.

SECTION 14. (1) Sections 2, 12 and 13 of this 2019 Act and the amendments to ORS 197.296, 197.303, 197.312 and 455.610 and section 1, chapter 47, Oregon Laws 2018, by sections 5 to 9 of this 2019 Act become operative on January 1, 2020.

(2) The Land Conservation and Development Commission, the Department of Consumer and Business Services and the Residential and Manufactured Structures Board may take any actions before the operative date specified in subsection (1) of this section necessary to enable the commission, department or board to exercise, on or after the operative date specified in subsection (1) of this section, the duties required under sections 2, 3 and 10 of this 2019 Act and the amendments to ORS 455.610 by section 9 of this 2019 Act.

SECTION 15. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Land Conservation and Development, for the biennium beginning July 1, 2019, out of the General Fund, the amount of \$3,500,000 for the purpose of providing technical assistance to local governments in implementing section 3 (1) of this 2019 Act and to develop plans to improve water, sewer, storm drainage and transportation services as described in section 4 (2) of this 2019 Act. The department shall prioritize technical assistance to cities or counties with limited planning staff or that commit to implementation earlier than the date required under section 3 (1) of this 2019 Act.

SECTION 16. This 2019 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2019 Act takes effect on its passage.

Passed by House June 20, 2019

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate June 30, 2019

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2019

Approved:

.....M.,....., 2019

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2019

.....
Bev Clarno, Secretary of State

***5.2 Designing Livable Streets and
Trails Guide***
Information and Discussion Items

Metro Policy Advisory Committee
Wednesday, December 11, 2019
Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Metro Designing Livable Streets and Trails Guide

Presenter: Lake McTighe, Regional Transportation Planner; Margi Bradway, Planning and Development Deputy Director

Contact for this worksheet/presentation: Lake McTighe, 503-797-1660, lake.mctighe@oregonmetro.gov

Purpose/Objective

MPAC is aware of Metro's new regional street and trail design guidance (the Designing Livable Streets and Trails Guide), understands the content and purpose of the Guide and understands how the Guide will be applied to projects planned, designed or constructed with funds allocated by Metro.

Action Requested/Outcome

No action requested. Desired outcome is that MPAC is aware of the Guide understands the content and purpose of the Guide and understands how the Guide will be applied to projects planned, designed or constructed with funds allocated by Metro.

What has changed since MPAC last considered this issue/item?

MPAC received updates on the progress of the development of the Guide through updates on the development of the 2018 Regional Transportation Plan (refer to attached memo). Since the 2018 Regional Transportation Plan was adopted in December 2018, the Guide has been finalized.

What packet material do you plan to include?

- Memo dated November 25, 2019 "Designing Livable Streets and Trails Guide"
- Attachment 1: Link to Designing Livable Streets and Trail Guide
- Attachment 2: Project timeline
- Attachment 3: List of technical work group members

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 25, 2019
To: Metro Policy Advisory Committee (MPAC) and interested parties
From: Lake McTighe, Regional Transportation Planner
Subject: Designing Livable Streets and Trails Guide

OVERVIEW

Metro has finalized new regional street and trail design guidance, the Designing Livable Streets and Trails Guide (the Guide). Refer to Attachment 1 for a link to the Guide or visit oregonmetro.gov/streetdesign. The purpose of the Guide is to support implementation of the 2040 Growth Concept and the Regional Transportation Plan and other local and regional plans and policies. The Guide was developed with input from regional partners (see Background and Attachment 3).

The Guide was developed as a resource for local governments, agencies and communities in the greater Portland area. The Guide serves as Metro's transportation design guidance for any transportation projects planned, designed or constructed with funds allocated by Metro. The Guide replaces Metro's Creating Livable Streets (2002, second edition) and Green Streets for Stormwater Management (2002, first edition) handbooks. The Guide and related resources are available on Metro's website at oregonmetro.gov/streetdesign

The Guide provides the following information:

- Purpose of the guidelines
- Policy framework (land use and transportation; regional street design classifications; designing for desired outcomes; key policies and requirements)
- Definition and description of design functions
- Design principles; design elements (description, design approach, application); list of design resources
- Renderings and cross-sections
- Performance-based design decision-making framework

BACKGROUND

Metro first developed street design policies and guidelines in direct response to the adoption of the 2040 Future Vision Growth Concept in 1995. Starting with the 2002-2005 Metropolitan Transportation Improvement Program, projects funded with regional flexible funds have been required to be consistent with regional street design guidance. The Metro Council provided additional policy guidance in January 2019, requiring that any funding allocated by Metro for transportation projects will be required to apply the regional design guidance. Other street and trail design guidelines, including those developed by local jurisdictions, may also be used as long as the design approach and decision making process used are consistent with Metro's guidelines.

The Guide identifies design approaches for Metro's regional street design classifications, identified in the [Regional Transportation Plan \(RTP\)](#), and for regional trails. The Guide uses a performance based approach to planning and design. The Guide recommends design guidance that has been shown to reduce vehicle miles traveled and increase walking, bicycling and transit use.

The Guide was developed on the basis of current design guidance, case studies, best practices for urban areas, research and evaluation of existing designs, and professional review and input. All of the guidance in the Guide is allowable under national guidance including those developed by the

National Association of City Transportation Officials (NACTO), the Institute of Transportation Engineers (ITE), the Oregon Department of Transportation (ODOT), the American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA). Other Metro guidelines provide complementary design resources to the Guide: Trees for Green Streets (2002), Green Trails (2002) and Wildlife Crossings (2009).

Timeline of regional street design guidance and policy

Policies that support livable street design have been a part of transportation and land use planning in the greater Portland region for more than twenty years. The following timeline includes major milestones in the development of regional street design guidance and policy from 1992 to 2019.

1992 Metro Charter is approved by voters and directs the Metro Council to adopt a Future Vision to manage future growth in the region, and a Regional Framework Plan, and to address, among other things “regional transportation and mass transit systems.”

1995 2040 Future Vision Growth Concept is adopted. The 2040 Growth Concept established a broad regional vision to guide all future comprehensive planning at the local and regional levels. The 2040 Growth Concept introduced a series of land use design types that are the building blocks of the regional strategy for managing growth in the region. Transportation should help implement the strategy.

1996 Regional street design policies and classifications are included in the Regional Transportation Plan (RTP) adopted by the Metro Council. The street design classifications link land use and transportation. The policies and classifications are applied to throughways and arterial streets and respond to the land use design types identified in the 2040 Growth Concept.

Metro Policy Advisory Committee (MPAC) determines that more detailed street design guidance is needed to implement the 2040 Growth Concept and to move away from a “one-size-fits-all” approach to street design and requests that Metro develop street design guidelines consistent with the RTP regional street design policies.

1997 Metro Council adopts the Regional Framework Plan, which identifies policies to implement the 2040 Growth Concept, including transportation policies that meet multiple goals.

Metro develops the first edition of the Creating Livable Streets guide. This guide provides more detailed guidance to develop streets in different land use contexts, including town centers and regional corridors, to make them more walkable, bikeable and transit friendly. The guidelines also provide the tools to achieve many of the transportation policies of the Regional Framework Plan and Regional Transportation Plan.

2000 Metro Council adopts the 2000 RTP which applies regional street design classifications to the Regional Street Network and are identified on the Regional Street Design System map.

2002 Metro Council adopts the 2002-2005 Metropolitan Transportation Improvement Program which requires that projects funded with regional flexible funds must be consistent with regional street design guidelines.

Metro finalizes a second edition of Creating Livable Streets guide. Two new, supplemental guides are also completed: Green Streets, guidelines for stormwater management, and Trees for Green Streets.

