
Thursday, September 03, 2020
6:45 PM – 8:30 PM

Zoom Link:

<https://clackamascounty.zoom.us/j/93400225333?pwd=MExzdmRzdThDcFpyNDk0ZlZVHFkQT09>

Webinar ID: 934 0022 5333

Password: 424819

Telephone: 1 (669) 900-6833

AGENDA

6:45 p.m. Pledge of Allegiance

Welcome & Introductions

Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs

Housekeeping

- Approval of August 06, 2020 C4 Minutes

Page 03

6:50 p.m. HB 2001 Rulemaking Update

Presenting: Ethan Stuckmayer, DLCD

- Supplemental Materials

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7:45 p.m. Letter to the Oregon Transportation Commission

***Action Item**

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8:15 p.m. Updates/Other Business

- JPACT/MPAC Updates
- R1ACT Update
- Other Business

8:30 p.m. Adjourn

General Information



Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
Clackamas County	Chair Jim Bernard	●	●	●			
Clackamas County	Commissioner Paul Savas		●	●	●		●
Canby	Mayor Brian Hodson	●		●			●
CPOs	Martin Meyers (Redland CPO)	●	●	●			
Estacada	Mayor Sean Drinkwine			●			
Fire Districts	Matthew Silva (Estacada Fire District)	●					
Gladstone	Mayor Tammy Stempel		●				
Hamlets	John Keith (Stafford Hamlet)			●			
Happy Valley	Council President Brett Sherman		●		●	●	
Johnson City	Vacant						
Lake Oswego	Councilor Theresa Kohlhoff	●	●		●	●	●
Milwaukie	Councilor Kathy Hyzy		●			●	
Molalla	Mayor Keith Swigart			●			
Oregon City	Mayor Dan Holladay		●				
Portland	Vacant						
Rivergrove	Mayor Walt Williams		●				
Sandy	Mayor Stan Pulliam			●			
Sanitary Districts	Paul Gornick (Oak Lodge Water Services)	●					
Tualatin	Councilor Paul Morrison		●				
Water Districts	Hugh Kalani (Clackamas River Water)						
West Linn	Mayor Russ Axelrod		●				
Wilsonville	Mayor Tim Knapp		●		●		

Current Ex-Officio Membership

MPAC Citizen Rep	Ed Gronke (Alt.)
Metro Council	Councilor Christine Lewis
Port of Portland	Emerald Bogue
Rural Transit	Tom Strader
Urban Transit	Tom Markgraf (TriMet)

Frequently Referenced Committees:

- CTAC:** Clackamas Transportation Advisory Committee (C4 Transportation TAC)
- JPACT:** Joint Policy Advisory Committee on Transportation (Metro)
- MPAC:** Metro Policy Advisory Committee (Metro)
- MTAC:** Metro Technical Advisory Committee (MPAC TAC)
- R1ACT:** Region 1 Advisory Committee on Transportation (ODOT)
- TPAC:** Transportation Policy Advisory Committee (JPACT TAC)

Thursday, August 06, 2020
Development Services Building
 Main Floor Auditorium, Room 115
 150 Beaver Creek Road, Oregon City, OR 97045

Attendance:

Members: **Clackamas County:** Jim Bernard, Paul Savas; **Canby:** Brian Hodson; **CPOs:** Martin Meyers (Redland-Viola-Fischers Mill); **Estacada:** Katy Dunsmuir (Alt.); **Fire Districts:** Matthew Silva; **Gladstone:** Tammy Stempel; **Happy Valley:** Brett Sherman; **Lake Oswego:** Theresa Kohlhoff; **Metro:** Christine Lewis, Shirley Craddick; **Milwaukie:** Kathy Hyzy, Wilda Parks (Alt.); **Molalla:** Keith Swigart; **MPAC Citizen:** Ed Gronke (Alt.); **Oregon City:** Dan Holladay; **Sanitary Districts:** Paul Gornick; **Sandy:** Stan Pulliam; **Transit:** Tom Markgraf (TriMet); Tom Strader (SCTD); **Tualatin:** Maria Reyes (Alt.); **Water District:** Hugh Kalani; **West Linn:** Russ Axelrod; **Wilsonville:** Tim Knapp

