

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC) meeting
Date: Wednesday, May 19, 2021
Time: 10:00 am – 12:00 noon
Place: Virtual meeting via Zoom: The recording of the public meeting requires consent by participants
Click link to join:
<https://us02web.zoom.us/j/87530518114?pwd=WjEyZWFGbEwrQmFCUldEdTdrNm1nQT09>
Passcode: 536614
Call toll free: 888-475-4499

10:00 am	1.	Call meeting to order	Tom Kloster, Chair
		<ul style="list-style-type: none">• Declaration of a Quorum• Introductions	
10:15 am	2.	* Comments from the Chair	Tom Kloster, Chair
		<ul style="list-style-type: none">• Committee member updates from Metro & Region (Chair Kloster/all)• Fatal Crashes Update (Lake McTighe)	
10:25 am	3.	Public Communications On Agenda Items	
10:28 am	4.	* Minutes Review from MTAC March 17, 2021 meeting	Tom Kloster, Chair
10:30 am	5.	* Shelter to Housing Program	Eric Engstrom, City of Portland
11:15 am	6.	* McLoughlin Corridor Brownfield Grant debrief & current EPA grant to support affordable housing	Brian Harper, Metro
12:00 pm		Adjournment	Tom Kloster, Chair

Upcoming meetings and workshops are listed in work programs, included in committee meeting packets.

*Material will be emailed with meeting notice

To check on building closure call 503-797-1700

For agenda or schedule information email marie.miller@oregonmetro.gov

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Ogeysiiska takooris la’aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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

إشعار بعدم التمييز من Metro

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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2021 Metro Technical Advisory Committee (MTAC) Work Program
As of 5/12/2021

<p>January 20, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Development of site readiness toolkit presentation (Jeffrey Raker, Metro, Alex Joyce, Cascadia Partners, Ken Anderton, Port of Portland; 45 min) • Naito Main Street South Portland Area Planning Project Overview (Kevin Bond, Ryan Curren, Patrick Sweeney, City of Portland; 45 min) 	<p>February 17, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Emergency Transportation Routes Update – Draft RETR Routes and Report (Kim Ellis, Metro/ Laura Hanson, RDPO/ Thuy Tu, Thuy Tu Consulting/ Allison Pyrch, Salus Resilience/ Jed Roberts, FLO Analytics; 90 min)
<p>March 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • HB 2001 and HB 2003 final rule results and implications to Metro area (Ethan Stuckmayer, Oregon Department of Land Conservation & Development; 90 min) 	<p>March 24, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Transportation and Land Use Climate Rulemaking Workshop Panel Discussion Brian Hurley, ODOT/Bill Holmstrom, DLCD/ Karen Williams, DEQ; 90 min.)
<p>May 19, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kloster and all) • Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Shelter to Housing Program (Eric Engstrom, City of Portland; 45 min) • McLoughlin Corridor Brownfield Grant & current EPA grant to support affordable housing (Brian Harper; 45 min) <p>May 12, 2021 – MTAC/TPAC Workshop Virtual Mtg. Agenda Items:</p> <ul style="list-style-type: none"> • Safe Routes to School (SRTS) program and campaign updates (Noel Mickelberry, Metro and Shaina Hobbs (Portland Bureau of Transportation; 30 min) • Federal Transportation Infrastructure Funding (Tyler Frisbee, Metro; 40 min) • Regional Land Information System – RLIS Live 100 (Steve Erickson/Chris Johnson, Metro; 30 min) 	<p>June 23, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> • Status Report on Household Survey (Chris Johnson, Metro; 50 min) • State Economic & Revenue Forecast (Mark McMullen, John Lehner, Oregon Office of Economic Analysis; 50 min) • <i>What's new at the Oregon Zoo?</i>

<p>July 21, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Update on 2018 UGB expansion areas & impact on supply of housing land (Roger Alfred; 20 min) Title 11 Concept or Comprehensive Planning project updates: Beaverton Cooper Mountain – Cassera Phipps Tigard River Terrace – Schuyler Warren 	<p>August 18, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> Regional Freight Delay and Commodities Movement Study Policy Framework Discussion (Tim Collins, Metro; 30 min) Regional Mobility Policy Update (Kim Ellis, Metro/ Lidwien Rahman, ODOT/ Susie Wright, Kittelson; 80 min)
<p>September 15, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Title 11 Concept or Comprehensive Planning project updates: King City Kingston Terrace – Mike Weston 	<p>October 20, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> Scoping Kick-off for 2023 Regional Transportation Plan Update (Kim Ellis, Metro; 90 min) <i>Emerging Growth Trends work program (Ted Reid; 20 min)</i>
<p>November 17, 2021 – MTAC Virtual Meeting <u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Community member updates around the region (Chair Kloster and all) Fatal Crashes Update (Lake McTighe) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Title 11 Concept or Comprehensive Planning project updates: Hillsboro Witch Hazel Village South – Dan Rutzick <i>Local jurisdictions & City of Portland efforts around HB 2001 (Speakers TBD)</i> 	<p>Dec. 15, 2021 – MTAC/TPAC Workshop Virtual Mtg. <u>Agenda Items:</u></p> <ul style="list-style-type: none"> <i>2020 Census Report Update (Chris Johnson & TBD)</i>

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates and Equity Coalition (Brian Harper, Metro and others?)
- Coordinated panel from City of Portland, TriMet and Metro/others to address SW Corridor transportation, funding issues and gentrification issues moving forward on the project with future plans
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Regional Data Strategy
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection (Lake McTighe, Metro; 90 min)
- Intro to Greater Portland, Inc. new President/CEO Monique Claiborne – program and event news
- Intro to Patricia Rojas, Metro Program Director of Supportive Housing Services – program news
- Updates: Beaverton's Elmonica Neighborhood Development Plans, Willamette Cove Cleanup efforts, Clackamas County new park, Boardman Wetlands, Blue Lake Regional Park infrastructure updates

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: April 29, 2021
To: Transportation Policy Advisory Committee (TPAC), Metro Technical Advisory Committee (MTAC) and interested parties
From: Lake McTighe, Regional Planner
Subject: Monthly fatal crash update for 2021

The purpose of this memo is to provide an update to TPAC, MTAC and other interested parties on the number of people killed in traffic crashes in Clackamas, Multnomah and Washington Counties over the previous month and the total for the year.

Fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

As of the end of April, 27 percent of traffic deaths have been people walking and 12 percent have been people on motorcycles. Sixty percent of traffic deaths have been people driving or riding in motor vehicles. There have been zero bicycle fatalities. Sixty-one percent of traffic deaths have occurred in Multnomah County. Washington County has had the lowest number of traffic deaths. Forty-four percent of the traffic deaths have occurred on state owned highways. There have been 41 traffic deaths in 2021, 12 in April. A person has died in a traffic crash every three days this year.

Traffic crash victims in Clackamas, Multnomah and Washington Counties as of 4/26/21

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
4/24	1	Anthony L. Tolliver, 30	walking	82nd Ave.	Multnomah	hit and run
4/21	1	Stephanie Chambers, 52	driving	Willamette Falls Drive	Clackamas	two vehicles
4/20	1	Joe Tavera, 23	Driving	Tualatin Valley Hwy	Washington	t-bone
4/19	1	Unknown	motorcycling	N Marine	Multnomah	speed
4/17	2	Yotty, 57 and Thomas, 58	driving	I-5	Multnomah	head on
4/17	1	Josue Sanabria, 21	Driving	SW River Road	Washington	tree
4/15	1	Oliver Sevin Frazier-Savoy, 24	Walking	SW Murray	Washington	
4/15	1	Thomas Barron, 33	driving	I-84	Multnomah	into barrier
4/10/	1	Stephen Kelsey Looser, 66	walking	82nd Ave.	Clackamas	
4/4	1	Gabriel Cook, 46	motorcycling	Amisigger Rd	Clackamas	ditch
4/1	1	Richard LeRoy Russell, 84	driving	OR211	Clackamas	angle

TPAC-MTAC monthly fatal crash update

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
3/31	1	Kfir Hen, 47	motorcycling	SE Barbara Welch Road	Multnomah	single vehicle crash, tree
3/25	2	Inna Danilovna Bosovik, 36, and Susan Kay Sturdavant, 65	driving	I-84	Multnomah	head on
3/7	1	Galdino Salazar Jr.,36	driving	S Cramer/S Barndards	Clackamas	rollover
3/8	2	Morise Messiah Smith, 21, and Unknown	driving	I-205, Glenn Jackson Bridge	Multnomah	head on, traveling wrong direction
3/6	1	Baylei Mead, 9	walking	Eastman Parkway/ NW 3rd	Multnomah	walking to bus stop, car jumped curb
2/6	1	Brian Joel Neeley, 61	walking	SE Clover Lane	Clackamas	rolling truck (no driver)
2/28	1	Jose Ignacio Contreras, 22	driving	SW Barbur Blvd/ SW Hooker St	Multnomah	speed, over embankment
2/20	1	Donald Ray Harvey, 86	walking	SW Clark Hill Rd/SW Tile Flat Rd	Washington	hit and run
2/14	1	Antonio Lopez-Amaro, 57	driving	I-205, Glenn Jackson Bridge		ice, weather, bridge into water
2/7	1	Kenna Danielle Butchek, 35	driving	N Columbia/Fiske	Multnomah	tree
2/7	1	Douglas Rosling II, 40	driving	Yeon/ Nikolai	Multnomah	lost control, rollover, into building
2/6	1	Joshua Stanley, 34	walking	SE Mcloughlin/SE Franklin	Multnomah	no lighting, not a crosswalk
2/6	1	Karen McClure, 60	walking	SE Stark/SE 136th	Multnomah	hit and run
2/3	1	Jerry Ray Jeffries, 73	driving	Hwy 37 Wilson River	Washington	
1/29	1	Grant Fisher, 23	driving	Hwy 26/ Stone Road	Clackamas	DUII, speed, rear end
1/28	1	Mark Lester Auclair, 64	driving	NW Nicolai St near NW 26th Ave	Multnomah	into building
1/28	1	Charles Patton, 43	driving	N Columbia Blvd/N Vancouver	Multnomah	hit and run, head on
1/28	1	Gabriel Castro, 29	driving	Tualatin Valley Highway	Washington	two vehicles
1/25	1	Veronica Lynn Zearing, 52	driving	S Springwater Rd.	Clackamas	head on
1/25	1	Jean Gerich, 77	walking	SE Stark Street 33rd-13th	Multnomah	homicide, hit and run

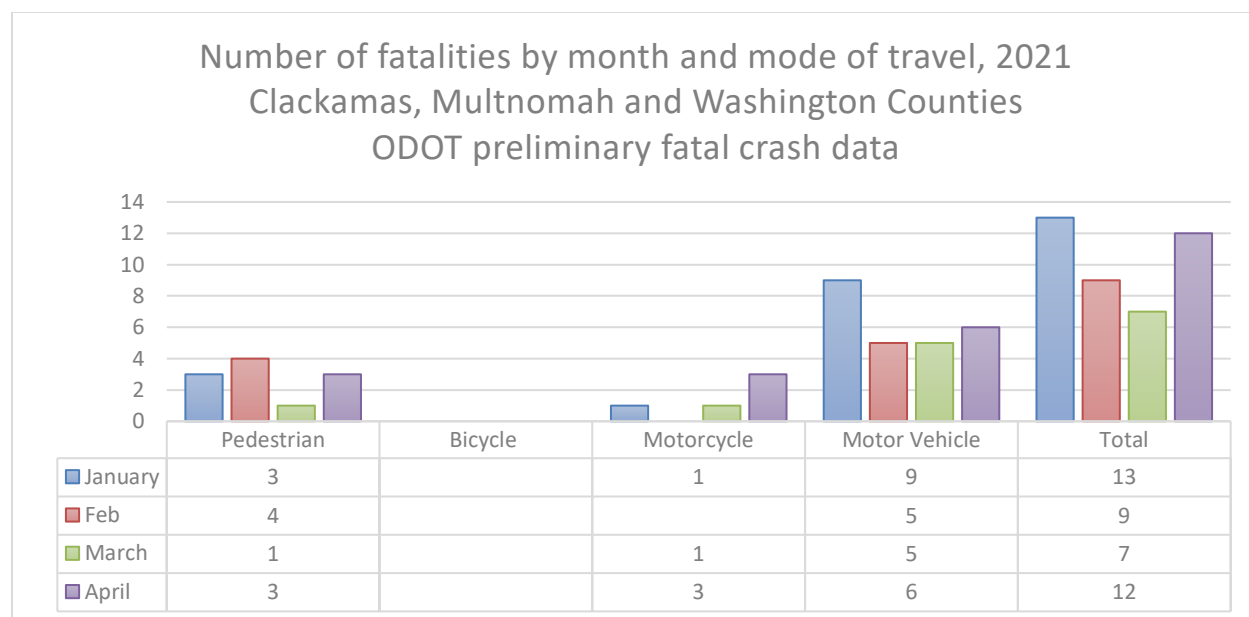
TPAC-MTAC monthly fatal crash update

Date	Fatalities	Name(s), age	Travel mode	Roadway	County	Notes
1/24	1	Eddie Larson, 48	driving	N Marine Drive	Multnomah	lost control, rollover into river
1/14	1	Joshua Brooks Frankel, 27	motorcycling	S Sconce Rd & S Arrow Ct	Clackamas	head on
1/13	1	Brenda Stader, 50	walking	Hwy 26 near Sandy	Clackamas	safety work zone
1/9	1	Elina Marie Inget, 66	driving	OR 213, near Mulino	Clackamas	icy conditions, angle
1/9	1	Andrew Nick Lucero, 50	walking	N Denver Ave/N Columbia	Multnomah	hit and run
1/8	1	Charisa Michelle White, 73	driving	SE Powell/SE 24th	Multnomah	possible medical event
1/1	1	Daniel Martinez, 19	driving	SE Division/SE 112th Ave	Multnomah	speed
2021 total	41					