- 2003 Metro develops Green Trails, a guide to develop environmentally trails, and Wildlife Crossings, a supplemental design guide on safe passage for urban wildlife across roads and highways.
- 2009 Metro develops second edition of Wildlife Crossings. Metro receives regional flexible funds to update the 2002 Creating Livable Streets Guide.
- 2010 Metro Council adopts the Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP. Title 1: Transportation system design, presents requirements for implementing regional street design policies.
- 2012 Metro develops The Intertwine Regional Trails Signage Guidelines. Metro requires that the guidelines be used on regional trail projects that use regional flexible funds.
- 2014 Metro Council adopts the 2014 RTP and the 2014 Climate Smart Strategy. Both identify updating regional street design guidelines as needed near term implementation activities. Metro Council adopts the 2014 Regional Active Transportation Plan which includes pedestrian and bicycle design guidelines to be integrated into updated regional street design guidelines.
- 2015 Metro Council approves the work plan for the update of the 2018 RTP, including formation of a technical work group to guide development of updated street and trail design guidelines.
- 2018 Metro Council adopts the 2018 RTP which includes updated street design policies.
- 2019 Metro Council provides direction on a framework for a regional transportation investment measure, including direction that any regional investment, regardless of facility ownership, will require that the projects meet regional design guidelines, and that projects shall be designed using performance based practical design principles and will adhere to regional design guidelines, and these design guidelines will also serve as the basis for all cost estimates. (Memo reflecting direction at Council work sessions on January 24 and 31, 2019.)

Metro Council provides policy direction to staff to finalize the Designing Livable Streets and Trails Guide and application of the guidelines to transportation projects.

Metro finalizes the Designing Livable Street and Trails Guide, the third edition of regional street design guidelines and second edition of stormwater management design guidelines.

Process to develop the guide

Metro received a regional flexible fund grant to update the design guidelines in 2009. Staff began to develop a work scope in 2015 (refer to Attachment 2: Project timeline). The project was managed by Metro and the Oregon Department of Transportation. The Guide was developed in coordination with regional partners. Design was identified as one of eight key policy focus areas for the update of the 2018 RTP. Therefore, much of the stakeholder engagement for the Guide was part of the larger RTP engagement process.

A technical work group with city, county and agency engineering and planning staff, community members and transportation advocates met five times and provided input on the development of the Guide 2017 (refer to Attachment 3: Technical Work Group). Periodic updates, with opportunity to provide input, were provided to Metro's technical and policy advisory committees, the Transportation Policy Alternatives Committee (TPAC), the Metropolitan Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation.

Additionally, staff provided updates to the county transportation coordinating committee technical advisory committees and other groups as requested.

The Metro Council provided policy direction through work sessions on the update of the 2018 RTP and at a work session on the guidelines. Opportunity to comment on regional street design policies were provided during the public comment period for the 2018 RTP.

2015

September 25	TPAC input on draft work plan
October 15	MTAC input on draft work plan
Oct- Dec.	Interviews with agency staff
December 3	Metro Council approves RTP work plan, formation of technical work groups
December 7	Mark Fenton healthy community design workshop and walking audit

2016

Jan-March	Technical work group established
March-Oct	Request for consultant proposals developed
October	Consultant selected, IGA process begins

2017

March	Consultant work begins
June 29	First technical work group meeting
July 28	TPAC project overview
August 2	MTAC project overview
September 28	Second technical work group meeting
November 15	MTAC input on outline
November 17	TPAC input on outline
Ongoing	Updates to Metro Council, JPACT and MPAC through 2018 RTP update

2018

Ongoing	Development of Guide content and update RTP street design policies
March 6	Emerging technologies and future of street design workshop, Urbanism Next conference
Ongoing	Updates to Metro Council, JPACT and MPAC through 2018 RTP update

2019

January 28	Third technical work group meeting
January 24, 31	Metro Council policy direction on regional investment measure, use of guidelines
March 12	Metro Council provides policy direction at work session
March 18	Fourth technical work group meeting
March 21	JPACT update
April 17	TPAC/MTAC workshop on regional street design classifications
April 22	Performance-based design leadership forum and technical workshop
May 20	Final technical work group meeting
Nov-Dec	Roll-out to Metro technical and policy committees
December	Metro Council adoption

ATTACHMENTS

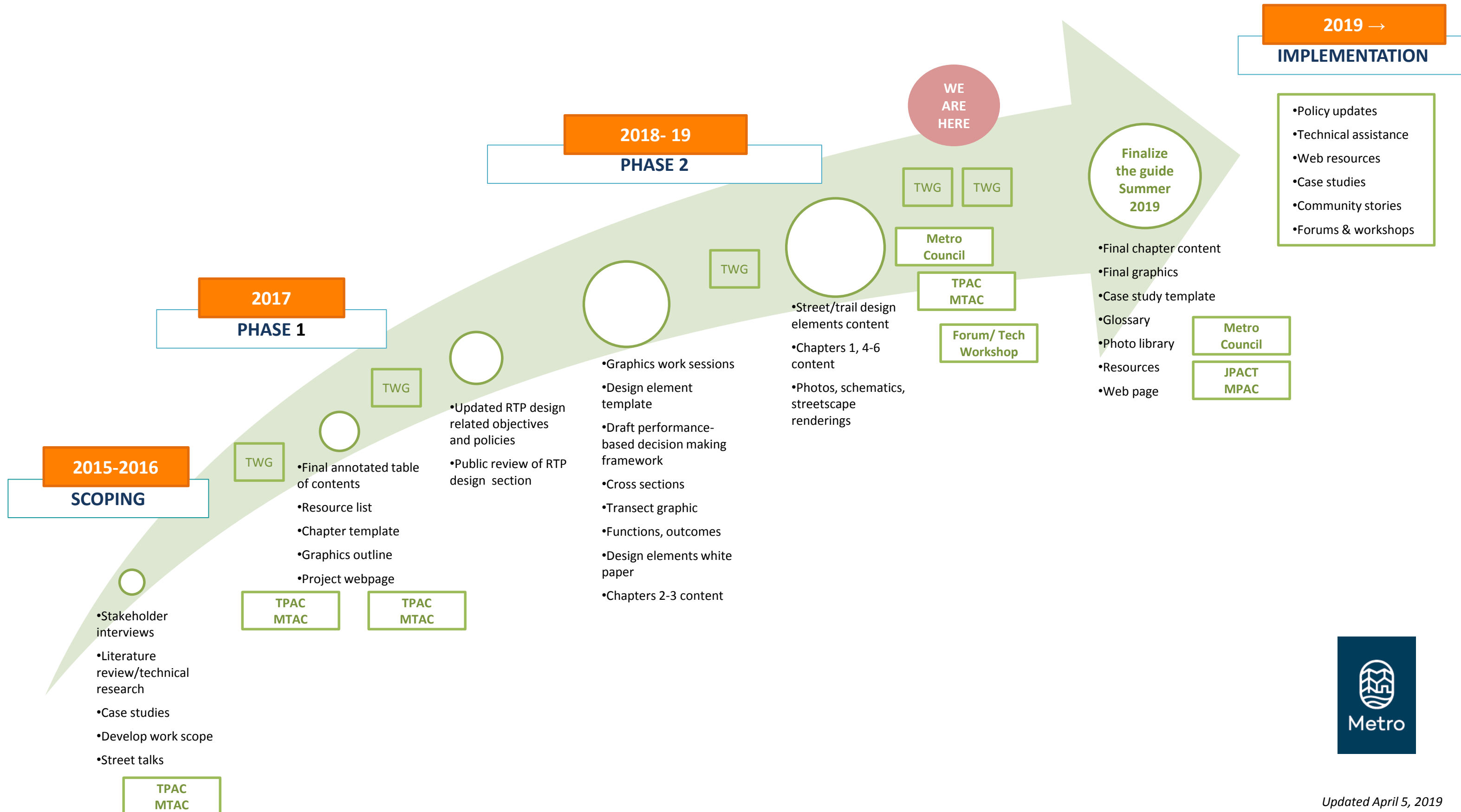
Attachment 1: Link to Designing Livable Streets and Trail Guide
Attachment 2: Project timeline
Attachment 3: List of technical work group members

Attachment 1: Link to Designing Livable Streets and Trail Guide
www.oregonmetro.gov/streetdesign

Designing Livable Streets and Trails Guide

Designing Livable Streets and Trails Guide

Project Timeline



Getting there with a connected region

**2018 REGIONAL TRANSPORTATION PLAN****Roster for Design Technical Work Group**

Metro is working with local, regional and state partners and the public to update the region's shared vision and strategy for investing in the regional transportation system for the next 25 years.