Staff: Trent Wilson (PGA); Chris Lyons (PGA)

Guests: Rachel Prusak (HD 37); Mark Meek (HD 40); Mandy Putney (ODOT); Jaimie Huff (Happy Valley); Mike Bezner (DTD); Mark Ottenad (Wilsonville/SMART); Dayna Webb (Oregon City); Jeff Gudman (Community); Will Farley (Lake Oswego); Rick Cook (Hamlets); Jamie Stasny (DTD)

The C4 Meeting was recorded and the audio is available on the County's website at <http://www.clackamas.us/c4/meetings.html> . Minutes document action items approved at the meeting.

<u>Agenda Item</u>	<u>Action</u>
Approval of July 02, 2020 C4 Minutes	Approved, as amended. Amendment included noting July attendance for Council President Brett Sherman.
I-205 Widening And Seismic Improvements Project Updates	Members discussed a range of topics related to the I-205 Widening and Seismic Improvements Project and the I-205 Tolling Project. Project Updates Mandy Putney, new project director for the I-205 Widening and Seismic Improvement Project, presented on the current status of the project. Putney shared a graphic that compared the timelines of the several major projects, including I-5 Rose Quarter, Interstate Bridge Replacement

	<p>Project, and I-205. The I-205 project shows to begin construction in early 2022, with a project cost range of \$560m to \$620m.</p> <p>Project Funding Updates Chris Lyons, Clackamas Government Affairs Manager, shared the status of state and federal funding efforts. Noted the R1ACT letter (passed on Aug 3) asking the Oregon Transportation Commission to convene a table that addresses the funding gap for projects of statewide significance within Region 1.</p> <p>I-205 Tolling Update + NEPA Comment Period Jamie Stasny, Clackamas Transportation and Land Use Policy Coordinator, shared the discussion taking place at a local I-205 Tolling Diversion Impacts policy group, and their recommended response pertaining ODOT’s Comment Period for NEPA Alternatives. C4 staff introduced a draft comment letter for C4 to respond to the ODOT Comment Period. Members provided significant feedback, and directed the Executive Committee to confirm the final letter.</p>
<p>2020-2021 C4 Calendar</p>	<p>Members reviewed a priority list of agenda topics, recommending that that HB 2001 be elevated to the September meeting, and to advance the equity lens discussion.</p> <p>Staff also introduced a topic at the request of the Clackamas Emergency Operations Center, seeking C4’s input on C4’s level of commitment to engage in the COVID-19 Recovery to Resilience planning. Members voiced concern that they not did not have capacity to be part of a policy formation committee, but could act as a policy review committee for the purposes of countywide coordination. Tasked Executive Committee with finalizing letter.</p>
<p>Updates/Other Business</p> <ul style="list-style-type: none"> • JPACT/MPAC Updates • R1ACT • Other Business 	<p>JPACT/MPAC – JPACT is cancelled for August. No update from MPAC.</p> <p>R1ACT: Report from ODOT, bleak outlook on statewide budget. Passed letter calling for OTC to form a table to discuss funding for project of statewide significance.</p> <p>Other Business: None</p>

Adjourned at 8:53 p.m.

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.