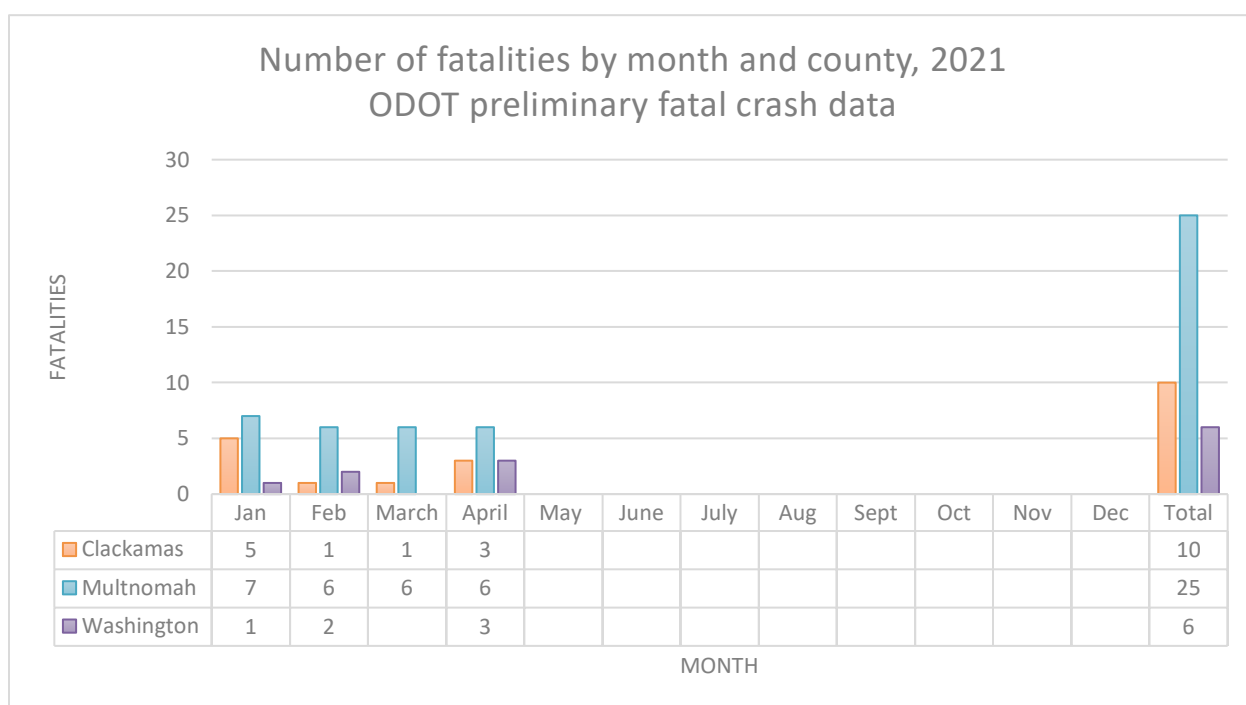
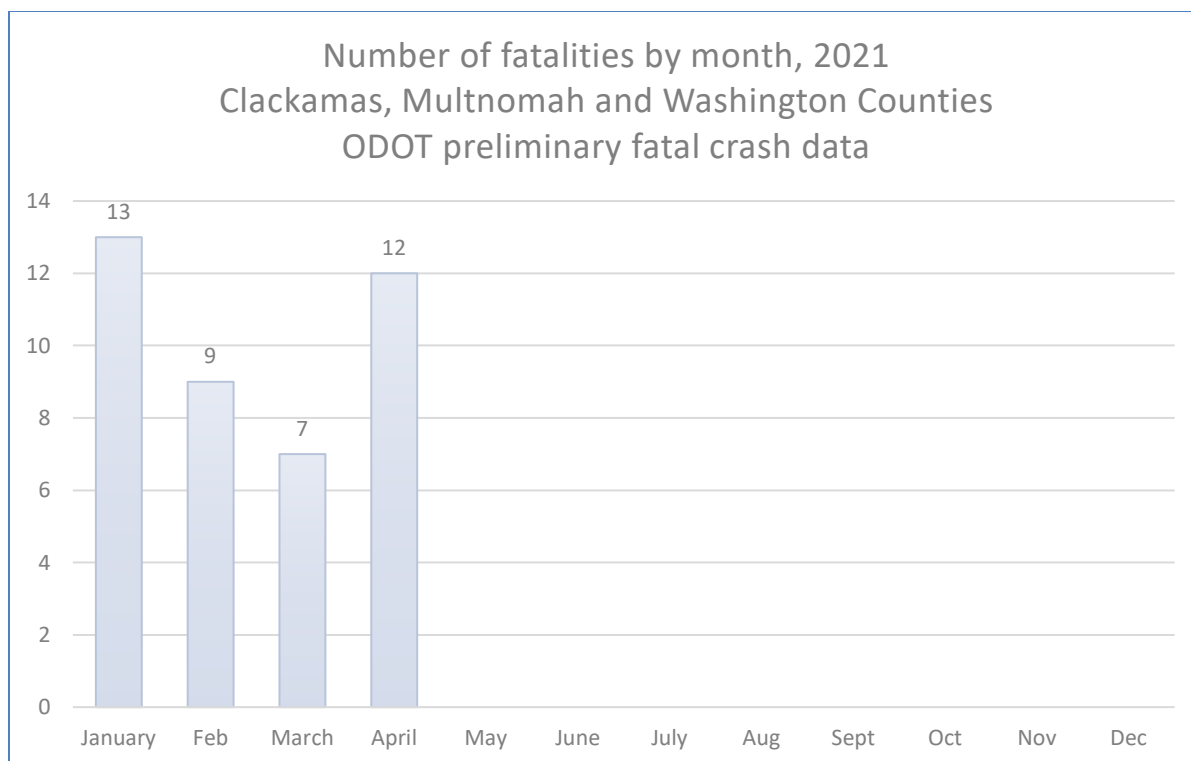
ODOT Preliminary fatal crash data; information is preliminary and subject to change

2021 preliminary fatalities

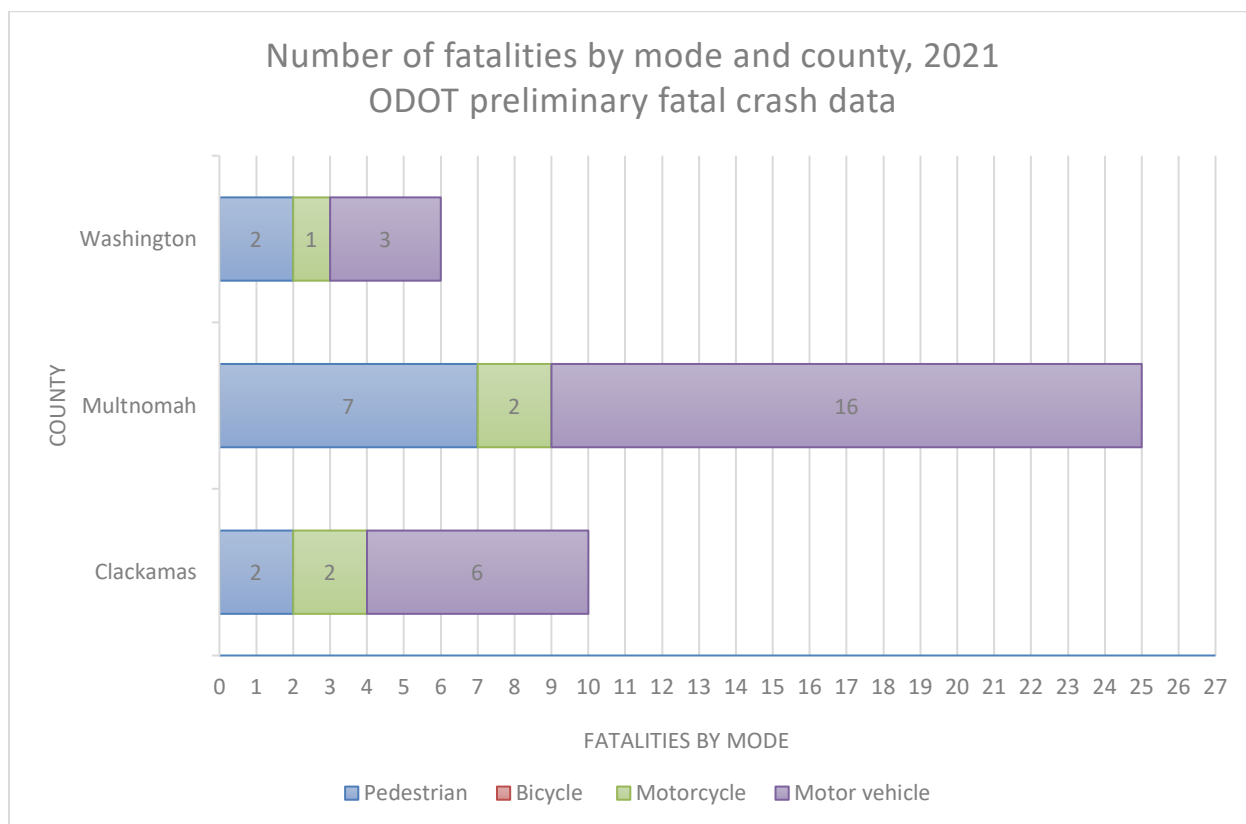
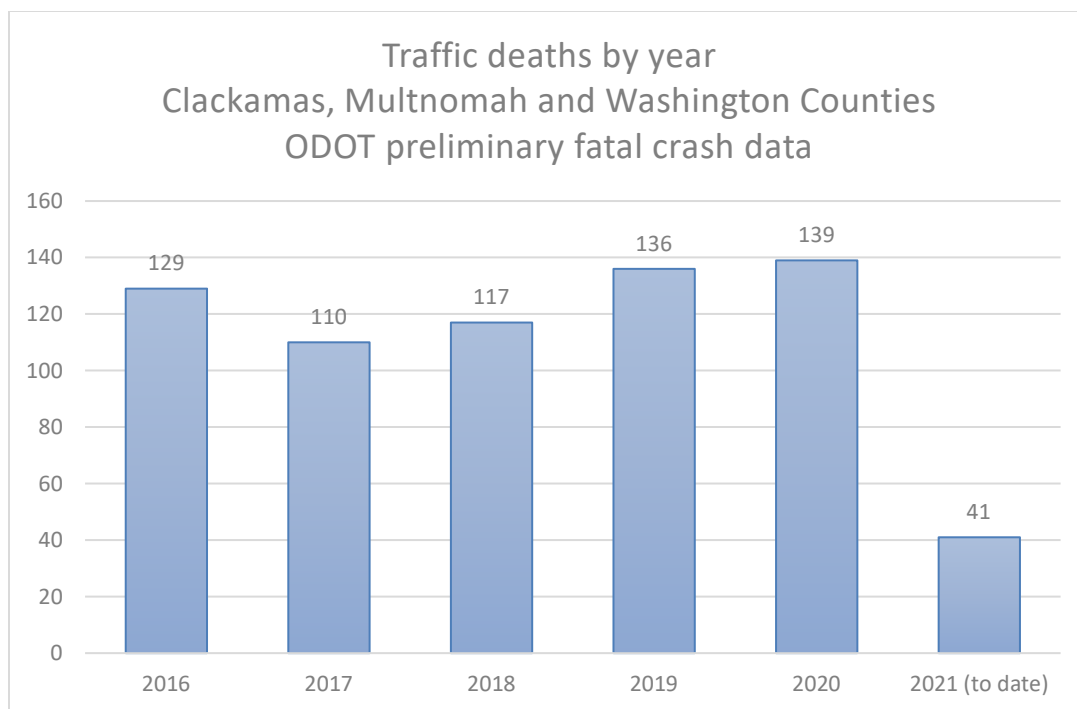
all data ODOT preliminary fatal crash data as of 4/26/21



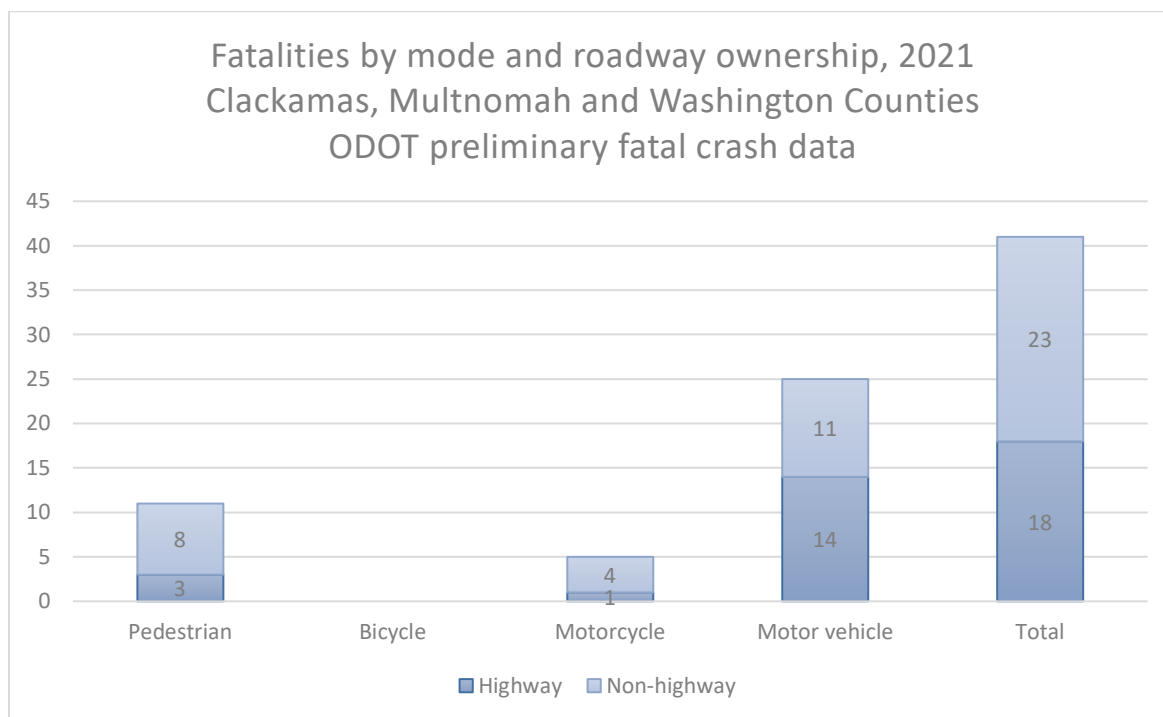
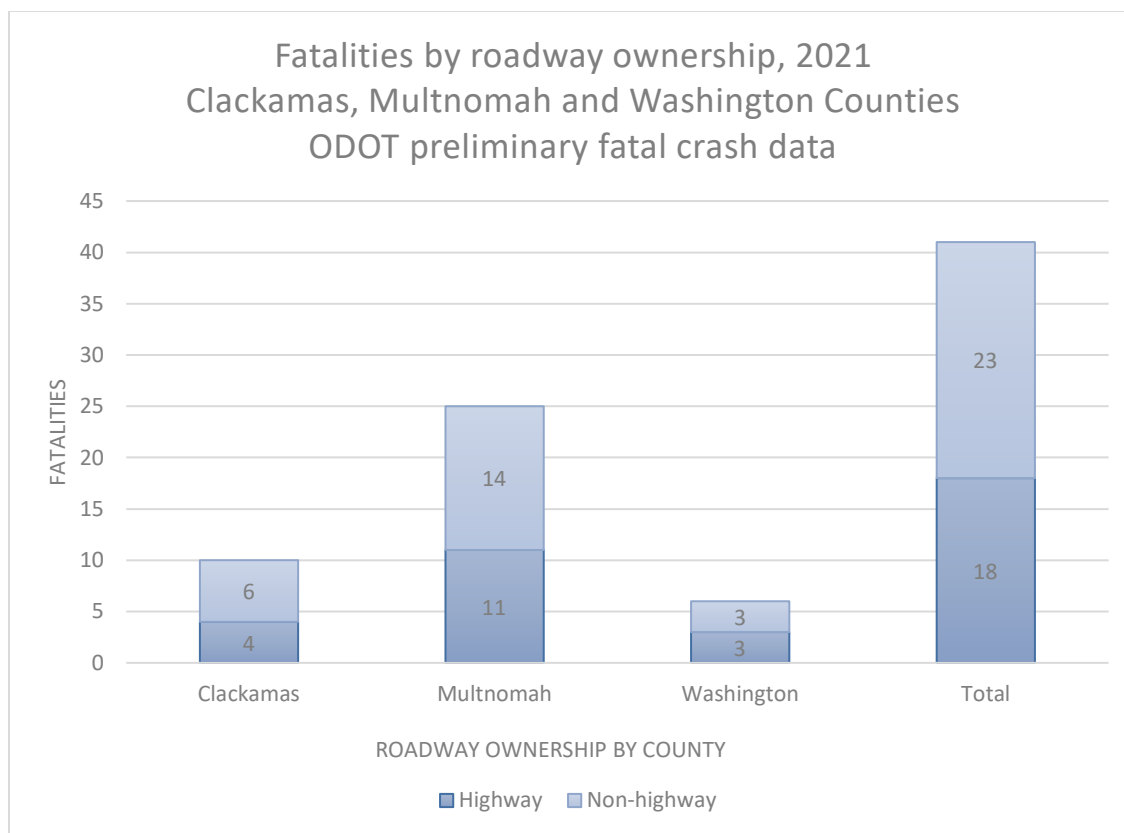
TPAC-MTAC monthly fatal crash update