To support development of the 2018 Regional Transportation Plan, Metro staff are convening eight technical work groups to provide input to the project team on implementing policy direction from the Metro Council and regional policy advisory committees. In this role, the work group members review and provide feedback to Metro staff on draft materials and analysis, keep their respective elected officials and agency/organization's leadership informed. The work groups also help identify areas for further discussion by the Metro Council and regional technical and policy advisory committees.

Work group members include topical experts and representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or their designees, and other community, business, city and county partners. Meetings of the technical work groups are posted on Metro's calendar at www.oregonmetro.gov/calendar and www.oregonmetro.gov/rtp.

TECHNICAL WORK GROUP MEMBERS (*between 2017 -2019*)

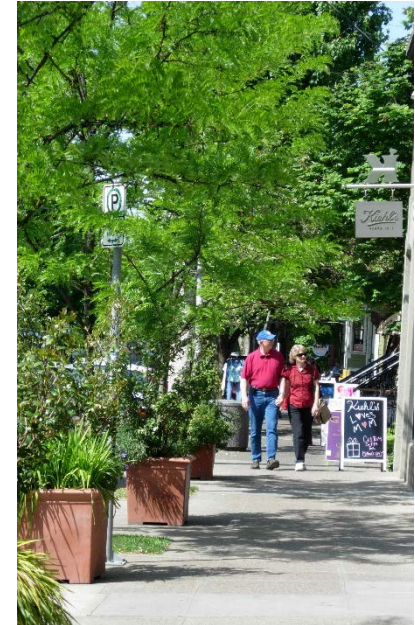
Scott Adams, Multnomah County
Transportation Planning
Maya Agarwal, Portland Parks and Recreation
Joseph Auth, Oregon Department of
Transportation
Scott Batson, Portland Bureau of Transportation
Glen Bolen, Oregon Department of
Transportation
Lance Calvert, West Linn Public Works
Department
Carol Chesarek, community representative
Rich Crossler-Laird, Oregon Department of
Transportation
Jillian Detweiler, The Street Trust
Nick Fortey, Federal Highway Administration
Brendon Haggerty, Multnomah County Health
Department
Julia Hajduk, Sherwood Community
Development Department
Jay Higgins, Gresham Urban Design and
Planning Department
Scott Hoelscher, Clackamas County
Zachary Horowitz, Oregon Department of
Transportation
Denver Igarta, Portland Bureau of
Transportation
Tim Kurtz, Portland Bureau of Environmental
Services

Nico Larco, Sustainable Cities Initiative,
University of Oregon
Tom Liptan, landscape architect
Anne MacDonald, Clean Water Services
Mike McCarthy, Tualatin Public Works
Department
Rich Mueller, Tualatin Parks and Recreation
Department
Grant O'Connell, TriMet
Jeff Owen, TriMet
Lidwien Rahman, Oregon Department of
Transportation
Stacy Revay, Beaverton Transportation Planning
Department
Jeannine Rustad, Tualatin Hills Park and
Recreation District
Bob Sallinger, Audubon Society of Portland
Rob Saxton, Washington County Land Use and
Transportation
Kari Schlosshauer, Safe Routes Partnership
Chris Strong, Gresham Transportation Division
Claire Vach, Oregon Walks
Dyami Valentine, Washington County Land Use
and Transportation
Zef Wagner, Portland Bureau of Transportation
Zach Weigel, Wilsonville Engineering
Department

Materials following this page were distributed at the meeting.

Overview of House Bill 2001 Implementation

MPAC Presentation



December 11, 2019

Gordon Howard, Community Services Division Manager



Groundbreaking Legislation

HB 2001

METRO CITIES > 1000
POP. AND METRO
COUNTIES UGB
URBANIZED AREAS

Must allow duplex on any lot or parcel that allows a single-family residence.

Must allow triplex, fourplex, cottage cluster, and townhouse in areas zoned for single-family residence



Sunnyside Village



NE Rodney and Ivy



December 11, 2019

DEFINITIONS

“Cottage clusters” means groupings of no fewer than four detached housing units per acre with a footprint of less than 900 square feet each and that include a common courtyard.

“Townhouses” means a dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit

DUPLEX, TRIPLEX, FOURPLEX are undefined



Flexibility Allowed

Cities can regulate siting and design of middle housing. (*clear and objective standards?*)

But no unnecessary cost or delay.

Question regarding “areas zoned” language for Portland Metro area



Role of the Model Code

LCDC will adopt a model code will be required for the Metro jurisdictions.

The code will be written such that local governments will be able to implement them directly.

If local government doesn't adopt its own compliant code, the model code must be applied directly.



Infrastructure-Based Time Extension Requests

For areas with inadequate infrastructure due to water, sewer, storm water, or transportation system constraints.

Must demonstrate and develop a plan of action.

Rulemaking will be key to defining and limiting such requests

Technical Assistance Funds

HB 2001 allocates \$3.5 million during 2019-2021 budget biennium for:

1. Middle housing codes, and
2. Infrastructure-based time extension requests



Rulemaking

With assistance of a rulemaking advisory committee (and technical advisory committees)

Middle housing rules and model code

Middle housing rules – what constitutes a “reasonable regulation relating to siting and design”

Infrastructure-based time extension requests – specific type of deficiency, time limits for fixing problem

Consultant Assistance

Consultant Assistance is planned in the following areas:



**Rulemaking
Advisory
Committee
Facilitation**

**Sylvia Ciborowski
Kearns & West**



Model Code

**Angelo Planning,
Eco Northwest, Sera
Architects**



**Infrastructure
Extension
Rules**

**Consultant about to
be selected**



**Middle
Housing
Code
Technical
Assistance**

Starts January



**Infrastructure
Technical
Assistance**

Starts May



HB 2001 - Other Provisions

- Owner-occupancy and on-site parking requirements not allowed for accessory dwelling units.
- State Building Codes Division to develop single family conversion standards.
- Prohibits new CC & R's that prohibit middle housing types or accessory dwelling units.
- Limit to increased density expectations in aspects of urban growth management decisions



SE 20th and Ivon, Portland



NE 12th and Beech, Portland

What we want to avoid



And what we want to promote



KEY ELEMENTS OF HOUSE BILL 2003 (Housing Needs)

Updated Nov. 6, 2019

House Bill 2003 (HB 2003) allocates \$1 million to DLCD to provide technical assistance to local governments to implement provisions of HB 2003, including housing needs analyses.

