



October 20, 2016

To | **HB 4079 Rulemaking Advisory Committee (RAC)**
CC | **Dan Eisenbeis & Gordon Howard, DLCD**
From | **Nick Meltzer, Emily Brown, Andrew Martin, Bob Parker & Rebecca Lewis**
SUBJECT | **SUMMARY OF HB 4079 CASE STUDIES**

The University of Oregon is conducting research to support the rulemaking process mandated by House Bill (HB) 4079. HB 4079 directs the Land Conservation and Development Commission to establish a pilot program in which local governments may site and develop affordable housing. Our work program includes research to understand characteristics of housing production and supply in HB 4079 eligible cities. This memorandum consolidates the research efforts from Tasks 2.2 and 3 of our work program.

Purpose and Methods

The case studies are intended as exploratory work to better understand the nature of housing affordability issues from the municipal perspective. Broadly the purpose of the case studies is threefold:

- What factors contribute to providing affordable housing in Oregon cities? What are the opportunities and barriers?
- What tools have cities adopted and successfully used to encourage development of affordable housing?
- What tools have cities used to identify and address barriers to affordable housing?

To address these questions, we combined Tasks 2.2 and 3 of our work. Task 2.2 focuses on developing a detailed understanding of the housing stock in Oregon communities. Task 3 is a qualitative analysis that is intended to better understand housing market dynamics. Objectives of the qualitative analysis include:

- Developing estimates of the relative contribution of various components to housing costs. This will include land, labor, materials, SDCs and other fees, permits, etc.
- Evaluating select development codes to evaluate regulatory barriers to affordable housing types (particularly multifamily)
- Understanding the dynamics of local land markets and the availability of development ready land, the relationship between functional planning and land availability, and land for sale.

The UO team conducted case studies of 11 Oregon cities to supplement previous research on topics such as cost components, definitions of affordability, and mixed income. Following is a list of cities included in the case studies:

Bend	Klamath Falls
Central Point	Newport
Corvallis	Ontario
Grants Pass	Springfield
Hermiston	St. Helens
Hood River	

The primary research tool used in the case studies was an online questionnaire administered to city planning staff and local experts. Because of the nature and detail of information the UO team was collecting, we deemed an online tool to be more efficient and effective than phone interviews. We received 13 responses to the survey directed at city planners and 22 responses to the survey directed at key stakeholders. The UO team also included select baseline data on each case study city.

The case study cities were selected to include representation from cities of different sizes and regions. The 11 case study cities should not be interpreted as representative of all cities eligible for the HB 4079 pilot. Despite these limitations, the research provides useful insights into factors affecting housing affordability in the case study cities and the effectiveness of land use strategies in addressing the issue.

FINDINGS

The case study research revealed a number of themes. Following are a set of general findings developed by the UO Research Team.

The case studies indicate broad consensus that housing affordability is a problem.

Respondents from the case study cities were asked to rate their community’s housing affordability on a scale from one to ten, with ten being the most extreme problem. The lowest rating from any city was a “5” out of ten, while eight of the ten respondents rated it a “7” or higher. Respondents indicated that they perceive residents and elected officials recognize that housing affordability is a problem.

While housing needs vary for each community, housing for households below 80% AMI was identified as an extreme need by most respondents.

Responses indicated that communities need housing that is affordable to households at different income levels (Figure 1). Nine of thirteen respondents indicated an extreme need for housing at income levels equal to or below 80% AMI. Interestingly, the responses were similar for households with incomes below 30% of AMI, between 30% and 50% of AMI, and between 50% and 80% of AMI. Five respondents indicated extreme need for housing at income levels of 80-120% AMI and two respondents indicated there was an extreme need for households above 120% AMI.

Figure 1. Perception of housing need by income level

Statement	Not needed	Somewhat needed	Moderate need	Extreme need	Number of Responses
Less than 30% of AMI (Extremely Low Income)	8%	8%	15%	69%	0
Between 30% and 50% of AMI (Very Low Income)	8%	0%	23%	69%	0
Between 50% and 80% of AMI (Low Income)	0%	15%	15%	69%	0
Between 80% and 120% of AMI (aka Workforce Housing)	0%	8%	54%	38%	0

Respondents indicated rental units (11 respondents) have higher levels of need than affordable ownership units (5 respondents). In terms of housing type, 10 respondents ranked apartments in extreme need, while four respondents identified single-family detached units as an extreme need (Figure 2).

Figure 2. Perception of housing need by housing type

Statement	Strongly Disagree	Disagree	Neither agree nor disagree	Agree	Strongly Agree	Number of Responses
There is a lack of affordable rental units	0%	7%	7%	7%	79%	14
There is a lack of affordable ownership units	0%	14%	0%	50%	36%	14
There is a lack of affordable units in manufactured home parks	0%	14%	57%	21%	7%	14
There is a shortage of government assisted housing	0%	21%	7%	43%	29%	14

Survey responses suggest factors contributing to the affordability problem vary by community.