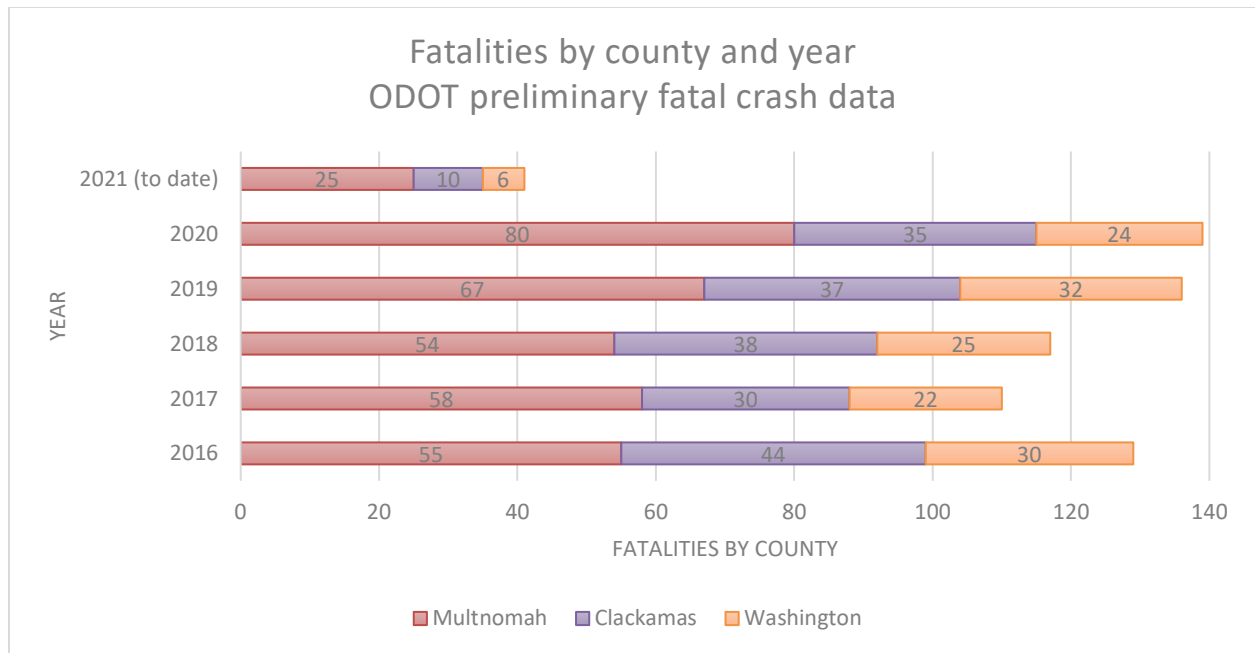
TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update



TPAC-MTAC monthly fatal crash update





Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday March 17, 2021 | 10 a.m. to 12 noon

Place: Virtual video conference call meeting via Zoom

Members Attending

Tom Kloster, Chair
Raymond Eck
Tom Armstrong
David Berniker
Laura Terway
Laura Weigel
Jamie Stasny
Adam Barber
Chris Deffebach
Matt Hermen
Glen Bolen
Jennifer Donnelly
Nina Carlson
Brittany Bagent
Ramsay Weit
Mike O'Brien
Andrea Hamberg

Affiliate

Metro
Washington County Citizen
Largest City in the Region: Portland
Largest City in Multnomah County: Gresham
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, Milwaukie
Clackamas County
Multnomah County
Washington County
Clark County
Oregon Department of Transportation
Dept. of Land Conservation and Development
Service Providers: Private Utilities, NW Natural
Public Eco Dev. Organizations: Greater Portland, Inc.
Housing Affordability Organization
Green Infrastructure, Design/Sustainability: ESC
Public Health & Urban Forum: Multnomah County

Alternate Members Attending

Carol Chesarek
Erik Olson
Joseph Briglio
Theresa Cherniak
Seth Brumley
Anne Debbaut
Cindy Detchon
Roseann Johnson
Brendon Haggerty

Affiliate

Multnomah County Community Representative
Largest City in Clackamas County: Lake Oswego
Clackamas County: Other Cities, Happy Valley
Washington County
Oregon Department of Transportation
Dept. of Land Conservation and Development
Service Providers: School Districts, N. Clackamas
Residential Dev.: Home Builders Assn. of Metro PDX
Public Health & Urban Forum: Multnomah County

Guests Attending

Ethan Stuckmayer
Alexa Todd
Brian Martin
Dwight Jefferson
Dan Rutzick
Schuyler Warren
Violet Brown
Chelsey
Dan Pauly

Affiliate

Oregon Dept. of Land Conservation and Development
Metro
City of Beaverton
City of Portland

City of Tigard
Fregonese Associates

City of Wilsonville

Metro Staff Attending

Lake McTighe, Transportation Planner
Dennis Yee, Metro Economist
Jeff Frkonja, Research Center Director
Monica Kroeger, Transportation Engineer
Tim O'Brien, Principal Regional Planner

Chris Johnson, Research Manager
Grace Cho, Senior Transportation Planner
Matthew Hampton, Senior Transportation Planner
Ted Reid, Principal Regional Planner
Marie Miller, TPAC & MTAC Recorder

1. Call to Order, Quorum Declaration and Introductions

Chairman Tom Kloster called the meeting to order at 10 a.m. Introductions were made. Zoom logistics and meeting features were reviewed for online raised hands, finding attendees and participants, and chat area for messaging and sharing links.

2. Comments from the Chair

- **Committee member updates from Metro and Region** (all) - none
- **March 24 workshop announcement** (Chairman Kloster) The committee will be expecting the agenda and meeting packet soon for the March 24, 2021 MTAC/TPAC joint workshop on Climate Action rulemaking. Members are encouraged to attend.
- **MTAC appointments/changes to Roster** (Chairman Kloster) MPAC has formally approved the recent MTAC nominees that were submitted for the committee. Other changes on the MTAC roster included Katherine Kelly leaving the City of Gresham for a position with the City of Vancouver, and Ezra Hammer leaving the Home Builders Association of Metropolitan Portland. Mr. Hammer's position is current vacant on the committee.
- **Fatal crashes update** (Lake McTighe) Ms. McTighe announced there would be a Regional Transportation Safety Forum on May 26, from 9-10am. Co-presenters at the Forum are Multnomah County Public Health and the REACH program. A Save-the-date will be sent out soon. Ms. McTighe noted the memo in the packet on the February fatal crashes update. During February 9 traffic deaths occurred in the Tri-county area. Their names were read.

Nina Carlson asked what the level of data collected resulted in tracking trends from different causes in deaths. Ms. McTighe noted fatal crash information is from the Preliminary Fatal Crash report from the Oregon Department of Transportation's (ODOT) Transportation Data Section/Crash Analysis and Reporting Unit. There are typically several contributing factors to serious crashes. Alcohol and drugs, speed, failure to yield the right-of-way, and aggressive driving are some of the most common causes. Road design and vehicle size can contribute to the severity of the crash.

Asked if these reports were analyzed yearly from comparison locations to show trends or differences, since data drives funding as to where funding can address issues. Ms. McTighe placed links in the chat area that reported on these:
2018 Regional State of Safety Report (2011-2015 crash data) updated about every five years.
Keep in mind annual crash data is about two-years old.
<https://www.oregonmetro.gov/sites/default/files/2018/05/25/2018-Metro-State-of-Safety-Report-05252018.pdf>

2019 traffic deaths and serious injuries fact sheet (metro just received the 2019 data)
<https://www.oregonmetro.gov/sites/default/files/2021/03/04/Metro-2019-safety-fact-sheet-20210225.pdf>

2019 traffic fatalities and serious injuries annual performance report
<https://www.oregonmetro.gov/sites/default/files/2021/03/04/Metro-safety-annual-performance-report-2015-2019.pdf>

Metro traffic safety webpage: <https://www.oregonmetro.gov/regional-transportation-safety-plan>

3. Committee and Public Communications on Agenda Items - none

4. Minutes Review from MTAC January 20, 2021 meeting. No additions or corrections to the minutes.
Minutes Review from MTAC/TPAC February 17, 2021 workshop. No additions or corrections to the minutes.

5. HB 2001 and HB 2003 final rule results and implications to Metro area (Ethan Stuckmayer, Oregon Department of Land Conservation and Development) Mr. Stuckmayer presented updates on HB 2001 and HB 2003 regarding final rule implications to the Metro area. HB 2001 requirements were reviewed by categories of housing, in population sized cities, that allow for the development of attached single-family dwellings. Flexibility allows for Medium and Large Cities to regulate siting and design of middle housing types so long as those regulations do not cause unreasonable cost and delay to development of middle housing.

The definitions of reasonable siting and design standards was shown:

Siting Standards: related to the position, bulk, scale, or form of a structure

Design Standards: aesthetics, number, and orientation of features of a structure

There are two models of the middle housing codes; Medium cities and Large Cities. These clarify as: “Best Practices” for regulating middle housing, written such that cities can apply directly, cities that don’t adopt their own compliant codes must apply the model code directly.

Large Cities have until June 30, 2022 to update local codes to comply with HB 2001. DLCD offered technical assistance to cities to do some of this work. Legislature is considering an additional \$3.5 million in assistance to begin on July 1, 2021. DLCD staff is ready and available to help with interpretation and rule related issues.

Comments from the committee:

- Adam Barber asked for confirmation on the deadline for large cities in the Urban Growth Boundary to update local codes for compliance with HB 2001. This was confirmed as June 30, 2022.
- Laura Terway asked for clarification in city areas that many not match the model code. Mr. Stuckmayer noted that rulemaking decisions were defined for areas were the set of lot size requirements for middle housing types. Where cities may not meet requirements an optional performance metric path that addresses minimum lot sizes that don’t meeting lot size requirements, but still meet the purpose in residential zones could be applicable.

Mr. Stuckmayer presented information on HB 2003 that directs the Department of Land Conservation and Development (DLCD) to submit a report to the Legislature evaluating a prototype Regional Housing Needs Analysis (RHNA) conducted by Oregon Housing and Community Services (OHCS). This report includes an assessment of the RHNA, a comparison to the existing Goal 10 housing planning framework, and recommendations for how a RHNA could be incorporated into this framework.

Through the development of Goal 10 and associated statute and administrative rule, Oregon has established a land use planning system that requires local jurisdictions to periodically plan for an adequate land supply to accommodate housing needed over a twenty-year timeframe. This process occurs at the local level, and with the implementation of House Bill 2003 in 2019, local jurisdictions must now also consider strategies that promote the actual development of needed housing.

The implementation of a RHNA would shift the existing housing needs projection from independent local analyses to a regional analysis with allocations of housing need to local jurisdictions. Under such a framework, housing need by income is defined at the regional level and each local jurisdiction is responsible for a share of that need. Decisions about housing type and where and how to accommodate needed housing are made by local jurisdictions under a RHNA.

Under the administrative rules adopted in 2020 to implement House Bill 2003, local jurisdictions now have an affirmative obligation to consider fair and equitable housing outcomes and address existing patterns of racial and economic segregation and inequity in planning for needed housing.

As a result of this process, DLCD finds that the current system chronically underestimates housing need, especially for lower-income households, does not enforce responsibilities of local governments to comprehensively address housing need, and perpetuates geographic patterns of racial and economic segregation, exclusion, and inequity. These inequities extend beyond housing into other outcomes driven by location, including education, employment, amenities, transportation, and health. The Regional Housing Needs Analysis methodology addresses the shortcomings of the current system in two key ways – it uses a methodology that more accurately captures need, and it allocates a share of this regional need to local cities and counties.

Strategies to meet future housing needs were shared with seven categories; these were listed in the adopted rules found on the DLCD website. Elements for each strategy including description, timeline for adoption and implementation, and expected magnitude of impact were described. The reporting and review process was described. And the two tracks for compliance: Adoption of HNA & HPS Reports, and Implementation of HPS.

Comments from the committee:

- Joseph Briglio asked if the state would move toward the RHNA process as a watch/review for cities in the state. Mr. Stuckmayer noted this process provides a better framework with reviews and structure for implementation to achieve goals, rather than oversee watching.
- Theresa Cherniak noted that in the Metro Region, Counties are providing housing information that cities may follow different requirements, based on urban/incorporated areas. Mr.

Stuckmayer noted this in HB 2003 cutoff housing strategies that requires all cities greater than 10,000 population to regularly update their housing needs analyses. It was agreed the city/county relationship was important to implementation on regional housing analysis conversations.

- Ramsey Weit asked if no sanctions in meeting goals, did this assume the assessment was based on good faith effort, which would seem subjective. Mr. Stuckmayer noted the measurement was a combination of Quantitative and Qualitative the agency would consider for enforcement. There are two tracks for enforcement, 1) the city participating in the program itself for creating housing productive strategy, and 2) implementing the program with tiers of enforcement. It was asked if passage of a SCD waiver with specific policies enables housing production. Mr. Stuckmayer noted this could be considered with the structure on compliance, including tiers of enforcement noted in the presentation.
- Following discussion on past rent budget surveys and data related to the housing strategy analysis, it was asked if DLCD supplied cities with these in a standard format. Mr. Stuckmayer noted that cities completed these surveys in the past with standard questions, but are now shifting on new housing production strategy focus for needs and analysis in newer surveys. Metro's Research Center can acquire this data for incorporation in the housing services.

Mr. Stuckmayer noted HB 2003 on regional housing needs analysis was created to be a test pilot with requirements from OHCS to conduct a Regional Housing Needs Analysis by Sept 1, 2020, and DLCD to evaluate RHNA in comparison to existing Goal 10 requirements. Both were to report summaries/evaluations to the legislature by March 1, 2021. The OHCS methodology was presented with projected need, underproduction, and housing for the homeless, calculated for each region of the state with total units statewide.