Elements of bill:	Housing Needs Analyses (HNA)	Regional Housing Needs Analysis (RNHA)	Housing Production Strategy (HPS)
DLCD Required Action:	Adoption of Statewide Schedule	Develop Methodology & Conduct Analysis	Develop Methodology & Adopt Rules
State agencies:	DLCD	OHCS, DLCD, DAS	DLCD
Significant dates:	LCDC approval by December 31, 2019	Analysis completed by September 1, 2020 Reports to Legislature by March 1, 2021	DLCD Rules adoption [no date specified in bill] Target: Sept. 2020
Affected cities:	All cities with a population greater than 10,000	Statewide	All cities with a population greater than 10,000
Local Government Deadlines:	HNA update requirements to begin ~2 years following the adoption of HPS rules (est. Sept. 2022)	none	Earliest HPS deadlines for cities estimated: Sept. 2023 City submits HPS to DLCD no more than 20 days after local adoption DLCD has 120 days for review
Enforcement:	No change to current LCDC enforcement authority	n/a	Establishes LCDC enforcement authority to ensure HPS progress

Key Elements

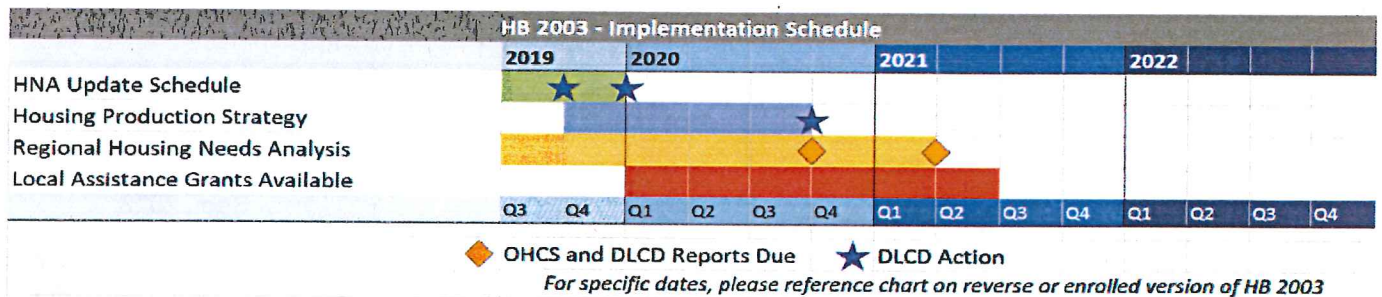
- **Regional Housing Needs Analyses (RNHA):** Requires multi-agency coordination, led by Oregon Housing and Community Services, in the development of a needs analysis by region to analyze and quantify the housing shortage in our state. The housing needs of a region will be determined for a 20 year period. Among other requirements, the RNHA will include analysis related to the equitable distribution of publicly supported housing within a region and a housing shortage analysis for each city and Metro.
- **Housing Needs Analyses:** Requires adoption of a statewide schedule for cities with a population greater than 10,000 to update a local Housing Needs Analysis (HNA). Cities within Metro will be required to update HNAs every six years, cities outside Metro must update every eight years.
- **Housing Production Strategies:** Requires cities with a population greater than 10,000 to prepare and adopt a housing production strategy, in accordance with rules adopted by DLCD, within one year of each city's HNA update deadline. A housing production strategy (HPS) must include a list of specific actions that the city shall undertake to promote development within the city to address housing needs identified in their HNA.

"The legislative focus on housing options for Oregonians in the 2019 legislative session resulted in new opportunities for the Department of Land Conservation and Development to partner with and assist local governments. We look forward to our continued work together to remove barriers to the supply of housing options."

- Jim Rue, DLCD Director

Other Provisions

- ✓ Allows qualified affordable housing development on public land within an urban growth boundary, notwithstanding land use regulations, comprehensive plan, or statewide planning goals, subject to certain requirements.
- ✓ Clarifies that affordable housing provided in conjunction with religious uses may be accommodated in multiple buildings under certain circumstances.
- ✓ Clarifies limited circumstances in which height and density limitations beyond zoning limits may be applied to residential development.
- ✓ Transfers responsibility for administration of the annual housing production survey required by HB 4006 (2018) of cities above 10,000 population to DLCD. Survey will continue to be administered online.



This fact sheet is intended to summarize key elements of HB 2003. It is not intended to replace a detailed review of the legislation. For specific bill language, please review the enrolled version of the HB 2003:
<https://olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB2003>

For more information visit our website at www.oregon.gov/lcd/UP/Pages/Housing-Needs.aspx

DLCD Staff Contacts:

With questions about
local implementation –
[Contact your Regional
Representative](#)

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KEY ELEMENTS OF HOUSE BILL 2001 (Middle Housing)

Updated Nov. 6, 2019

House Bill 2001 (HB 2001) provides \$3.5 million to DLCD for technical assistance to local governments to:

- 1) assist local governments with the development of regulations to allow duplexes and/or middle housing, as specified in the bill, and/or
- 2) assist local governments with the development of plans to improve water, sewer, storm drainage and transportation services in areas where duplexes and other middle housing types would not be feasible due to service constraints.

DLCD Required Rulemaking: Who is affected:	Middle Housing Requirements		Infrastructure Deficiency Process
	Medium Cities	Large Cities	Medium & Large Cities
Significant dates:	DLCD Rules and model code adoption December 31, 2020	DLCD Rules and model code adoption December 31, 2020	DLCD Rules adoption [no date specified in bill] Target: July 2020
Local Government Deadlines:	Local Government Adoption of model code or alternative June 30, 2021	Local Government Adoption of model code or alternative June 30, 2022	Medium Cities Extension Requests due by December 31, 2020 Large Cities Extension Requests due by June 30, 2021
Effect of missed deadline:	Model code applies directly	Model code applies directly	No extension granted

Medium Cities

All Oregon cities outside the Portland Metro boundary with a population between 10,000 and 25,000.

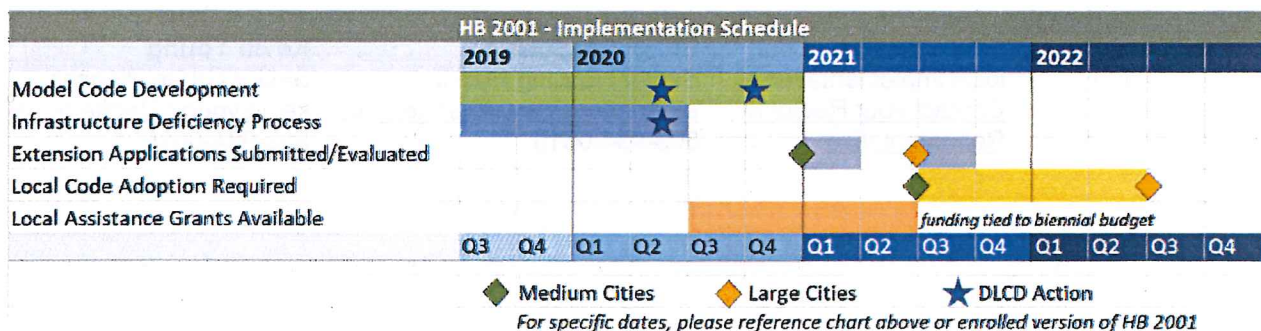
Middle Housing Requirement	Duplexes to be allowed "on each lot or parcel zoned for residential use that allows for the development of detached single family dwellings."
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Large Cities

All Oregon cities with a population of more than 25,000, unincorporated areas within the Portland Metro boundary that are served by sufficient urban services, and all cities within the Portland Metro boundary with a population of more than 1,000.

Middle Housing Requirement	Duplexes (as above) <u>AND</u> triplexes, quadplexes, cottage clusters, and townhouses "in areas zoned for residential use that allow for the development of detached single family dwellings."
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Flexibility *Medium and Large Cities "may regulate siting and design of middle housing required to be permitted under this section, provided that the regulations do not, individually or cumulatively, discourage the development of all middle housing types permitted in the area through unreasonable cost or delay."*



House Bill 2001: More Housing Choices for Oregonians

In 2019, the Oregon Legislature passed House Bill 2001, a bipartisan bill to help provide Oregonians with **more housing choices**, especially housing choices **more people can afford**.

The new law lets people build certain traditional housing types that already exist in most cities, instead of being limited to a single housing type.