This is perhaps one of the more significant findings of this work. Broadly speaking, there is consensus that a problem exists, but not on the factors that contribute to the problem. This points to the complexity of the affordable housing issue as well as to why communities struggle to address the issue. In our view, more work needs to be done to isolate the specific components of the problem (the UO Research Team’s efforts for the HB 4079 project certainly contributes to that body of information, but is by no stretch conclusive or unequivocal).

Figure 3 shows that respondent perceptions of barriers to housing affordability varied widely by community and even by respondents from the same communities—city representatives (mostly planners) often expressed different perceptions than external stakeholders. Further evidence of the lack of consensus included overall disagreement with the statement “zoning restrictions as a barrier,” yet strong agreement with “developers aren’t building the type of housing that is needed and affordable.”

Figure 3. Respondent perceptions of land and regulatory barriers to affordable housing

Statement	Not a barrier	Minor barrier	Moderate barrier	Extreme barrier	Number of Responses
Lack of available (e.g. for sale or owned by builders) vacant land	23%	15%	38%	23%	13
Inability to bring land to a development ready state (e.g. bringing tract land to serviced lots ready for development)	23%	23%	15%	38%	13
High cost of land	15%	23%	8%	54%	13
Zoning restrictions (e.g. lot size, minimum density requirements, etc.)	54%	31%	15%	0%	13
Minimum parking requirements	23%	54%	23%	0%	13
Restrictive building code requirements	54%	46%	0%	0%	13
Restrictive lands (e.g. wetlands, steep slopes, etc.)	36%	27%	27%	9%	11
Developers aren't building the type of housing that is needed and affordable	0%	15%	62%	23%	13
Lack of market demand	69%	8%	23%	0%	13
Lack of political will	46%	31%	23%	0%	13
High system development charges (SDCs)	8%	54%	31%	8%	13
High permit fees	25%	58%	17%	0%	12
General uncertainty in the entitlement process	62%	15%	8%	15%	13
Opposition from neighbors	23%	15%	54%	8%	13
Other	0%	0%	50%	50%	2

Some commonly cited barriers included lack of vacant land, cost of land, and cost to build (fees). Neighbor opposition was listed as a moderate barrier for the majority of respondents while a lack of political will was listed as a minor barrier.

Land availability was also identified as a barrier by some respondents—particularly for multifamily and other housing types (Figure 4). Half of the respondents perceive their community does not have enough land for multifamily housing types or other housing types.

Figure 4. Perceptions about the availability of development ready land

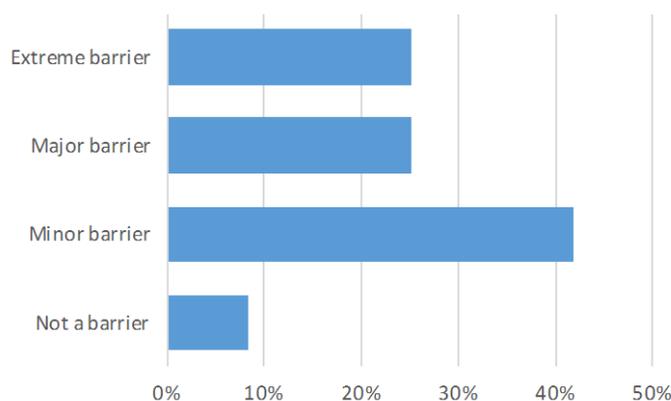
Statement	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Number of Responses
My community has a sufficient supply of development ready land to accommodate single-family detached housing demand.	17%	25%	0%	42%	17%	12
My community has a sufficient supply of development ready land to accommodate multifamily housing demand.	17%	33%	0%	50%	0%	12
My community has a sufficient supply of development ready land to accommodate demand for other housing types.	17%	33%	17%	33%	0%	12

Providing infrastructure to land within the UGB to make it development ready, is a challenge.

Respondents indicated that funding and challenges related to local approval and adoption were often behind the difficulty of providing infrastructure to land already within the UGB. Other responses included local regulations, and the rate of growth within the community (development can't keep up with the rate of growth and demand).

Figure 5 shows a range of responses related to whether providing infrastructure to make land development ready inside the UGB is a barrier. Only one respondent indicated it was not a barrier, while five respondents indicated it was a minor barrier. Six respondents indicated it was either a major or extreme barrier.

Figure 5. Responses to the statement “To what extent would you rate providing infrastructure to make land development ready as a barrier in your community?”



The UO Research Team asked respondents to rate the degree to which a number of factors related to infrastructure development create barriers. Not surprisingly, funding was rated by most

respondents as a major or extreme barrier. All of the other factors were rated by a majority of respondents as not a barrier or a minor barrier.