Graphics on RHNA results showed the Portland Metro region projected for 51% of total units in the state. Results by units of income targets for median family income, 29% of units will require public support, and an additional 17% is *likely* to require public support. It was asked how these results on projected housing needs compares to Metro's 2045 growth forecast. Metro's take on the future 20 year need is fairly close, but does not include the states' underproduction (units that have not been produced to date in the region, but are needed to accommodate current population). Discussions are being held on how best to incorporate this in the 2040 growth forecast and will be reported at a future MTAC meeting.

Comparing the Goal 10 Framework now used to the Regional Housing Needs Analysis Framework currently designed, regional estimated projected needs are allocated to cities and counties. The effect of local housing needs projections shows the underestimation of housing needs and reinforcement of housing disparities. A summary of short-term and long-term recommendations was provided. These recommendations build on existing legislative action and work towards reform that supports more affordable, fair, and equitable housing outcomes.

Ramsey Weit asked what the short-term strategies being considered had on possible political pushback. Mr. Stuckmayer noted that the RHNA strategies weren't being considered in the current legislative

session, but have the recommendation to begin a task force that would answer implementation questions and then provide this input to the legislature when time available in the future.

It was noted that Metro had challenges fitting into the RHNA allocations related to other subjects tied to housing planning, who's authority to implement, who would be responsible for the reporting and monitoring, and differences with boundary jurisdiction classifications. These considerations are still being discussed and evaluated. DLCD is hosting open forums online on HB 2001 and HB 2003 this spring and summer, first Mondays each month from 10:30 am – noon. The public is welcome to attend online, the meetings are recorded and all questions posted are answered.

Roseann Johnson had a question regarding Buildable Lands Inventory (BLI) data that Metro collects, and how will cities obtain the most accurate BLI base map when they are all on different Housing Capacity Analysis (HCA) schedules. Mr. Stuckmayer noted additional thought will be needed to answer this, but best available data to include from both RHNA and current BLI data would be helpful. It was noted these questions be added for DLCD and Metro to study on technical and process analysis. Having both the statewide analysis and Metro comparisons on data cycles would be beneficial. Metro will report back to the committee when more is known for the next forecast.

Mr. Stuckmayer noted no formal decision by the legislature is anticipated this year. The current legislative session ends June 30, 2021. Housing issues may take more importance in the 2022-2023 session.

6. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 11:40 am.
Respectfully submitted,
Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting, March 17, 2021

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/17/2021	3/17/2021 MTAC Meeting Agenda	031721M-01
2	MTAC Work Program	3/11/2021	MTAC Work Program, as of 3/11/2021	031721M-02
3	Memo	02/25/2021	TO: MTAC members and interested parties From: Lake McTighe, Regional Planner RE: Monthly Fatal crash update	031721M-03
4	PowerPoint slide	0/17/2021	Feb 2021 traffic deaths in Clackamas, Multnomah and Washington Counties	031721M-04
5	Meeting minutes	01/20/2021	Draft minutes from MTAC January 20, 2021	031721M-05
6	Meeting minutes	02/17/2021	Draft minutes from MTAC/TPAC workshop meeting February 17, 2021	031721M-06
7	Handout	N/A	Assessment of the Regional Housing Needs Analysis	031721M-07
8	Presentation	03/17/2021	Update on Oregon's Housing Initiatives	031721M-08



Shelter ▶ to Housing Continuum

Amendments to the City Code

Volume One, Introduction

Adopted April 28, 2021

Ordinance 190380 & 190381

The Shelter to Housing Continuum Project will further fair housing goals by expanding shelter and housing options throughout the city. The Bureau of Planning and Sustainability, the Portland Housing Bureau and the Joint City-County Office of Homeless Services are partnering to retool city codes to better address our homelessness crisis.

Cover illustrations kindly provided with permission:

Josh Chang for a photograph of the Kenton Women's Village shelter,
Multnomah County Communications for a photograph of the
Laurelwood Center shelter,
Multnomah County Communications for a photograph of the Family
Village shelter, and
Guerilla Development Company for a drawing of the "Jolene's First
Cousin" group living building.

Cover design by Gaby Jenkins, Bureau of Planning and Sustainability.

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Traducción o interpretación	Chuyển Ngữ hoặc Phiên Dịch	翻译或传译	Письменный или устный перевод	Traducere sau Interpretare
الترجمة التحريرية أو الشفهية	Письмовий або усний переклад	翻訳または通訳	Turjumida ama Fasiraadda	ການແປພາສາ ຫຼື ການອະທິບາຍ

www.portland.gov/bps/translation-interpretation-and-accommodation

Acknowledgments

Portland City Council

Ted Wheeler, Mayor
Jo Ann Hardesty, Commissioner
Mingus Mapps, Commissioner
Carmen Rubio, Commissioner
Dan Ryan, Commissioner

Portland Planning and Sustainability Commission

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Steph Routh, Vice Chair
Katherine Schultz, Vice Chair
Jeff Bachrach, Commissioner
Ben Bortolazzo, Commissioner
Mike Houck, Commissioner
Katie Larsell, Commissioner
Oriana Magnera, Commissioner
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Claire Adamsick and Cynthia Castro, Commissioner Fritz's Office
Derek Bradley, Commissioner Hardesty's Office

Project Research

Research for this project was funded by a technical assistance grant from the Oregon Department of Land Conservation and Development. Best practices research was provided by Angelo Planning.

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Volume Two, Zoning Code Amendments

Volume Three, Other Amendments to the City Code

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Volume One, Introduction

Summary

This report contains amendments to the Portland City Code that facilitate the provision of shelter and allow more affordable forms of housing. None of these amendments would go into effect unless first adopted by an ordinance of the Portland City Council.

The report is in three volumes. This Volume One contains an introduction. Volume Two contains amendments to Title 33 of the Portland City Code, which includes all the City's planning zoning regulations. Volume Three contains amendments to four other titles of the Portland City Code concerning a variety of matters other than planning and zoning.

Comments describing the amendments may be found on the pages facing the code changes in both Volumes Two and Three of this report. Language to be added to City codes is indicated by underlined text and language to be removed is indicated by ~~strikethrough~~ text. Language to remain unchanged is indicated by plain text.

Purpose

The Shelter to Housing Continuum Project (S2HC) is part of a larger multi-jurisdictional effort to provide safe, decent and affordable shelter and housing to every Portlander that needs it. The project scope is limited to reviewing and proposing changes those parts of the Portland City Code having the potential to impede this purpose.

Particularly, the S2HC project will allow a range of shelters sited as temporary emergency uses to be reviewed and considered for approval through permanent code provisions. The housing emergency declaration allowing temporary siting expires on April 4, 2021 (although extended 1 year). The project schedule allows necessary amendments to be placed into effect in a timely manner.

The S2HC project will further fair housing laws, expand the range of shelter and housing options, and improve the regulatory environment for nonprofit, for-profit and public-sector shelter and housing providers.

The word "continuum" underscores an intent that the code amendments will help make more low-barrier, entry-level, temporary shelter available to more persons experiencing, or about to experience, a loss of housing; provide for more longer-term transitional shelters with onsite supportive services; and allow construction of a wider variety of more affordable types of permanent housing.

Authorization

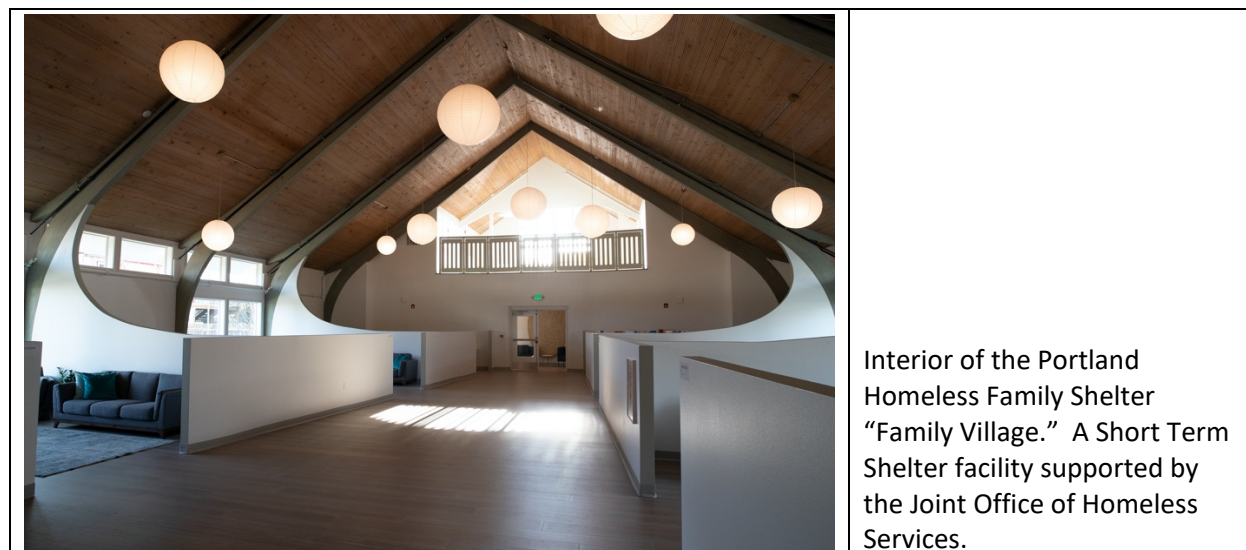
The Portland Bureau of Planning and Sustainability was directed by City Council on February 19, 2019 to undertake this work through Ordinance No. 189387. That ordinance extended the City's State of Housing Emergency to April 4, 2021. Background research for the S2HC Project was supported by a grant from the Oregon Department of Land Conservation and Development. Best practices research was provided by Angelo Planning.

Contributors

The Portland Bureau of Planning and Sustainability (BPS), Bureau of Development Services (BDS), Portland Housing Bureau (PHB) and the Multnomah County/City of Portland Joint Office of Homelessness Services (Joint Office) are the principal contributors to this report. The bureaus of Transportation (PBOT), Environmental Services, Parks and Recreation, and Water also provided technical assistance.

Partners

While the code amendments were under development, the Portland Housing Bureau built more apartments with supportive services for extremely low-income individuals and households. The Joint Office of Homeless Services increased its efforts to meet rising demand for emergency and short-term shelter, day storage, and hygiene facilities, while the City provided socially distanced, outdoor tent camping facilities as a COVID-19 response. Metro also made the Oregon Convention Center available as an emergency shelter.



Interior of the Portland Homeless Family Shelter “Family Village.” A Short Term Shelter facility supported by the Joint Office of Homeless Services.

Context

On October 7, 2015, the Portland City Council declared a housing emergency to help address the city’s growing homelessness and housing affordability crises. That declaration allowed for the expedited development of affordable housing projects and made it easier to provide shelter and services to people experiencing homelessness.

Two years later, in partnership with Multnomah County and the Joint Office, the City committed to adding 2,000 units of Permanent Supportive Housing to address chronic homelessness in our community. There are already more than 800 new units of this supportive housing, either open or being built now.

Affordable housing production remained at an all-time high in 2019 for a second consecutive year, with 878 new units — the most ever produced in a single year. Another 3,100 are currently in development. Portland’s Housing Bond has contributed to this robust response. Twelve projects, totaling more than 1,420 units of permanently affordable housing, are either open or in progress across the City since voters overwhelmingly approved the City’s first bond for affordable housing in 2016.

Despite this progress, 4,015 people were counted as experiencing homelessness on a single night during the winter of 2019. The economic downturn caused by the COVID-19 pandemic has placed many more households at risk. Portland’s homelessness crisis is far from over. The pandemic has postponed the 2021 count.

The S2HC project is informed by this larger context.

A Brief Overview of How the City Code Works

Portland City Code, Title 33, Planning and Zoning (zoning code) contains all City’s land use regulations. These regulations indicate whether a particular use or development is allowed in a particular place. These places are usually a base zone, overlay zone, or a plan district. All these zones and districts are depicted on the City’s zoning map. The S2HC project makes no changes to the zoning map.

While Title 33 contains the City’s land use regulations, other Titles also impact how development occurs or how uses operate. For example, Title 24 contains building regulations governing how development allowed by the zoning code must be built. There are different building standards for single-dwelling residential, multi-dwelling residential, and commercial buildings as well as for low- and high-rise construction. Title 29 contains property management regulations controlling of the types of uses that may occupy various types of structures.

This is an example of how these codes work together. Title 33 would allow building a detached garage in a residential back yard, provided lot line setback and building height and coverage requirements were all met. Title 24 would control how the garage was built by only allowing certain construction methods and materials. Title 29 would then allow the parking of cars and the storage of tools, but it would prohibit the owner of the garage from allowing a student to live in it while attending a nearby college.

While Titles 24, 29, and 33 regulate platted lots and parcels, both privately and publicly owned, Titles 16 and 17 regulate dedicated public rights-of-way. How a street can be used and what can be stored, placed, or parked upon it is controlled by these Titles of the City Code.

Overview of Code Changes

The four most significant code changes are:

- Providing more flexibility for shelter siting,
- Establishing outdoor shelters as a new community service use,
- Liberalizing the group living allowances, and
- Allowing permanent occupancy of recreational vehicles and tiny house on wheels.

Volumes Two and Three of the S2HCP Project each contain a table of contents citing the report page numbers for each chapter of amended codes. A title is the largest division of the City code; a chapter is a more detailed division of a title. The amended City Code Titles include 8, 15, 17, 21, 29, 30 and 33.

Other changes include:

- Amending Title 15 Housing Emergency authorities to better align with revised sections of Title 33.
- Clarifying how Group Living accommodations that are not complete dwelling units (these are often called “micro apartments” or “single room occupancy units”) are regulated.
- Eliminating the Group Living conditional use requirement for alternative and post incarceration facilities.
- Coordinating with PBOT to consider temporary, transportable day storage locker, and bathroom and shower modules in the street to serve people experiencing homelessness and being served by shelters.
- Providing alternative methods for siting temporary outdoor and mass shelters.
- Exempting outdoor shelters from design review and pedestrian circulation standards.
- Employing more careful terminology to distinguish shelter from housing, consistent with the principle that there is a tenant to landlord relationship established with housing but not with shelter.
- Amending Titles 17, 21 and 30 to waive System Development Charges (SDCs) for Outdoor Shelters and utility hookups for RV/Tiny House on Wheels.

All of these changes are described in more detail in the Sections below.