House Bill 2001 requires updates of local rules that have limited what sorts of housing people could build. These limitations have led to increased housing costs.

The Need for More Diverse, Affordable Choices

People need a variety of housing choices. Today, too many Oregonians are paying too much for the housing they have and are limited to renting or buying detached single-unit homes. Meanwhile, the composition of Oregon households is shifting; more than a quarter of households today are a single person living alone.

At different times in their lives, we have different needs. Imagine what sort of housing a young adult might want or be able to afford, or think of the needs of a retired person.

The Bill: Traditional Housing Types Allowed in Most Neighborhoods Soon

Under the bill, by June 30, 2021, Oregon's medium-sized cities must allow Oregonians to build duplexes in areas zoned for single-family dwellings. Most cities already allowed duplexes in certain circumstances.

By June 30, 2022, cities in the Portland Metro region and Oregon's other largest dozen cities (those over 25,000 population), must allow people to build duplexes, triplexes, fourplexes, cottage clusters, and townhouses in residential areas.

These houses can be more affordable and meet the housing needs of many younger people, older people, and people who work hard but can't afford a large detached house of their own.

The bill also provided \$3.5 million for technical assistance to cities, and has other details. Read the bill for details: olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB2001/Enrolled

Siting and Design Flexibility; Transformation Expected to be Gradual

While the bill re-legalizes certain housing types, the bill is about choices. People can still build detached single-family homes. We expect most homes in residential areas to be built as such.

Cities can set reasonable siting and design requirements on the houses, including making sure there is adequate infrastructure. The bill directs the Department of Land Conservation and Development (DLCD) to help cities figure this out.

While the law allows traditional housing types, DLCD expects the transformation of housing choices to be gradual. Cities have allowed some of these types in certain areas. Not many have been built. Local knowledge of how to build these housing types will grow over time. The building of them will depend on local housing markets.

Learn More and Sign Up to Stay Informed

www.oregon.gov/lcd/UP/Pages/Housing-Choices.aspx

Ethan Stuckmayer, Senior Housing Planner, ethan.stuckmayer@state.or.us (503) 934-0619



Before being outlawed, non-single-unit homes have long been built in our cities; this is a Salem triplex.



DLCD

House Bill 2003: Requiring Cities to Update Housing Needs Studies and Create Housing Production Strategies

In 2019, the Oregon Legislature passed House Bill 2003, a law to make sure communities meet the diverse housing needs of Oregonians. The law requires Oregon's medium and large cities to study the future housing needs of their residents and to develop strategies to make sure the housing needed is produced.

Exploring Housing Needs, Developing Production Strategies

Oregon cities have long had to study their community's future housing needs when proposing to expand their urban growth boundary. House Bill 2003 requires cities over 10,000 people to **analyze what housing is needed for current and future residents** every six to eight years.

The bill then requires each city to adopt a **housing production strategy** within a year of completing the analysis. The strategy must list specific actions the city will take to promote the development of all identified housing needs – such as revising regulations or providing financial incentives.

The bill also directs the Oregon Housing and Community Services Department to conduct a pilot project to calculate **housing needs for the next 20 years in each region**, for all income levels. The Department of Land Conservation and Development must then report to the legislature on the method's effectiveness.

Rules, Technical Assistance Forthcoming

The bill requires the Oregon Department of Land Conservation and Development (DLCD) to conduct rulemaking on how housing needs analyses and production strategies shall be done, and timelines for completion.

The bill funds DLCD to provide technical assistance to cities working to complete their required housing needs analysis and production strategies.



Allows Affordable Housing on Public Lands and in Conjunction with Places of Worship

The bill also authorizes cities to allow affordable housing to be built on public land inside urban growth boundaries, and allows multiple buildings for affordable housing to be built next to places of worship.

Learn More and Stay Up to Date

Read the bill: olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB2003

More details: www.oregon.gov/lcd/UP/Pages/Housing-Needs.aspx

Sign up to receive e-mail updates: www.oregon.gov/lcd

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Project Overview

Metro Policy Advisory Committee

Planning Division

Presented by Anna Slatinsky

December 11, 2019

Agenda

- Project Background
- HB2001 Comparison
- Neighborhood Patterns
- Development History
- Engagement Summary
- Next Steps



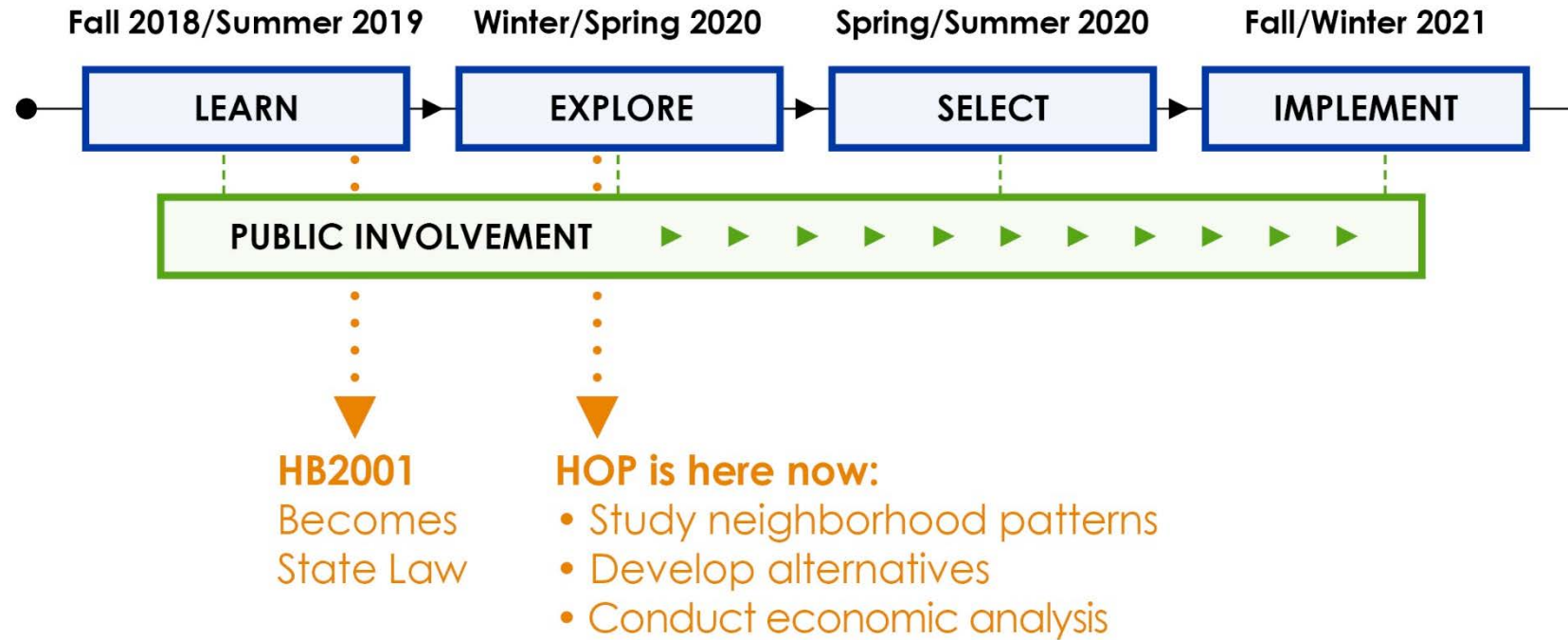
Existing courtyard apartments in a neighborhood with 80% detached single-family homes

A blue-tinted photograph of a suburban neighborhood. In the foreground, there's a grassy lawn. Behind it, several houses with gabled roofs and porches are visible, surrounded by trees and shrubs. The overall scene is peaceful and residential.

