

Q4 2022 Comments

The Post Acknowledgement Plan Amendment Quarterly Report



Report compiled by Contractor Jean Dahlquist in partnership with both FHCO and HLA.

House Bill 4064

Modifies definition of “prefabricated structure” to clarify that such structures are designed for use as a single-family dwelling. Requires local governments to apply the same siting standards to manufactured homes or prefabricated structures within an urban growth boundary as those applicable to a detached, site-built, single-family residential dwelling on the same land, except as necessary to comply with protective measures adopted pursuant to statewide land use planning goals, or to require certification that the manufactured home or prefabricated structure meets energy efficiency performance standards equivalent to those required under the Low-Rise Residential Dwelling Code.

- In general, the guidelines were straightforward enough that compliance was not an issue. See Albany DC-02-22.
- Potential for conflict, Gladstone TXT-2022-03.
 - o Gladstone had uneven regulations for manufactured housing versus single family. The largest component of this was the requirement that manufactured housing had a garage. Given many manufactured homes come premade and may not have the options for fancy architectural features such as gables or cupola’s, this raises the possibility that through design regulation, cities could make manufactured housing either infeasible or have to choose, as the path of least resistance, the unequal regulations it was subject to in the first place.

(4) Design Features. Single- household dwellings and duplexes, triplexes, quadplexes, townhomes, and cottage clusters shall include at least ~~two~~four of the following design features on each dwelling unit:

- (a) Dormer;
- (b) One or more windows that face the street lot line;
- (c) Cupola;
- (d) Bay or bow window;
- (e) Gable;
- (f) Covered porch entry;
- (g) Eaves (minimum ~~six~~twelve inches projection); ~~and~~
- (h) Offset on building face or roof (minimum 16 inches);
- (i) Recessed garage entrance for street-facing garage (minimum 16 inches);
- (j) Roof pitch of not less than three feet in height for each 12 feet in width; and
- (k) A garage or carport. The garage or carport can be attached (see 17.12.060(1)) or detached.

Positive Win on Goal 10 and Parking Regulations

Almost 4 years ago the PAPA's project set out to convince cities that parking regulations effected housing feasibility. While the change has been gradual, it is now routine to see both the state legislature and local planners reference parking in connection with Goal 10. The impact of this change, and its positive ramifications, cannot be over exaggerated. DLCD is fully on board with this change, stepping in to help encourage Redmond (711-22-000219-TA) to cite their housing need and clearly demonstrate how parking reform fits into their Goal 10 strategy and housing goals.

As another example, Bend independently created the following Goal 10 findings for PLTEXT20220763:

"The amendments repeal all parking mandates within the City in compliance with OAR 660-012-0420. According to DLCD's publication "More Housing, More Businesses, Lower Costs, and Parking Still Supplied: What Happens When Parking Mandates are Reduced", cities that lower parking mandates have seen reduced housing costs, increased business development, and more diverse developments, with creative approaches to providing parking¹. For example, Minneapolis, MN saw typical rents of studio apartments fall 17% (from \$1,200 to \$1,000) in buildings without parking.

The FY 2021-23 Council Goal Framework plan includes a housing goal to "Take meaningful action to make this statement a reality: People who live and work in Bend can afford housing in Bend." This goal includes the following guiding principle:

Reduce regulatory barriers for housing development with an emphasis on incentivizing rent and price restricted affordable housing, middle income housing, and housing that serves vulnerable community members.

The proposed amendments implement the CFEC parking reform requirements and remove barriers to the development of housing by eliminating parking minimums for all types of housing which help implement the 2021-23 Council goal.

Therefore, compliance with Goal 10 has been met."

Electric Vehicle Code

Like the above referenced paradigm, shift, I am going to challenge a common line of thinking that is greatly affecting both affordable and market rate multifamily housing (typically the refuge of those who cannot afford a down payment to purchase a home) throughout the state.

Pioneered by California, new emphasis is arising on mandating electric vehicle charging stations for multifamily housing. We are seeing this becoming code in Oregon. Examples this quarter include Portland's Electric Vehicle Ready Code (requiring EV charging stations in mixed use development with five or more units) and Milwaukie ZA-2022-006 (developments with parking, including straight residential, of more than 5 units).

- It is currently common knowledge that the requirement of parking drives up prices of multifamily housing. In my brief review of current literature regarding EV charging stations (see paper in appendix) little is known about the cost or the effect this could have on housing feasibility. While it is true that those who live in multifamily housing may be encouraged towards more sustainable car usage through the presence of such stations, multifamily housing is not only one of the most environmentally sustainable forms of development, but tends to house the most socially vulnerable of our population. More environmental pollution is caused by low density, large, single housing developments. Caution should be taken when mandating that our most vulnerable populations shoulder the burden of environmental sustainability.
- A personal suggestion, and perhaps unpopular one, is that single family homes of over 800 square feet should bear the burden of the most stringent environmental regulations. Such housing is typically the cause of environmental degradation, and inhabited by the more privileged members of society. Equity calls for those who cause a negative externality, as well as can pay for said externality, to bear the cost of remedying said situation.

More than Just a Gold Star?

The PAPA project is seeing amazing results from brilliant and well-intentioned planner's more and more. Some small cities without full time planning staff are even taking the lead, such as Gold Beach who just made all housing types legal in all R zones. Such radical and positive change deserves recognition in the form of more than just a letter, and could be used to showcase desired results to other cities.

- Idea: Create a new award, awarded by the PAPA project to a planner or city who exemplifies innovation, compassion, and dedication to the principles of Goal 10.