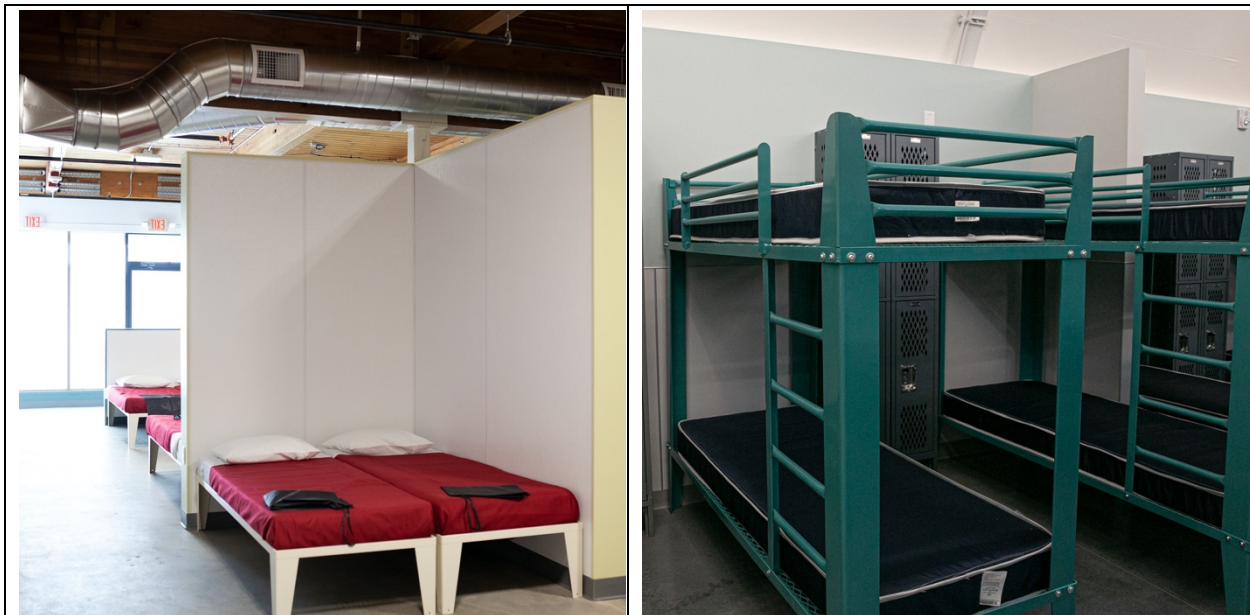
Shelter Flexibility

Temporary Shelters

The current code requires periodic declarations of an emergency to facilitate siting of some types of temporary shelter. What was initially viewed as a short term need for temporary shelters has become an ongoing need. The updated codes would allow the quick opening of temporary mass or outdoor shelters in temporary locations through new procedures. These shelters would be allowed to operate for up to 180 days in a calendar year, but temporary outdoor shelters cannot be placed within Open Space zones or in environmentally sensitive, or flood prone areas. To become permanent, a mass or outdoor shelter would be subject to requirements and limitations stated elsewhere in this document. The changes described above are accomplished through amendments to Chapters 33.296, and through an amendment to Title 15.

Existing Language for Mass & Short Term Shelters

The amendments increase the situations where a mass or short-term shelter can be sited, and in some zones, increases the allowed number of mass or short-term shelter beds. These changes provide greater siting flexibility, as well as correct an oversight made when the then new commercial mixed-use zones were but in place with the Comprehensive Plan Update, effective 2018. The changes to the numbers of allowed shelter beds are made in Chapter 33.285.



The Laurelwood Center and Portlad Harbor of Hope
Two examples of the Mass Shelter format

Day Facilities and Services

Some shelters need to be served by ancillary facilities, such as lockers and hygiene stations. These facilities may need to be placed in rights-of-way. BPS will continue to work with the Bureau of Transportation (PBOT) to ensure that their future updates to Title 17 will more clearly allow day storage units and hygiene facilities in public right-of-way.

Meal Programs

There have been some cases where existing code has limited the ability of faith-based institutions to initiate or expand charitable meal programs. Changes are made to clarify that operating a “meal program” no longer requires a conditional use, or a conditional use amendment. This amendment also applies to schools, colleges and community service providers that want to provide meal programs.

Shelter and Housing Terminology

Using the term “housing” for a shelter facility not intended for long-term residential occupancy can create confusion and may imply landlord-tenant relationships exist. In general, housing is intended for permanent occupancy, and shelter is intended to serve transitional or emergency needs. The updated code makes numerous substitutions of terminology in several zoning code chapters to make the distinction between shelter and housing clearer. For example, the amended code changes the name of the Community Service use “Short Term Housing” to “Short Term Shelter” because the relationships in these facilities are provider to client or host to guest rather than landlord to tenant.



An individual bedroom within the Portland Homeless Family Shelter. A facility in the Short Term Shelter format.

Outdoor Shelters

The current zoning code offers no clear path for approving long-term siting of outdoor shelters, such as the Kenton Woman’s Village, Dignity Village, Right 2 Dream Two or other situations where shelters such as tents or cabins have been set up by public and non-profit agencies. Some existing shelters have been given temporary lawful status through an emergency declaration, or through other project-specific Council actions. Code amendments provide for quick approval of temporary shelters and allow longer term occupancy of smaller shelters in certain zones. Clearer and more certain paths for retention and longer-term approval of outdoor shelters are in amended Titles 15 and 33 of the City Code. The new outdoor shelter use would join mass shelters and short term shelters (renamed from short term housing) in the Community Service use category. Definitions in Title 30 are amended to align with the revised shelter terminology in Title 33.

Because even permanent outdoor shelter locations are often built with temporary structures, and because the individual accommodations are often replaced, reconfigured, or moved, exemptions to some zoning standards are included. Outdoor shelters are made exempt from design review by a change to 33.420.

A narrow exception has also been added to the blanket prohibition on shelters in industrial zones. This is accomplished through modified approval criterion in 33.815. This exception would only apply to outdoor shelters on small sites on publicly owned land.



The Kenton Women’s Village
An Example of the
Outdoor Shelter
format.

Summary of Shelter Changes

The allowance of outdoor shelters within some commercial/mixed use and higher density residential zones, along with a similar expansion of the areas where mass shelters and short term shelters may locate by right within these zones means that these shelters will have additional opportunities to locate within many mixed use or higher density residential zones without requiring a conditional use review. In general, the commercial/mixed use zones and higher density residential zones are located in areas that are closer to transit and facilities, which provide the opportunities for clients to access places to find goods and services and to use alternative means of transportation. These zones are spread throughout the city, so that enables shelters to potentially be spread throughout the area and not concentrated in only a few areas. The Joint Office of Homeless Services (JOHS) has an interest in funding and managing shelters throughout the city to provide this service to those in the area that are in need.

The tables below provide an overview of the three shelter types and the range of base zones where they may be allowed, either by right or through a conditional use review, in comparison to the current regulations.

Table One
Outdoor Shelter Allowances by Zone

	Current Code	New Code
Open Space	NA	Prohibited.
Single dwelling	NA	Up to 20 individual shelters allowed on site of institutional use; non-institution sites up to 20 shelters are Conditional Use, more than 20 Prohibited
Multi dwelling	NA	Up to 30 or 60 (depending on zone) individual shelters are allowed on the site; otherwise Conditional Use.
Commercial	NA	Up to 60 individual shelters are allowed on the site; otherwise Conditional Use.
Institutional	NA	In CI1, up to 30 individual shelters are allowed on the site; otherwise Conditional Use. In IR, up to 30 accommodations is allowed on the site; otherwise Conditional Use. In CI2, up to 60 accommodations is allowed on the site; otherwise, Conditional Use.
Employment	NA	In EX, up to 60 individual shelters are allowed; otherwise Conditional Use. In EG1 and EG2 is a Conditional Use.
Industrial	NA	Conditional Use if under 2 acres, publicly owned, and not on certain kinds of industrial land; otherwise prohibited.

Table Two
Mass Shelter Allowances by Zone

	Current Code	Amended Code
Open Space	Prohibited.	Prohibited
Single dwelling	Conditional Use.	Up to 20 beds allowed on site of institutional use; otherwise a Conditional Use
Multi dwelling	Allowed up to 50 beds in RM3, RM4 and RX. In RM1, RM2, and RMP up to 15 beds allowed if on the site of an institutional use; otherwise a Conditional Use.	Allowed up to 60 beds in RM3, RM4 and RX. In RM1, RM2, and RMP up to 30 beds allowed; otherwise a Conditional Use
Commercial	Allowed up to 200 beds in CX, CM3, and CE; up to 75 beds in CM2; and up to 25 beds in CM1 and CR; otherwise a Conditional Use.	Allowed up to 200 beds in CX, CM3, and CE; up to 140 beds in CM2; up to 30 in CR and CM1; otherwise a Conditional Use
Institutional	Allowed up to 15 beds in IR on site of institution; up to 25 beds in CI1; and up to 75 beds in CI2; otherwise a Conditional Use.	Allowed up to 30 beds in IR and CI1; allowed up to 140 beds in CI2; otherwise a Conditional Use
Employment	Allowed up to 200 beds in EX; otherwise Conditional Use. EG1 and EG2 Zones. Conditional Use.	Allowed up to 200 beds in EX; otherwise Conditional Use. EG1 and EG2 Zones. Conditional Use.
Industrial	Prohibited	Prohibited

Table Three
Short Term Shelter Allowances by Zone

	Current Code	Amended Code
Open Space	Prohibited	Prohibited
Single dwelling	Conditional Use	Up to 20 beds allowed on site of institutional use; otherwise a Conditional Use
Multi dwelling	Up to 15 beds allowed if on the site of an institutional use; otherwise a Conditional Use	Up to 30 beds allowed; otherwise a Conditional Use
Commercial	Allowed	Allowed
Institutional	Allowed in CI2, allowed up to 15 beds in CI1* and IR; otherwise Conditional Use	In CI1 & IR, allowed up to 30 beds allowed; otherwise Conditional Use In CI2, allowed;
Employment	Allowed	Allowed
Industrial	Prohibited	Prohibited

[*note] The shelter bed allowance in the CI1 zone is unclear in the existing code. The existing code makes reference to the density allowed for Group Living in Chapter 33.239, and this Chapter provides no density allowance for the CI1 zone. So, an alternate reading may be that no beds are allowed. This situation probably arose from an oversight in an earlier ordinance where a clear bed allowance was not provided CI1 zone.

Housing Flexibility

Household and Group Living

There are two types of residential use defined in the Portland Zoning Code – Household Living and Group Living.

- Household living is currently defined as the residential occupancy of a dwelling unit by a household. A Household is currently defined as one or more persons related by blood, marriage, domestic partnership, legal adoption or guardianship, plus not more than 5 additional persons, who live together in one dwelling unit; or one or more handicapped persons as defined in the Fair Housing Amendments Act of 1988, plus not more than 5 additional persons, who live together in one dwelling unit. Household Living occurs in houses, duplexes, apartments, condominiums, retirement facilities with self-contained apartments, manufactured housing, houseboats, and other structures with self-contained dwelling units.
- Group Living is currently defined as “the residential occupancy of a structure by a group of people who do not meet the definition of Household Living”. Examples include dormitories; communes; fraternities and sororities; monasteries and convents; nursing and convalescent homes; some group homes for people with disabilities; some residential programs for drug and alcohol treatment; and alternative or post incarceration facilities. Some forms of co-housing, micro-apartment buildings, and retirement communities may also be included in the Group Living category, depending on the number of people and how they share kitchens or bathrooms.

The updated code would employ a different method to distinguishing Group Living from Household Living. All dwellings, like houses and apartments, with up to eight bedrooms would be classified as Household Living, without regard to how the occupants might be related. Dwelling units with more than eight bedrooms, and congregate living structures, like dormitories, single room occupancy buildings, and convents, that do not meet the definition of a dwelling unit would be classified as Group Living.

Where and How Group Living Would be Allowed

It should be easy to site a residential use in a residential zone. The current code requires that a Group Living use obtain a conditional use approval to locate in single dwelling zones as well as in multi-dwelling zones in many cases. Allowing some Group Living uses without a conditional use would promote fair housing and enable a wider variety of solutions to meet present and future housing needs identified in Portland’s *2035 Comprehensive Plan*. The code changes would allow Group Living in more base zones as an allowed-by-right use or as a limited use and would achieve greater parity between Group Living and Household Living. In single dwelling zones the amount of Group Living allowed on oversized lots would be limited regulated to a square footage cap that would apply in addition to other base zone limitations. Group Living in larger structures would continue to require a conditional use approval. In multi-dwelling zones, Group Living would be allowed under the same floor area ratio, height, and lot coverage limitations that apply to Household Living. These changes are accomplished by amending the use regulations of the base zones, (Chapters 33.110, 120, 130), and by changing definitions (Chapter 33.910) and use category descriptions (33.920).

“Household” no Longer a Basis for Regulation

Because the Household and Group Living use categories would be distinguished by structure type or the number of bedrooms contained therein, the amended code eliminates the definition “household.”

There are three reasons for elimination:

- The current definition is no longer necessary,
- Inspection and enforcement would be enhanced by an alternative regulation, and
- The current definition relies on culturally specific descriptions of family relationships that may no longer reflect the variety of living situations in Portland today.

The existing limitation on the number of people that may live in a dwelling unit is removed from the Zoning Code. Instead of counting people, the amended regulation would count bedrooms.

Overcrowding would continue to be regulated through a more objective and enforceable provision in Section 29.30.220 of the Portland City Code. That code allows one resident, plus one additional resident for each 100 square feet of habitable room space. For the purpose of this calculation, habitable space does not include bathrooms, toilet compartments, closets, halls, storage areas, utility areas, and other similar areas.

Micro-Apartments and Single Room Occupancies

Buildings where several bedrooms share a common kitchen, common bathroom, or both can be more affordable than standard apartments, because kitchens and bathrooms are expensive to build. The current code is confusing with regard to Single Room Occupancies, which can be classified as Group Living, Household Living, or Retail Sales and Service uses depending on technical details. The amended code clarifies that there are only two types of residential uses, Household Living and Group Living. References to Single Room Occupancy have been eliminated, but these living arrangements can still occur identified as either a Group Living Use or a Household Living Use under the amended code. These clarifications are made by changing definitions (33.910) and use category descriptions (33.920).



Inclusionary Housing

All the code changes described above are made carefully so as to not change existing Inclusionary Housing requirements. Household Living in a dwelling unit counts toward inclusionary housing requirements, which apply when a building contains 20 or more dwelling units. Group Living, whether in a dwelling unit or not, does not count toward inclusionary housing requirements. Inclusionary housing requirements are neither expanded nor contracted by the proposed amendments.

Post-Incarceration Facilities

An “alternative or post incarceration facility” is a Group Living use where the residents are on probation or parole, but not subject to on-site supervision by sworn officers. To remove unnecessary stigma, the conditional use requirement for these facilities is being eliminated. These facilities will be treated like any other residential use. A facility in a dwelling unit with eight or fewer bedrooms will be classified as a Household Living use and a facility in a congregate living facility or a dwelling unit with nine or more bedrooms will be classified as a Group Living use. Situations where people are under judicial detainment and the direct supervision of sworn officers still fall under the Detention Facilities use category and are not Group Living. Detention facilities are either prohibited or require a conditional use approval depending on the zone.

The following table provides a summary of the various shelter and housing types.