HOP PURPOSE

This project will consider where and how additional housing types could be allowed in the city's residential neighborhoods.

HOP Schedule





HOP / HB2001 Comparison

	HB 2001	HOP
Middle Housing Types	Duplexes, triplexes, quadplexes, cottage clusters, and townhouses	Duplexes, triplexes, quadplexes, cottage clusters, townhouses, <u>multiplexes</u> and <u>shared court apts.</u>
ADUs	Owner occupancy Off-street parking	The number and size of ADUs, other design and development standards
Zones	Lands zoned for residential uses	Residential zones only (not <u>commercial</u> or <u>mixed-use</u>)

Neighborhood Patterns

GIS Analysis:

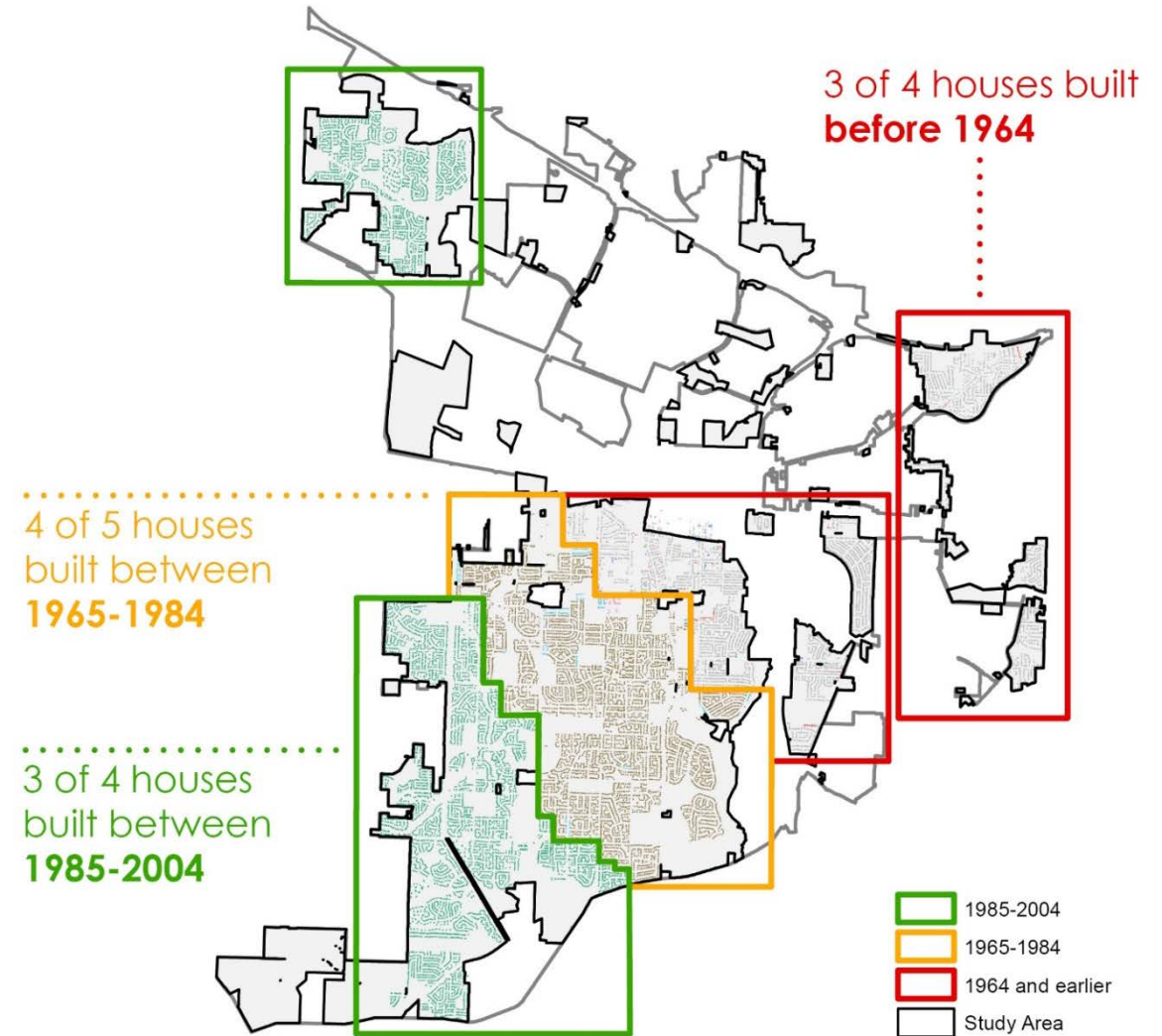
- Analyzed street patterns, lot coverage, lot sizes, building footprints, floor heights, housing mix, and peak construction periods in each neighborhood

Site Visits:

- Photographed middle housing, ADUs, and predominant detached single-family homes in all residential areas

Results:

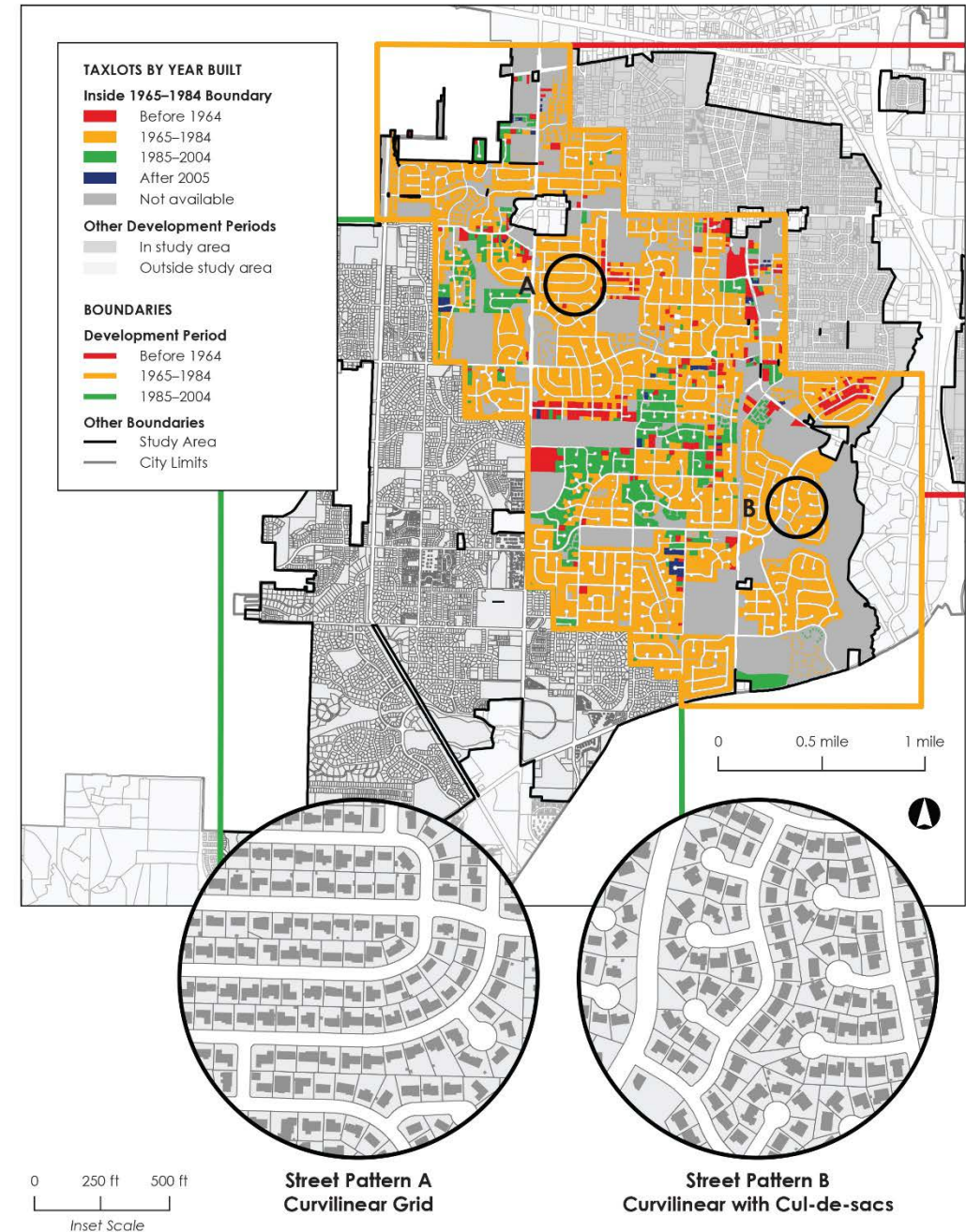
- (3) periods with unique design and development patterns