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

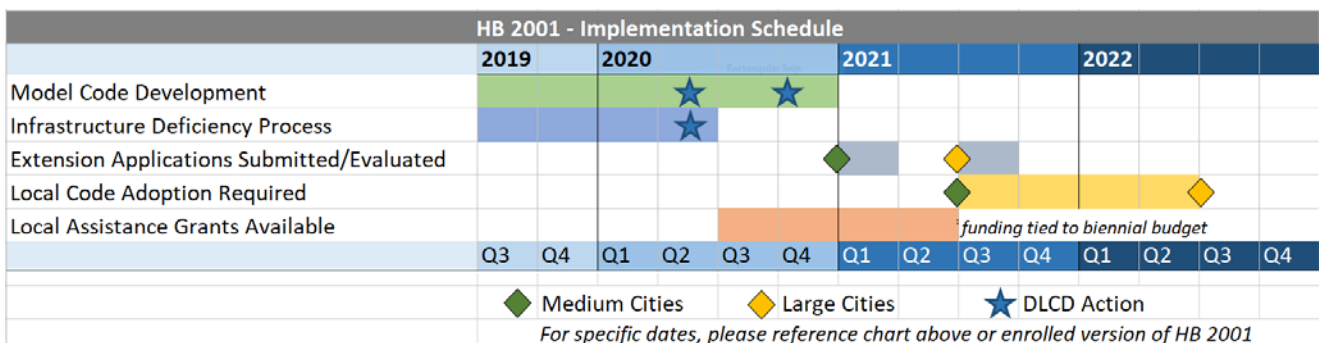
Medium Cities

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.”

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.”

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.”*



Other Provisions in HB 2001

- ✓ A local government may request an extension of time to adopt the required regulations based on an application identifying an infrastructure constraint (water, sewer, storm drainage, or transportation) to accommodating middle housing development, along with a plan of actions to remedy the deficiencies in those services.
- ✓ The applications for time extensions based on infrastructure deficiency will be reviewed by DLCD and approved or denied.
- ✓ Housing Needs Analyses, in conjunction with a UGB decision, may not assume more than a three percent increase in housing units produced as a result of the adoption of middle housing regulations unless the local government can show that higher increases have been achieved to date.
- ✓ The bill amends requirements relating to accessory dwelling units (ADUs). The bill states, “Reasonable local regulations relating to siting and design’ [for ADUs] does not include owner-occupancy requirements of either the primary or accessory structure or requirements to construct additional off-street parking.” However, such regulations may be applied if the ADU is used for vacation occupancy.
- ✓ Changes the annual housing production survey required by passage of HB 4006 in 2018. Adds requirement to report on ADUs and units of middle housing, both for market rate housing and for regulated affordable units.
- ✓ Directs the Building Codes Division to develop standards to facilitate conversions of single-family dwellings into no more than four residential dwelling units.
- ✓ Prohibits the establishment of new Covenants, Conditions & Restrictions or similar instruments that would prohibit middle housing or ADUs in a residential neighborhood.
- ✓ The bill also notes that the department shall prioritize technical assistance to cities or counties with limited planning staff, or that commit to implementation earlier than the date required by the act.

This fact sheet is intended to summarize key elements of HB 2001. It is not intended to replace a detailed review of the legislation. For specific bill language, please review the enrolled version of the HB 2001:
<https://olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB2001>

“HB 2001 is focused on increasing the supply of ‘middle housing’ in Oregon cities – not by limiting construction of single family homes, but by allowing development of duplexes, triplexes, and quadplexes. Through technical assistance and resources for local governments, DLCD joins the effort to help create housing opportunities for all Oregonians.”