Table
Shelter and Housing Type Comparisons

	In a Building	Has Bedroom(s)	Minimum Stay	Use Category	Occupants Are
Outdoor Shelter	No	No	None	Community Service	Clients or Guests
Mass Shelter	Yes	No	None	Community Service	Clients or Guests
Short Term Shelter	Yes	Yes	None	Community Service	Clients or Guests
Dwelling Unit Household Living	Yes	Yes, 8 or less	30 Days	Residential	Owners or Tenants
Dwelling Unit Group Living	Yes	Yes, 9 or more	30 Days	Residential	Owners or Tenants
Other Structures Group Living	Yes	Not required	30 Days	Residential	Owners or Tenants

Recreational Vehicles and Tiny Houses on Wheels

In response to public comments and continued discussion with stakeholders and the PSC, the code amendments include changes to Title 29 and Title 33 to allow the residential occupancy of tiny houses on wheels and other similar recreational vehicles on residential property. This is currently prohibited by Title 29, the City's property maintenance code. The approach is to allow one recreational vehicle for more permanent occupancy on the site of a house, attached house or manufactured home. Title 29 is amended to remove the current prohibition, and a new Chapter, 33,260, is added to T33 to clarify how these will be regulated within the Zoning Code. The intent is to acknowledge the need for a wider continuum of housing types, to accommodate more people.

The city is temporarily waiving code restrictions on overnight camping in RVs and tiny homes on wheels, as long as they're parked on private property. Commissioner Eudaly announced in 2017 that the Bureau of Development Services, which enforces development and zoning code compliance, would deemphasize enforcement of the relevant codes against sleeping in a vehicle while the city develops a more permanent policy. While the Bureau of Development Services is no longer reporting to Commissioner Eudaly, subsequent commissioners in charge have not altered the approach. This proposal would replace the current non-enforcement policy.

There is no official definition of a tiny house or a tiny house on wheels (THOW) in City Code. It is generally thought of as a small house, typically sized under 600 square feet. While tiny homes can be built on foundations, many tiny homes are built on trailers. Some California Cities have added references to "movable tiny houses" in their zoning codes. In nearly all cases, a tiny house on wheels shares the same attributes as other travel trailers and recreational vehicles, so they are classified under the zoning definition for recreational vehicle.

The State of Oregon classifies a THOW as a vehicle. Tiny home trailers built by manufacturers may be considered travel trailers or park model recreational vehicles if they meet certain standards. THOWS used for commercial purposes would be registered by the state as commercial vehicles. ORS 801.100-610 and 174.101 contain the state definitions for different types of vehicles.

- A "Travel trailer" does not have motive power and is eight and one-half feet or less in width.
- A "Park Model Recreational Vehicle" is more than eight and one-half feet in width and is designed to be located in mobile home park.
- A "Camper" designed to be mounted upon a motor vehicle, has no more than one axle supporting its weight, and is five and one-half feet or more in height from floor to ceiling at any point.
- A "Motor Home" is similar to a Camper but has motive power.

The Portland Zoning Code defines "recreational vehicle", which is inclusive of what the Oregon Department of Motor Vehicles calls a motor home, a camper, and a travel trailer.



While City Code (Title 29) does not currently permit long term residential occupancy of a vehicle, there are several existing legal paths for tiny house and recreational vehicle occupancy.

- Campgrounds. Motor Homes, Trailers, Campers and THOWS can legally park in a campground and be used as short term accommodations in that context. Campgrounds are allowed in commercial zones as a Retail Sales and Service use as a form of temporary lodging. Any lot containing two or more THOWs would be a “campground” within the meaning of state law and require a state license. There are several commercial hotels that operate as campgrounds in Portland using THOWs and RVs.
- RV Parks. Motor Homes, Trailers, Campers and THOWS can legally park in a recreational vehicle parks. Recreational vehicle parks are considered a Retail Sales and Service use as a form of temporary lodging and are allowed in commercial zones.
- Residential occupancy of a tiny home without wheels (attached to a foundation) is allowed by both the Zoning Code and Building Code; either as a primary dwelling, or as an accessory dwelling unit.
- State Law (ORS 203.082) provides an additional exception and allows religious institution to host up to three vehicles for homeless camping. This could be a car, motor home, trailer, camper, or potentially a THOW.

To implement this proposal, amendments are proposed in three locations:

1. An exception is added to Title 29.
2. A new Chapter is created to address zoning standards for occupancy of a recreational vehicle on the site of a house, attached house, or manufactured home (33.260)
3. The Definition of RVs in the Zoning Code is modified to better align with current DMV terminology (including ORS 801.100-610 and 174.101).

Policy Basis

Portland's 2035 Comprehensive Plan contains a housing continuum policy that is informed by the following interjurisdictional guidance on homelessness.

Understandably, the homeless population is most vulnerable to decreasing affordability and declining household prosperity. Unified guidance by the City of Portland, Multnomah County, and Home Forward is provided through their jointly authored plan, *A Home for Everyone: A United Community Plan to End Homelessness in Multnomah County* (2013). This plan focuses resources to support priority populations, particularly families with children, unaccompanied youth, adults with disabilities, women, and veterans. It focuses investments in six program areas to prevent and end homelessness, including housing, income and benefits, health, survival and emergency services, access to services, and systems coordination. The purpose of the plan is to prevent homelessness and reduce the time people spend being homeless. The following policy provides land use support for the priorities identified by this plan.

The referenced policy states.

Policy 5.46 Housing continuum.

Prevent homelessness and reduce the time spent being homeless by allowing and striving to provide a continuum of safe and affordable housing opportunities and related supportive services including but not limited to rent assistance, permanent supportive housing, transitional housing, micro housing communities, emergency shelters, temporary shelters such as warming centers, and transitional campgrounds/rest areas.

The S2HC project also carries out many other Comprehensive Plan goals and policies. The following are some examples.

Goal 2.B: Social justice and equity

The City of Portland seeks social justice by expanding choice and opportunity for all community members, recognizing a special responsibility to identify and engage, as genuine partners, under-served and under-represented communities in planning, investment, implementation, and enforcement processes, particularly those with potential to be adversely affected by the results of decisions. The City actively works to improve its planning and investment-related decisions to achieve equitable distribution of burdens and benefits and address past injustices.

GOAL 3.A: A city designed for people

Portland's built environment is designed to serve the needs and aspirations of all Portlanders, promoting prosperity, health, equity, and resiliency. New development, redevelopment, and public investments reduce disparities and encourage social interaction to create a healthy connected city.

Policy 3.3.b.

Make needed investments in areas that are deficient in public facilities to reduce disparities and increase equity. Accompany these investments with proactive measures to avoid displacement and increase affordable housing.

Goal 5.A: Housing diversity

Portlanders have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Goal 5.B: Equitable access to housing.

Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.

Goal 7.D: Environmental equity.

All Portlanders have access to clean air and water, can experience nature in their daily lives, and benefit from development designed to lessen the impacts of natural hazards and environmental contamination.

Policy 9.25 Transit equity.

In partnership with TriMet, maintain and expand high-quality frequent transit service to all Town Centers, Civic Corridors, Neighborhood Centers, Neighborhood Corridors, and other major concentrations of employment, and improve service to areas with high concentrations of poverty and historically under-served and under-represented communities.

Community Engagement

Engagement began on March 10, 2020 when the BPS Community Involvement Committee (CIC) reviewed the proposed scope and work program for the S2HC Project and endorsed an “involvement” as the project’s engagement goal. Involvement means not only helping people know about and understand the project, but also enabling them to influence the project at each decision step along the project’s way to adoption. To do this, the City must not only seek out involvement but ensure that concerns and aspirations of those involved are consistently and properly understood and considered. Here, “considered” means that proposals arising from involvement have real potential to shape final decisions.

The CIC, BPS, and partner agencies are acutely aware that the persons most likely to benefit from this project may also be the persons least able to influence it. It is therefore of utmost importance that involvement be carried out in a manner designed to ameliorate this inverse relationship. Involvement also must be adjusted to observe health advisories for the COVID-19 pandemic.

Project Activities to Leading to the Discussion Draft

Initial work was aided by a technical assistance grant provided by the Oregon Department of Land Conservation and Development (DLCD). Angelo Planning, under contract with DLCD, prepared a series of reports describing approaches other jurisdictions had taken in facilitating shelter and group living accommodations and suggesting how similar provisions might be added to the Portland City Code. These reports are available at this link: <https://efiles.portlandoregon.gov/record/13829522> .

A standing inter-agency Housing Continuum Committee provided valuable context for further shaping the scope of the S2HC project, helped develop code concepts, and commented on rough drafts of code. Members of this committee attended and provided valuable assistance during community meetings.

A core Technical Advisory Committee (TAC) composed of five members from three city bureaus drafted the proposed amendments, coordinated with the Housing Continuum Committee, and participated in community meetings.

The S2HC Project, including outlines of the proposed code amendments, were presented through video conferencing during the following community meetings:

- May 28, 2020, The Build Small Coalition, advisory to Metro.
- June 25, 2020, Portland Forum on Alternative Shelters & Villages, sponsored by the Northeast Coalition of Neighborhoods and the Interfaith Alliance on Poverty.
- July 15, 2020, Portland Neighbors Welcome; Monthly Meeting.
- July 20, 2020, Southeast Uplift, Land Use Committee Meeting.
- September 8, Central Eastside Industrial Council, Land Use Committee Meeting.
- September 17, 2020, the Development Review Advisory Committee, advisory to the Portland Bureau of Development Services.

The S2HC Project was the main agenda item in five of these meetings, and the proposals contained within the discussion draft of this report benefited greatly from the comments and suggestions received.

Project Activities between the Discussion Draft and Proposed Draft

The S2HC Project, including the Discussion Draft version of the code amendments, were presented or discussed through video conferencing during the following meetings:

- October 13, 2020, Bureau of Planning and Sustainability hosted Community Forum moderated by A Home for Everyone.
- October 14, 2020, Portland Forum on Alternative Shelters & Villages, sponsored by the Northeast Coalition of Neighborhoods and the Interfaith Alliance on Poverty.
- October 22, 2020, Bureau of Planning and Sustainability hosted Community Forum.
- October 27, 2020, Bureau of Planning and Sustainability hosted Community Forum.
- November 10, 2020, Planning and Sustainability Commission Briefing.
- November 17, 2020, Southwest Neighbors Incorporated, Land Use Committee Meeting.

The S2HC Project was the sole agenda item for four of these six meetings. Valuable input from persons with lived shelter experience was received during the October 13th and 14th meetings. About ninety people attended the Community Forums. Message transcripts from the forums were saved, read, and those messages that addressed the project purpose were compiled by topic and considered while formulating the Proposed Draft.

Eighteen Map App Comments and thirteen email comments were received on the Discussion Draft. Again, all these comments were read, compiled by topic and considered while formulating the Proposed Draft.

Response to Discussion Draft Comments

As a result of comments received in writing and during the outreach, the Proposed Draft amended some of the shelter regulations to increase the number of beds/individual shelters allowed without a conditional use review, and also adjusted some of the Conditional Use approval criteria. A new provision was added to allow an occupied recreational vehicle on the site of a house, attached house or manufactured home.

Proposed Draft and Planning and Sustainability Commission (PSC) Hearing

In response to concerns about the speed of the proposal and comment period, staff set up two Planning and Sustainability Hearings in December to provide additional opportunities for formal review and comments. The two hearings were on December 8 and December 15, 2020. This provided more opportunity for video testimony signups as well as allocated some additional time for written testimony to be submitted through the Map App. The deadline for written testimony was extended to December 21, 2020.

A total of 28 people spoke in person at the two hearings (12 on 12/8 and 16 on 12/15). In addition, there were 178 pieces of individual written testimony submitted through the Map App between November 30 and December 21, although a few pieces of testimony were duplicates and some testifiers submitted more than one piece of testimony.

The testimony, both verbal and written illuminated several common themes. On one hand, there was interest in expanding the places where various shelters could locate as well as an interest in allowing a greater number of beds or individual tents/shelters within each location by right, reducing the situations where a shelter would require a conditional use review. On the other hand, there was considerable testimony expressing concern about potential considerations to allow permanent shelters within parks and open space areas. In addition, several testifiers were concerned with the current state of enforcement as it relates to the informal, unsanctioned campsites established in public spaces and the lack of solutions to enable existing enforcement of city regulations. Many commenters were concerned about potential geographic allocations of the new regulations which could create geographic concentrations of shelters in one area versus another. Some testifiers focused on the specific amendments that addressed the occupancy of recreational vehicles or tiny houses on wheels.

This testimony helped inform Planning and Sustainability Commission's (PSC) discussion in work sessions held on January 12 and 26, 2021. During these work sessions, the PSC discussed the following:

- Number of shelter beds or individual tents/shelter allowed. The PSC amended the Proposed Draft to increase these numbers.
- Operational requirements for outdoor shelters. No changes were made by the PSC.
- A consideration to allow permanent shelters within Open Space (OS) zones. The PSC did not recommend this, so permanent shelters would continue to be prohibited in OS zones.

- Provisions for temporary shelters. PSC considered potential limitations but did not make any changes.
- Group Living use triggers. PSC discussed and recommended to increase the threshold distinguishing Household Living from Group Living from 6 up to 8 bedrooms in a dwelling unit.
- Tiny Houses or Recreational Vehicles on a lot. PSC considered several ideas but maintained one occupied recreational vehicle on a lot. City staff also made some changes to Title 29 as a result of the testimony and PSC discussion (see below).
- Visitability Standards. At the request of BDS (Bureau of Development Services), PSC added standards addressing visitability that were initially proposed with the Residential Infill Project. These standards replace references to the building code that were expected to be difficult to implement.

The PSC has formal authority to make recommendations related to Title 33 only, and not other other amendments. The standing inter-agency Housing Continuum Committee also met in January and February to consider testimony and make revisions to elements of the project involving other part of the City Code (Titles 8, 15, 17, 21, 29 and 30). As a result of the testimony the Committee recommended several changes, which have been incorporated into Volume 3.

- Scaled-back changes to Title 15 to leave the housing emergency authorization intact.
- Additional changes in Title 17 and 21 to implement System Development Charge (SDC) exemptions for outdoor shelters and for the recreational vehicle utility hookups.
- Changes to Title 29 to simplify the number of requirements applicable to occupied recreational vehicles.
- Changes to Title 30 to align shelter definitions and implement SDC exemptions.

Continuing Engagement

Staff is continuing to engage with the public and provide information as the PSC Recommendation is developed. The *Recommended Draft* is published in advance of the City Council hearing, scheduled for March 17, 2021. Public notice is released on February 17, and the project webpage and Map App page for public comments has been updated.

Materials following this page were distributed at the meeting.