1965-1984

- **Types.** Middle housing built steadily until 1979:
 - **1965-1974:** Most existing duplexes in the city were built in this period
 - **1978:** City updates development code
 - **1980 onward:** Detached single-family becomes prevailing pattern
- **Building footprint.** Peaks in 1970, gradually decreases from 1970-present
- **Building floor count.** Nominal increase.
- **Dominant street patterns:** Curvilinear grids and curvilinear with cul-de-sacs

Main Development Period: 1965–1984



Middle Housing (1920 – Present)

Duplexes



- Most common plex, mostly in R2 and R7 zones
- In 8 of 11 residential neighborhoods

Triplexes



- Mostly downtown
- Least common plex
- In 5 of 11 residential neighborhoods

Quadplexes

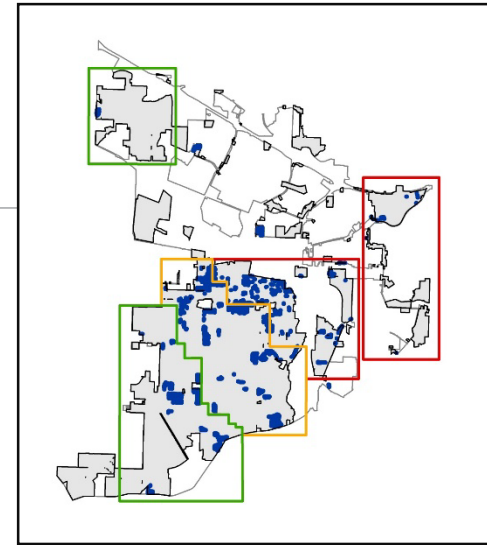


- Most are in R2 and R7 zones
- In 6 of 11 residential neighborhoods

Townhouses



- Most common middle housing type
- Most are in R2 zones
- In 9 of 11 residential neighborhoods





Engagement Summary

- Common themes among all groups:
 - Multigenerational living options
 - Homes for older adults
 - Homeownership opportunities
 - Design compatibility with neighborhood
- Differences among groups:
 - Multicultural groups - more options near schools, parks, and houses of worship
 - Open House and NACs – more options near transit, markets and shopping



Discussing housing needs and preferences with the Somali Empowerment Circle



On design preferences:

I don't care how many units are inside.

I just want it to look like other homes in the neighborhood.

This works for duplexes and triplexes, but townhouses are completely out of character in single-family neighborhoods.

- Open House attendee on design considerations for housing types



Next Steps

- Develop alternatives:
 - Continue neighborhood pattern work
 - Continue 3d modeling
- Perform economic analysis to evaluate capacity and affordability issues
- Interview developers and lending institutions
- Create housing leadership cohort for multicultural community engagement



Wood Ave. Cottages, Seattle; Benjamin Benschneider

Thank you!

QUESTIONS?

