

# HOUSING COST IMPACT STATEMENT

FOR ESTIMATING THE EFFECT OF A PROPOSED RULE OR ORDINANCE ON THE COST OF DEVELOPING  
A \*TYPICAL 1,200 SQ FT DETACHED SINGLE FAMILY DWELLING ON A 6,000 SQ FT PARCEL OF LAND.  
(ORS 183.534) *FOR ADMINISTRATIVE RULES*

**AGENCY NAME:**

Department of Land Conservation and Development

**ADDRESS:** 635 Capitol Street NE, Suite 150

**CITY/STATE:** Salem, Oregon 97301

**PHONE:** (503) 373-0050, ext 322

**PERMANENT:**

**TEMPORARY:**

**HEARING DATES:** 9/19/12; 9/20/12; 11/15/12

**EFFECTIVE DATE:** January 1, 2013

**BELOW PLEASE PROVIDE A DESCRIPTION OF THE ESTIMATED SAVINGS OR ADDITIONAL COSTS THAT WILL  
RESULT FROM THIS PROPOSED CHANGE.**

PROVIDE A BRIEF EXPLANATION OF HOW THE COST OR SAVINGS ESTIMATE WAS DETERMINED.  
IDENTIFY HOW CHANGE IMPACTS COSTS IN CATEGORIES SPECIFIED

**Description of proposed change:** (Please attach any draft or permanent rule or ordinance)

Proposed rules would guide development, selection and implementation of a preferred land use and transportation scenario in the Portland metropolitan area.

**Description of the need for, and objectives of the rule:**

The rule is needed because the Legislature through House Bill 2001 (2009) directed the Commission to develop and adopt rules to guide Metro and local governments in the Portland metropolitan area, in the selection and implementation of a land use and transportation scenario to help meet state adopted targets to reduce greenhouse gas emissions from light vehicle travel by 20% by the year 2035. LCDC is required to adopt the scenario planning rules by January 1, 2013.

**List of rules adopted or amended:**

660-044-0000; 660-044-0005; 660-044-040, 660-044-0045, 660-044-0050, 660-044-0055, 660-044-0060, 660-044-0065, 660-044-0070

**Materials and labor costs increase or savings:**

The proposed rules are not expected to affect housing materials or labor costs.

**Estimated administrative, construction or other costs increase or savings:**

The proposed rules are not expected to affect administrative, construction or other costs relative to housing.

**Land costs increase or savings:**

The proposed rules are not expected to affect land costs for housing.

**Other costs increase or savings:**

Changes to land use and transportation plans adopted to implement a preferred scenario may indirectly affect housing or land costs. The nature and extent of these effects depend on the details of the preferred scenario and the actions to implement the preferred scenario selected by Metro and area local governments. Because these are not known, it is not possible to predict these costs. Some actions adopted as part of a scenario could

increase housing development or construction costs, while others could reduce costs. For example, reducing off-street parking requirements would likely reduce costs of developing and constructing housing, while other requirements, such as requiring electric vehicle charging infrastructure in some homes, would likely increase costs. A preferred scenario might also reduce the amount of land that is available for 6,000 square foot lots. Whether this increases cost of lots depends on future market demand compared to available supply. The department concludes there is not enough information available to determine whether such a reduction would affect land costs.

\*Typical-Single story 3 bedrooms, 1 ½ bathrooms, attached garage (calculated separately) on land with good soil conditions with no unusual geological hazards.

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