April 2021 traffic deaths in Clackamas, Multnomah and Washington Counties*

Jamie Pallviny-Brown, 43, driving, Multnomah, 4/29

Anthony L. Tolliver, 30, walking, Multnomah 4/24

Stephanie Chambers, 52 and Blaise McGuire, 21, driving, Clackamas, 4/24

Joe Tavera, 23, driving, Washington, 4/20

Eddy M. Kolb, 23, motorcycling, Multnomah, 4/19

Yotty, 57, and Thomas, 58, driving, Multnomah, 4/17

Josue Sanabria, 21, driving, Washington, 4/17

Oliver Sevin Frazier-Savoy, 24, walking, Washington, 4/15

Thomas Barron, 33, driving, Multnomah, 4/15

Faustino Jurado, 47, walking, Multnomah, 4/11

Stephen Kelsey Looser, 66, walking, Clackamas, 4/10

Gabriel Cook, 46, motorcycling, Clackamas, 4/10

Richard LeRoy Russell, 84, driving, Clackamas, 4/1



**ODOT preliminary fatal crash report and news reports, as of 5/3/21*





Shelter ▶ to Housing Continuum

Metro MTAC

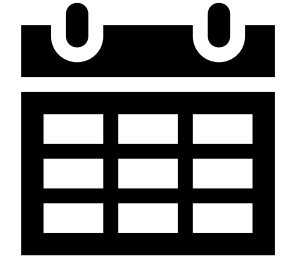
May 19, 2021

Project Purpose



- Provide more opportunities for people to move from houselessness to supportive shelter and from shelter into permanent housing.
- Amend city codes to facilitate the work of agencies and nonprofits that provide shelter, housing and supportive services, and for builders of lower cost market rate housing.

Project Origin



- BPS was directed by City Council on February 19, 2019 to undertake this work through Ordinance No. 189387, which extended the City's State of Housing Emergency to April 4, 2021.

Four Areas of Focus



Facilitate the temporary and permanent siting of shelters and supportive facilities.



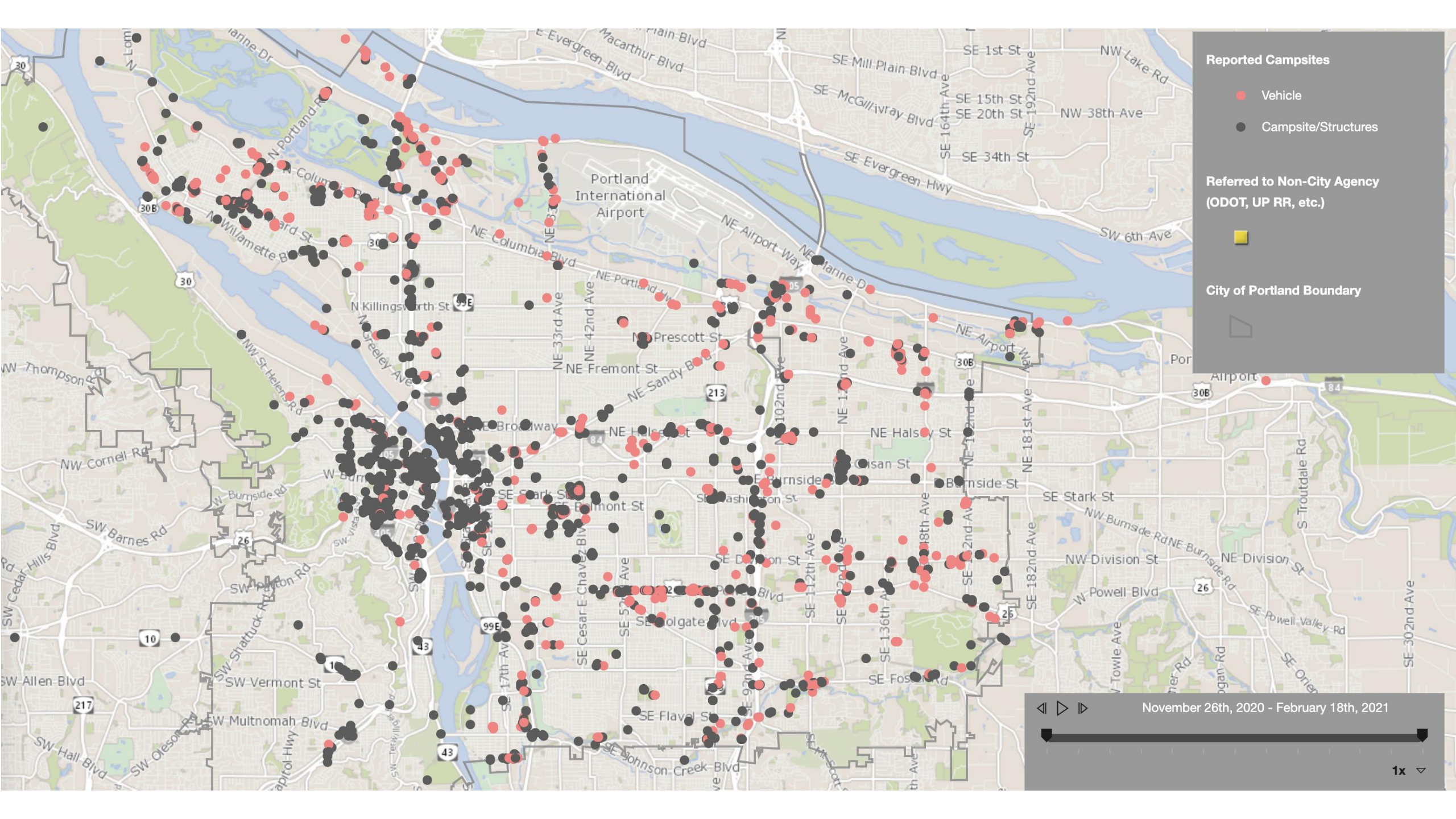
Establish Outdoor Shelters as a new type of Community Service use.



Provide more opportunities for Group Living.



Allow occupancy of tiny houses on wheels and RVs.



Reported Campsites

- Vehicle
- Campsite/Structures

Referred to Non-City Agency
(ODOT, UP RR, etc.)



City of Portland Boundary



November 26th, 2020 - February 18th, 2021



1x

1: Traditional Sheltering

Shelters, Mass and Short Term

- Expand where shelters are allowed without Conditional Use.
- Increase allowed number of shelter beds in several zones.

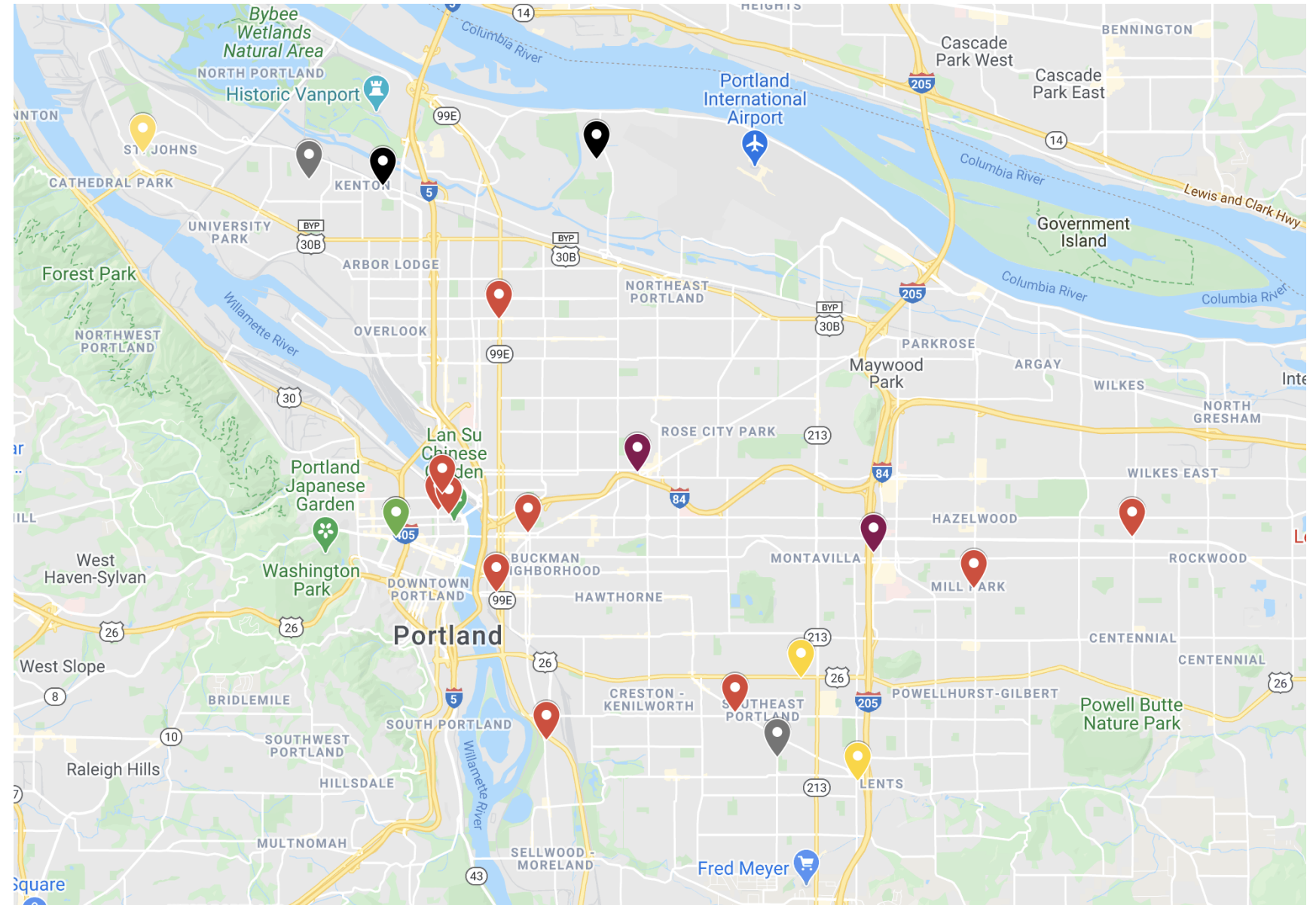




Temporary Facilities

- Add an allowance for temporary shelters when an emergency is not in place.
- Facilitate seasonal weather-related temporary facilities.

Distribution of Existing Shelters



2: Outdoor Shelters, New Models of Transitional Housing

KENTON WOMEN'S VILLAGE

KENTON/
NORTH
PORTLAND



ST. JOHN'S VILLAGE



ST. JOHN'S/
NORTH
PORTLAND

VILLE" concept plan



Outdoor Shelters

- Allowed in commercial, employment zones, and multi-dwelling zones. Limited allowance for Outdoor Shelter in industrial zones.

Council Amendments

- Prohibiting shelters in natural area overlays in *all zones*.
- Prohibiting *temporary* outdoor shelters in the Open Space zone. The recommendation already prohibited *permanent* shelters in the OS zone.
- Allowing shelters without Conditional Use up to 20 beds on institutional sites in single-dwelling zones.

Institutional Sites in Single Dwelling Zones

- Institutional Uses Include religious institutions, schools, small colleges or hospitals (the large ones would have institutional zoning), nonprofit services, utility pump stations, fire stations, large day care facilities (16+ children), cemeteries, private schools, fraternal organizations.
- About 1300 sites would qualify citywide.
- Most are religious institutions
- Average size is about 1 acre



3: Housing flexibility through Group Living

Group Living

- Remove code complexity and barriers to the production or retention of group living arrangements
- Allow group living arrangements by right in the same places that household living is allowed by right
- Remove the current definition of household, legalizing roommates and all household types
- Remove conditional use requirement for alternative or post-incarceration group living facilities.



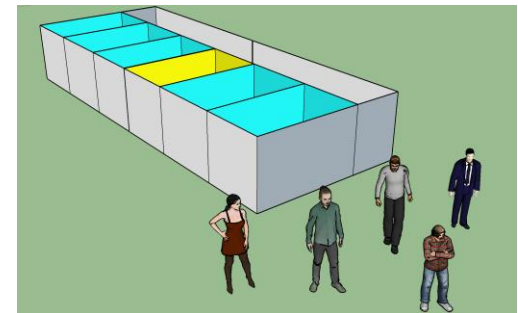
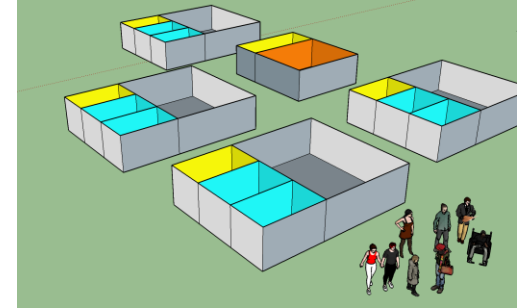
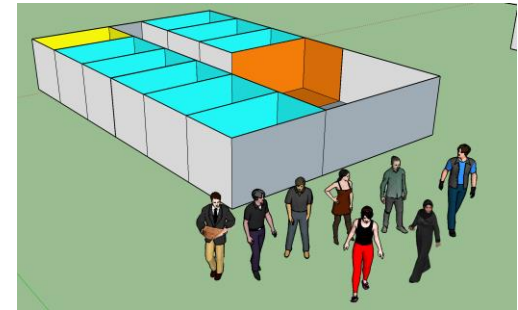
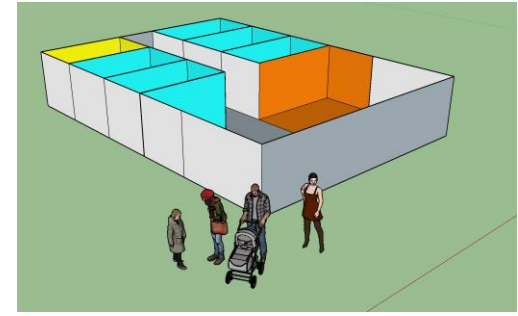
Terminology – “Household”

Current code: “One or more persons related by blood, marriage, domestic partnership, legal adoption or guardianship, plus not more than 5 additional persons, who live together in one dwelling unit; or one or more handicapped persons as defined in the Fair Housing Amendments Act of 1988, plus not more than 5 additional persons, who live together in one dwelling unit.”



Terminology - Housing

Type	Building Types?	Bedrooms?	Kitchens and baths?
Household Living (must be in dwelling units)	houses, duplexes, triplexes, fourplexes, ADU, multi-dwelling structures	Yes - 8 or fewer	Yes – within each dwelling
Group Living (may be in dwelling units, but not required)	houses, duplexes, triplexes, fourplexes, ADU, multi-dwelling structures	Yes - 9 or more	Yes – within each dwelling
	Other congregate structures (SROs, dorms, some senior care facilities)	Not required	Kitchens not required, baths may be shared





Group Living

- Current single-room-occupancy (SRO) regulations are unclear and complex.
- The term “single-room-occupancy” will be eliminated, but the SRO format may also be done under the liberalized group living regulations.

Group Living

- Group Living is a now Conditional Uses in many zones.

Group Living Zoning Allowances by Zoning

Zone	Current Code	Proposed
Single dwelling	Conditional Use	Allowed up to 3,500 sq. ft. in a dwelling. Larger or if in Non-dwelling unit is a Conditional Use.
Multi dwelling	Limited (7 to 15 residents are allowed by right), larger is a Conditional Use	Allowed
Commercial	Allowed	Allowed
Institutional	Allowed in CI2 and IR, Prohibited in CI1	Allowed in CI2 and IR, Prohibited in CI1
Employment	Prohibited, except Allowed in EX	Prohibited, except Allowed in EX
Industrial	Prohibited	Prohibited

4: RVs and Tiny Houses on Wheels



Tiny Houses on Wheels and RVs

- These are vehicles under state law, not buildings.
- BDS is temporarily not enforcing a ban on permanent residential occupancy, pending policy decision about how we want to regulate them.