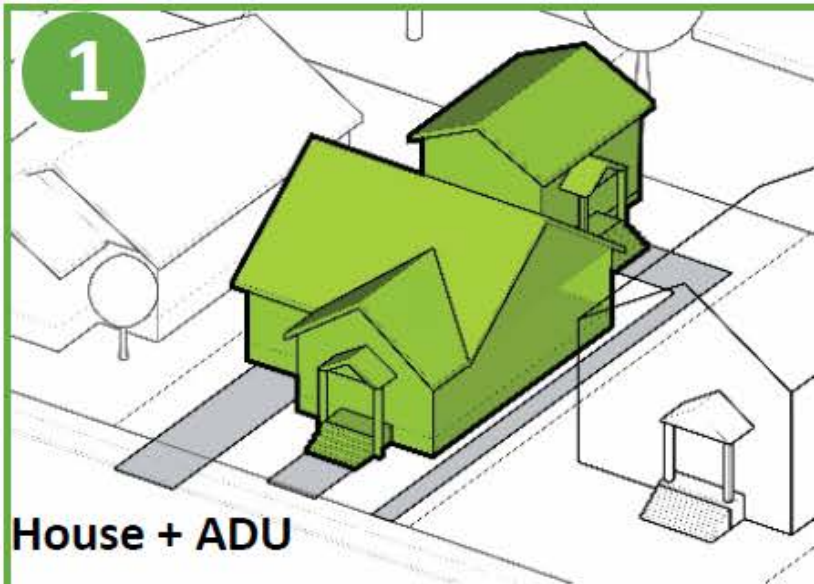
1. Reduce the scale of houses



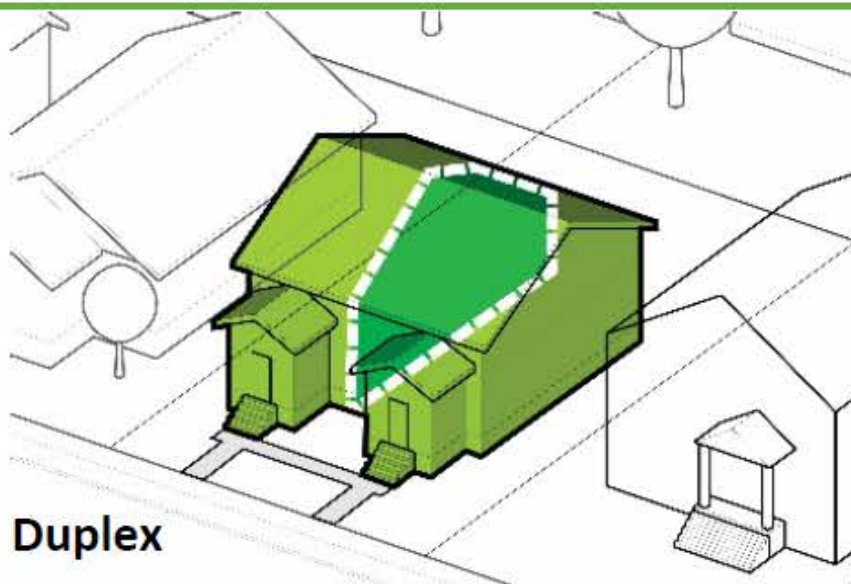
2. Allow more housing types



1



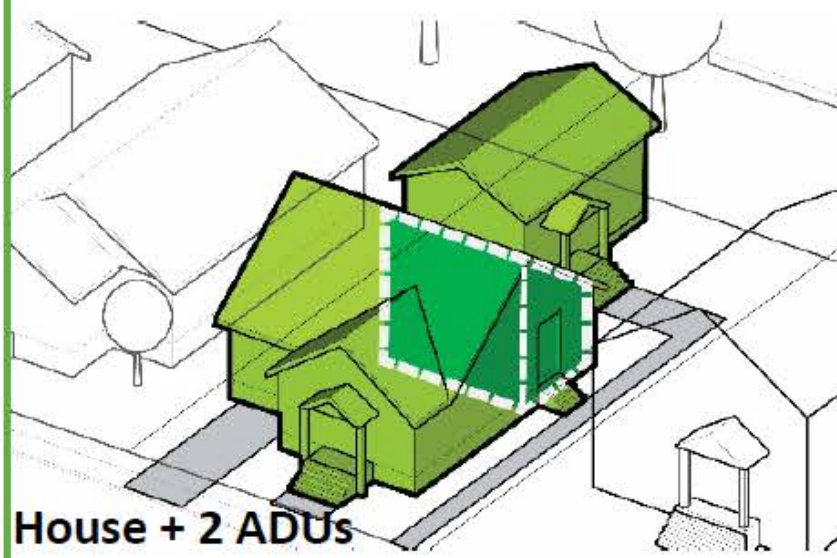
House + ADU



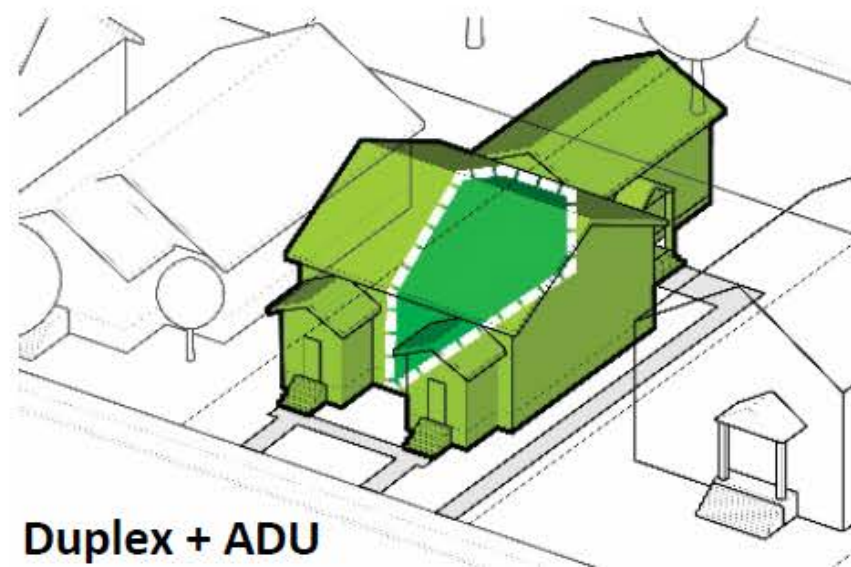
Duplex



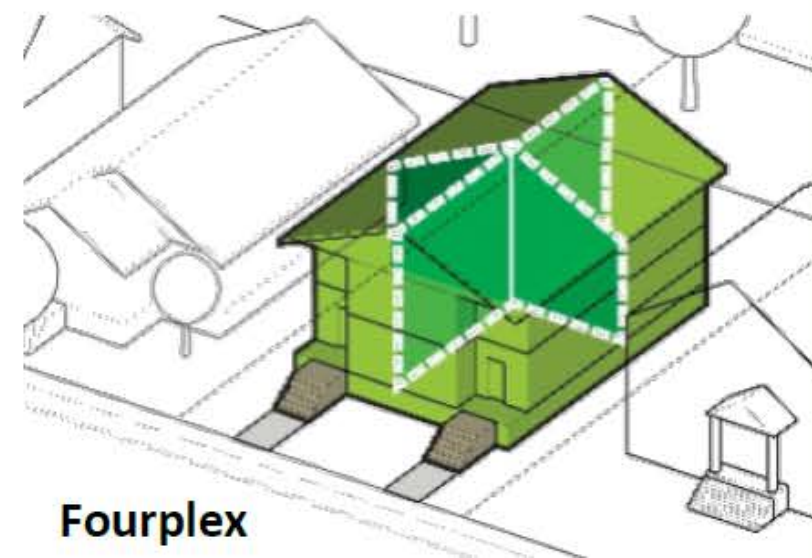
Triplex



House + 2 ADUs



Duplex + ADU

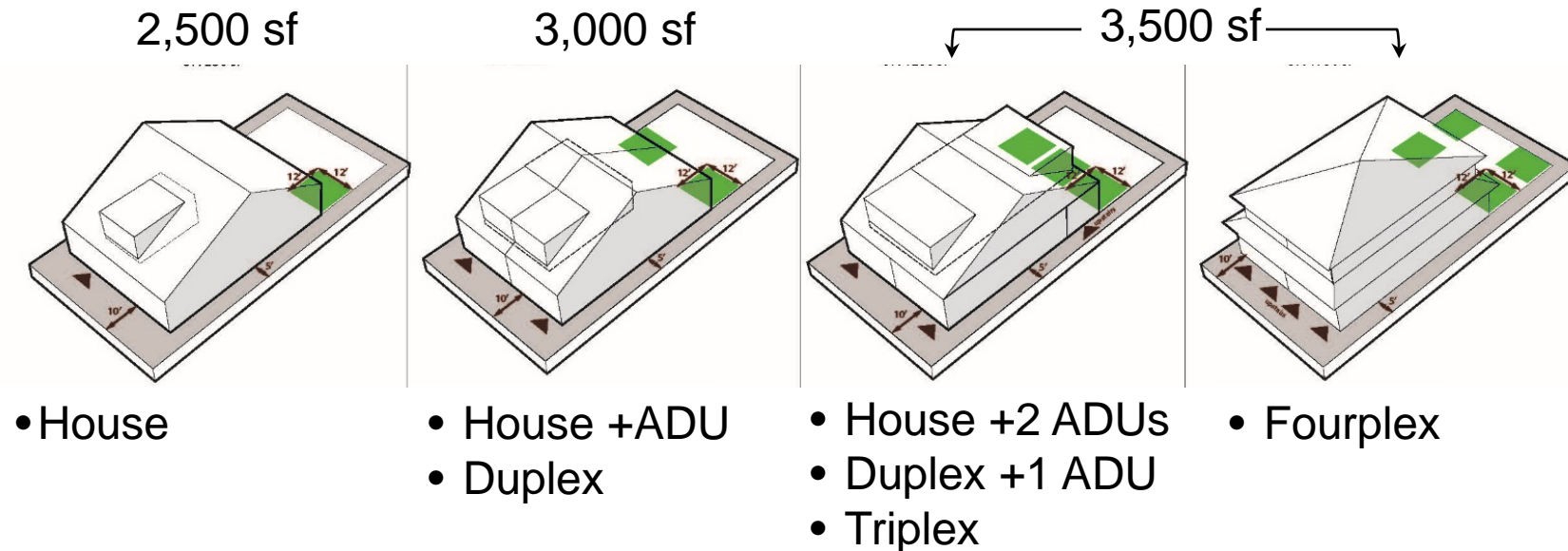


Fourplex

3. Revisit size of structures



- Use floor-to-area ratio (FAR)
- Vary by number of units
- Bonus FAR for affordability or preserving house



Bonus

3,500 sf

4,000 sf

Smaller units cost less



Single Family



170% AMI

Duplex



110% AMI

Average Size	2,500 Square Feet	1,500 Square Feet
Average Sale Price	\$772,500	\$463,500
Average Price per SF	\$309/SF	\$309/SF
Average Rent	\$5,400/month	\$3,255/month
Average Rent per SF	\$2.17/SF	\$2.17/SF

Smaller units cost less



Triplex



90% AMI

Fourplex



80% AMI

Average Size	1,166 Square Feet	875 Square Feet
Average Sale Price	\$360,500	\$270,375
Average Price per SF	\$309/SF	\$309/SF
Average Rent	\$2,500/month	\$1,900/month
Average Rent per SF	\$2.17/sf	\$2.17/SF

120% AMI

100% AMI

4. Allow “everywhere”



-  Additional housing types allowed
-  Additional housing types not allowed ('z' overlay)
-  Additional housing types not allowed (RF/R20/R10)