- Jim Rue, DLCD Director

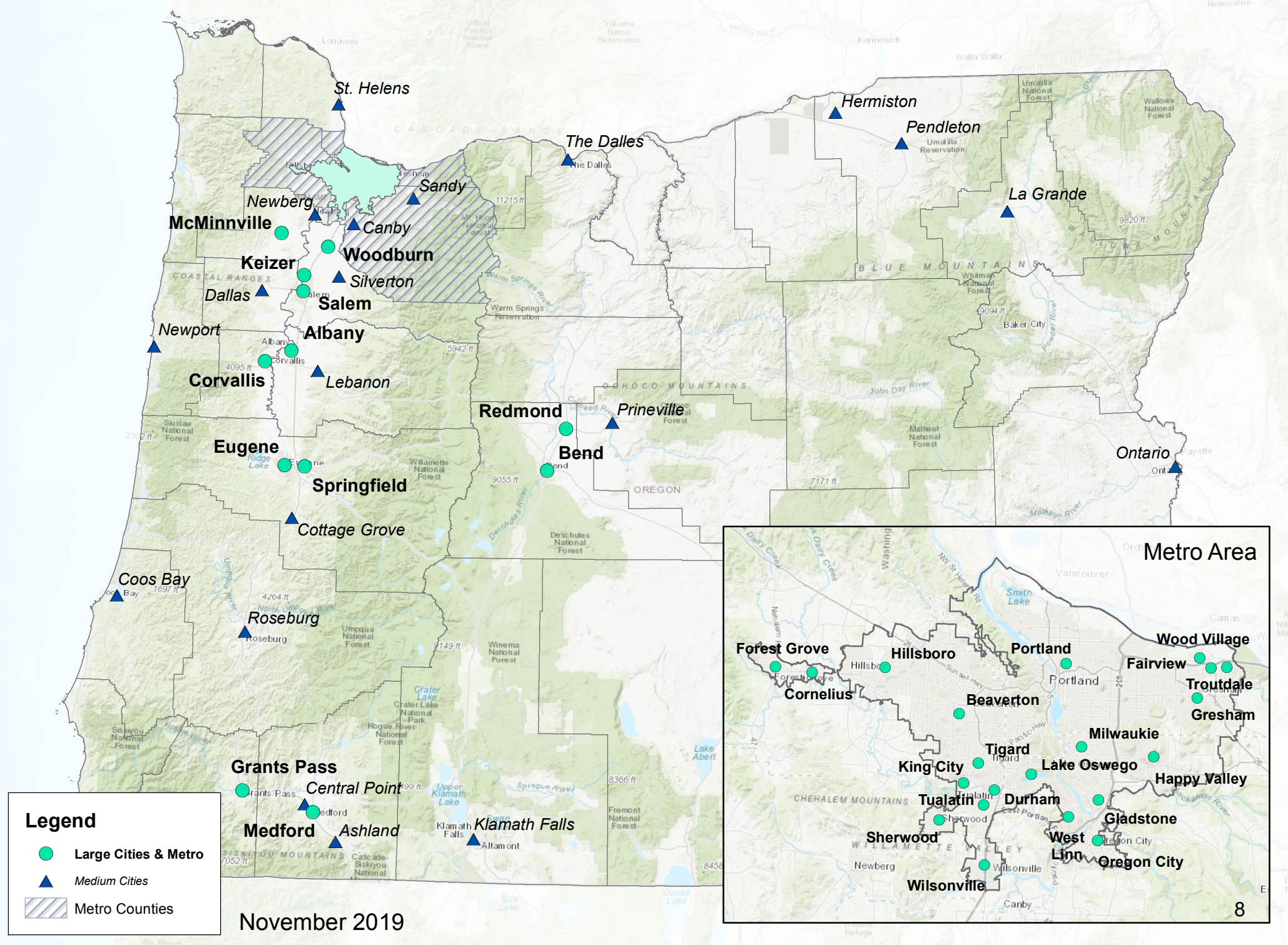
For more information visit our website at <http://www.oregon.gov/lcd/UP/Pages/Housing-Choices.aspx>

DLCD Staff Contacts: With questions about local implementation – [Contact your Regional Representative](#)

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Cities and Counties Affected by HB 2001



September **DRAFT**, 2020

Oregon Transportation Commission
Oregon Department of Transportation
355 Capitol Street NE, MS11
Salem, OR 97301-3871

RE: Allocation of Revenue Generated by Tolling/Congestion Pricing

Chair Van Brocklin and Commissioners,

The Clackamas County Coordinating Committee (C4) supports the concept presented by ODOT Urban Mobility Office staff at the August 13th OTC meeting regarding toll revenue allocation. As stated in our NEPA Alternatives comment letter dated August 13, 2020, we support the policy request that revenue generated in a tolling project areas remain in that tolling project area to help fund capital projects and diversion mitigations.

We appreciate your request for public comment on this matter and we respectfully request that you provide this policy direction at your September meeting.

Thank you for your consideration.

Sincerely,

Jim Bernard, Co-Chair
Clackamas County Chair

Brian Hodson, Co-Chair
City of Canby Mayor

C4 Membership: Clackamas County; the Clackamas Cities of Canby, Estacada, Gladstone, Happy Valley, Lake Oswego, Milwaukie, Molalla, Oregon City, Rivergrove, Sandy, Tualatin, West Linn, Wilsonville; Clackamas CPOs, Hamlets, and Special Districts; Ex Officio Members including Metro, MPAC Citizen Port of Portland, Urban and Rural Transit