Other places where are THOWS and RVs allowed in Portland?

- Campgrounds. Motor Homes, Trailers, Campers and THOWS can legally park in a campground. Campgrounds are allowed in commercial zones. There are several commercial hotels that operate as campgrounds in Portland using THOWS.
- RV Parks. Recreational vehicle parks are considered a retail sales and service use and are allowed in commercial zones.
- Tiny Homes without wheels. Tiny homes without wheels (attached to a foundation) are allowed by both the Zoning Code and Building Code.
- Religious institutions. State Law (ORS 203.082) provides an additional exception and allows religious institution to host of to three vehicles for homeless camping. This could be a car, motor home, trailer, camper, or THOW.

Tiny Houses on Wheels and RVs





THOWs and RVs

Allow one occupied per residential lot

- Not in the right of way
- Can't be in the front yard
- Require campground-style utility hookup



Sanitary Sewer

Provisions:

- RVs/tiny homes must have utility service.
- RVs/tiny homes without plumbing:
Access to sanitation is provided by the hosting home.
- RVs/tiny homes with plumbing:
Must be connected to the sanitary system by a campground-style dump station.

Project Status

- Council Adopted April 28, 2021
- Council voted on several amendments
- DLCD Notice of Adoption sent May 17, 2021
- County Commission action pending this summer for urbanized Multnomah County pockets

Project timeline:



Where to learn more...



Shelter to Housing Continuum Project homepage:

<https://www.portland.gov/bps/s2hc>

Questions?

Metro Brownfield Program

May 19, 2021



Metro

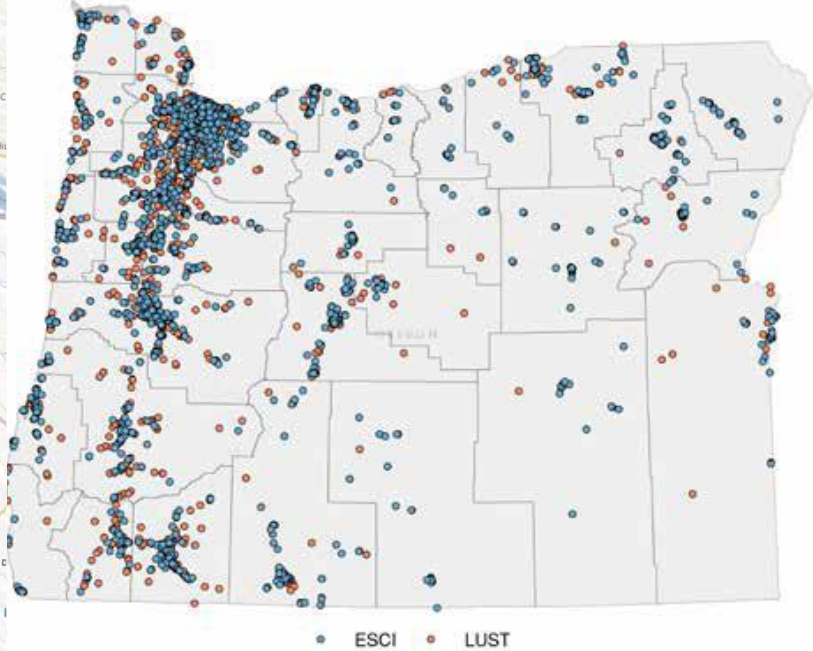
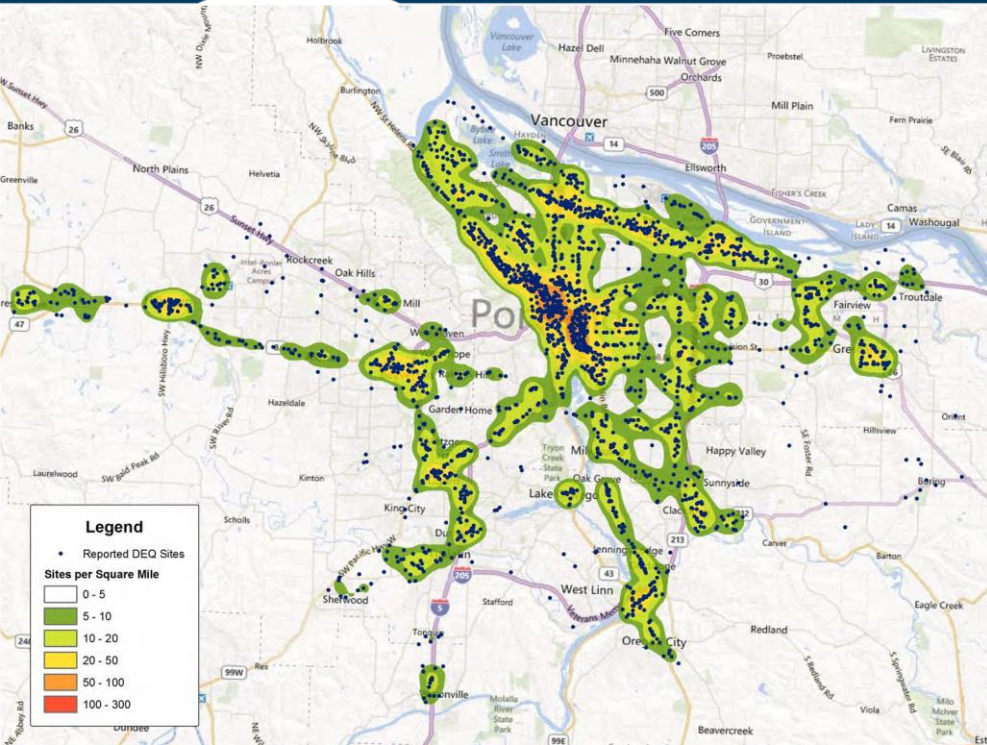


What is a Brownfield?

“Real property, the expansion, redevelopment, or reuse of which may be complicated by the presence, or potential presence, of a hazardous substance, pollutant, or contaminant”

-U.S. Environmental Protection Agency

Where are the Brownfields?



Types of sites

- Gas stations
- Lumber processing
- Hazardous building materials
- Heating oil tanks
- Industrial uses



Why invest in Brownfields?

- Efficient use of land
- Environmental Justice
- Expanded tax base
- Environmental remediation



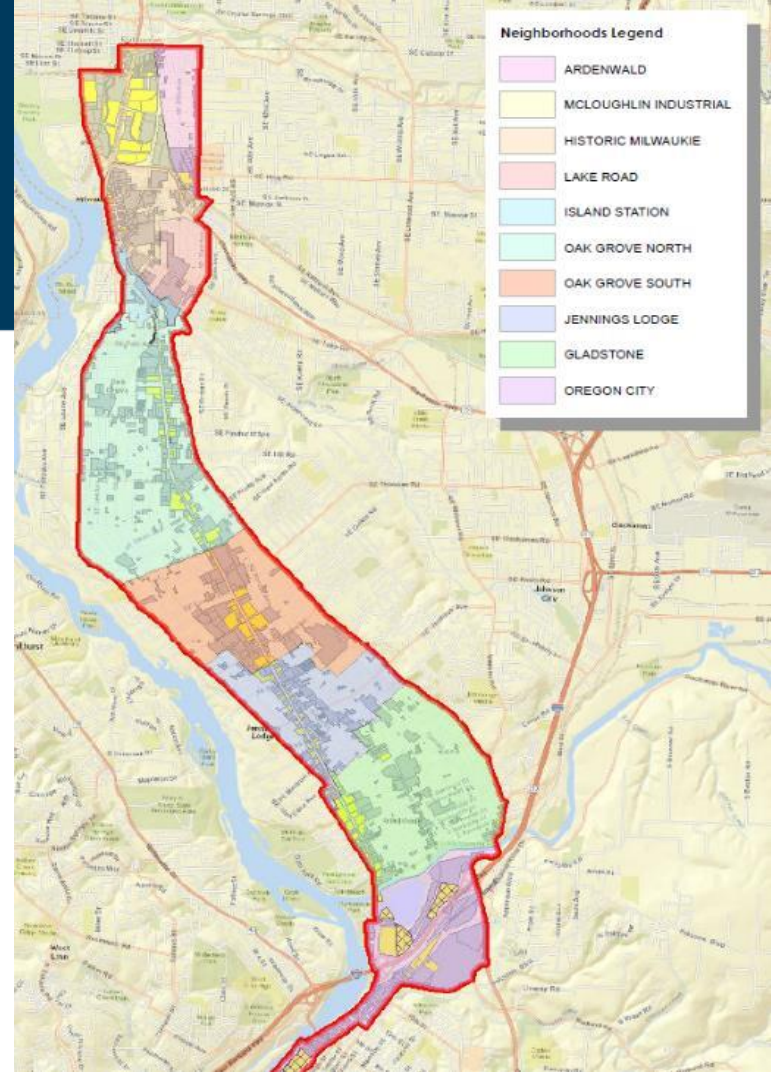
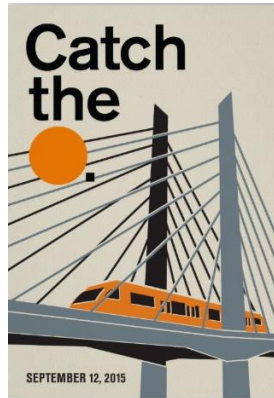
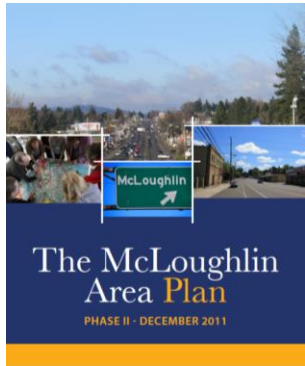
Metro Brownfield Program

- EPA Grant funded
- Program started in 2006
- Has evolved to take on Legislative action



McLoughlin Corridor

- Milwaukie to Oregon City
- Leveraging past work





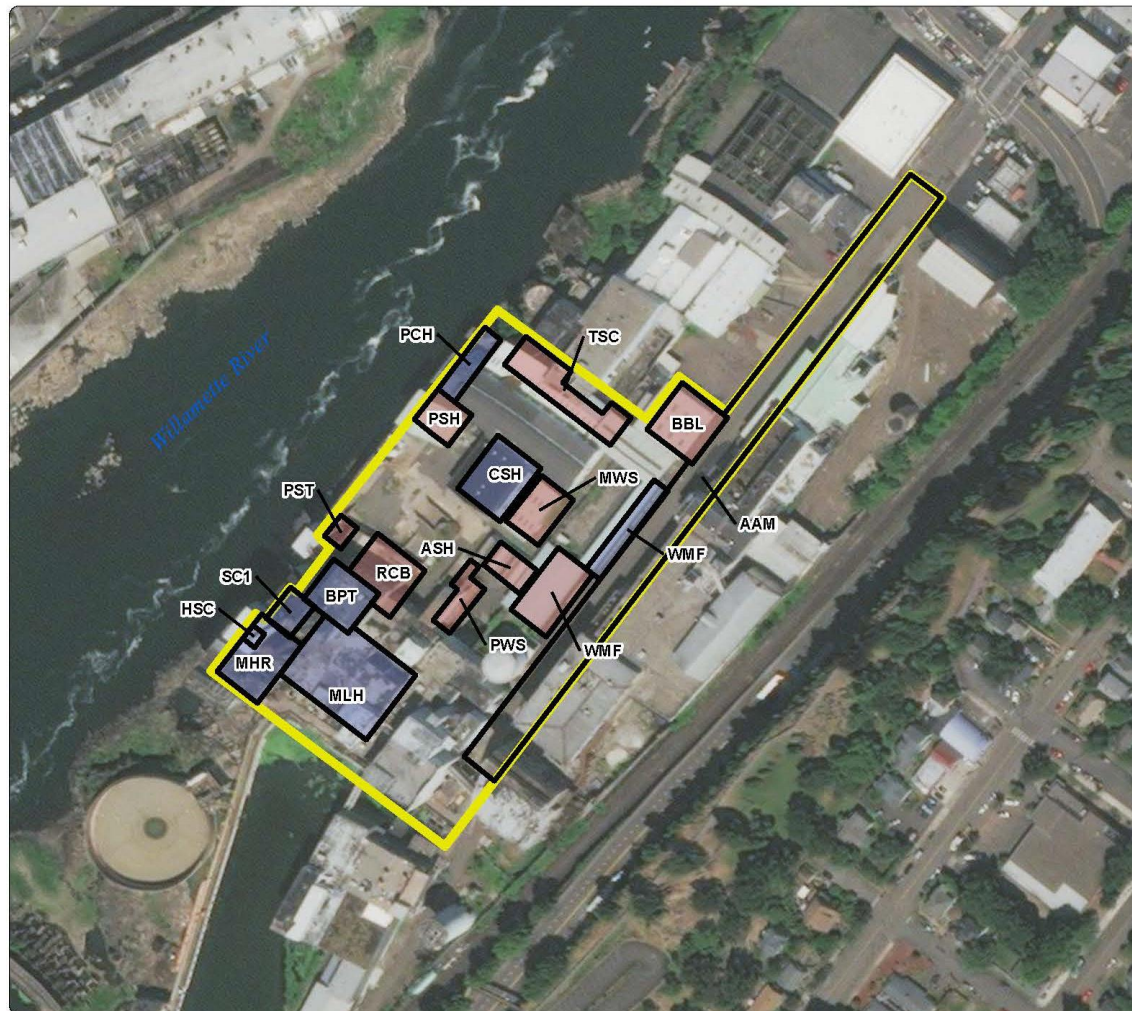


Figure
Hazardous Building
Material Survey
Willamette Falls Legacy Project
Oregon City, Oregon

Legend

- Project Area
- Building Footprint
- Buildings or structures for re-use
- Buildings to be demolished

AAM = Access Along Main Street
 ASH = Auto Shop
 BBL = Butler Building
 BPT = Boiler Plant
 CSH = Carpentry Shop
 HSC = High-Density Stock Cylinder #2
 MHR = Mill H Reject
 MLH = Mill H
 MWS = Millwright Shop
 PCH = Pipe Chase
 PSH = Pipe Shop
 PST = Pump Station
 PWS = Power Station
 RCB = Recovery Boiler
 SC1 = Stock Cylinder #1
 TSC = Third Street Covered Areas
 WMF = Woolen Mill Foundation
 and Covered Areas



Source: Background imagery obtained from Esri,
 ArcGIS Online.

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Looking Back

Positives

- 137 acres assessed
- Enhanced outreach approach
- New partnerships

Challenges

- Property owner participation
- Market ready properties

What's next?

- In 2020, Metro was the recipient of a new \$600,000 EPA Coalition Assessment Grant
- Grant focus is exclusively on sites that will become affordable housing
- Working with public/private/non-profit affordable housing developers

But wait! There's more!

Oregon Brownfield Coalition

- Diverse representation
- Long-term effort
- Legislative focus

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