Figure 6. Perceptions of various factors as a barrier to infrastructure development

Statement	Not a barrier	Minor barrier	Major barrier	Extreme barrier	Number of Responses
Funding	0%	20%	40%	40%	10
Long-range planning/master plans	64%	27%	9%	0%	11
Capital improvement planning	36%	55%	9%	0%	11
Environmental review	18%	45%	36%	0%	11
Local approval and adoption	36%	55%	0%	9%	11
Physical constraints	27%	36%	18%	18%	11
Coordination with state agencies	27%	45%	27%	0%	11
Regulations (e.g., TPR, etc)	18%	45%	27%	9%	11
Rate of growth in community (e.g., can't keep up)	9%	55%	36%	0%	11

The majority of the case study communities have implemented one or more measures to increase housing affordability. However, they report the measures have had varying levels of success in addressing housing affordability.

Figure 7 shows land use efficiency measures that cities reported adopting to encourage housing. None of the responding cities had adopted all of the measures, with most reporting they had adopted between 3 and 6 measures.

Figure 7. Land use efficiency measures adopted by responding cities

Statement	Yes	No	To some degree	Total
ADUs are permitted, but one or more of the attributes listed above missing.	90%	10%	0%	10
At least 8% of all residentially-zoned land in city is zoned for high density residential development.	50%	42%	8%	12
Duplexes are allowed on corner lots in low density residential zoning districts with no additional development review standards vs. detached dwellings.	42%	33%	25%	12
At least 15% of all residentially-zoned land in city is zoned for high density residential development.	33%	58%	8%	12
All residential zoning districts have minimum density standard of at least 50% of maximum (with exemptions for constrained lands and minor partitions).	25%	75%	0%	12
Duplexes are allowed in low density residential zoning districts on any lot with no additional development review standards vs. detached dwellings.	25%	50%	25%	12
At least 50% of land within commercial zoning districts in the city permits residential development with off-street parking requirement no greater than one space per unit and provisions for additional parking reductions for shared commercial and residential uses and in areas with approved parking management districts.	25%	25%	50%	12
Code provisions authorizing property tax exemptions under ORS 307.540 to 307.548 nonprofit corporation low-income housing development with no additional development review standards.	18%	73%	9%	11
Code provision authorizing property tax exemptions under ORS 307.515 to 307.537 low income housing development, under criteria in both ORS 307.517 and 307.518, with no additional development review standards.	18%	73%	9%	11
Code provision that prohibits detached residences in high density zoning districts.	17%	75%	8%	12
Attached residential units are allowed in low density residential zoning districts, with attached residential unit lots having a minimum lot size no greater than 5,000 square feet.	17%	50%	33%	12
All residential zoning districts have minimum density standard of at least 70% of maximum (with exemptions for constrained lands and minor partitions).	17%	75%	8%	12
Minimum lot size in low density residential zoning districts is at least 25% less than the minimum lot size that would correspond to the maximum density allowed in that zoning district.	17%	67%	17%	12
Parking requirements require no more than one space per multi-unit dwelling, without additional allowances for transit service, on-street parking, and other amenities specified above.	17%	67%	17%	12
ADUs permitted including all of the following: 1) no off-street parking requirement, 2) any structure type, 3) owner may live in either unit, 4) allowed in any zoning district that allows detached residential units, 5) no systems development charges for water, sewer, or transportation, and 6) clear and objective review standards.	9%	45%	45%	11
Development code has cottage housing code provision authorizing development at a minimum of 12 units per acre.	8%	50%	42%	12
Code has a density bonus provision for affordable housing of at least 20 percent with: - No additional development review standards vs. development applications that do not include a density bonus - Reservation of affordable housing units for at least 50 years - Affordable housing defined as reserved for households with threshold for area median income of 80% or less, or a threshold less than 80%.	8%	83%	8%	12
Provisions deferring systems development charges for affordable housing units to the date of occupancy of the unit.	8%	83%	8%	12

Statement	Yes	No	To some degree	Total
Off-street parking requirement for detached units, attached units, duplexes, and triplexes is no more than one space per unit.	8%	75%	17%	12
Code provision establishing maximum lot size for detached residential units in medium and high density zoning districts of 5,000 square feet.	8%	67%	25%	12
Off-street parking requirement is no more than one space per multi-unit dwelling, and no more than 0.75 spaces per multi-unit dwelling within ¼ mile of high frequency transit service (defined as transit service with weekday peak hour service headway of 20 minutes or less). Allow provision of on-street parking spaces to meet off-street parking requirements, and reductions below one space per multi-unit dwelling for developments that provide spaces for car-share vehicles or free transit passes to residents.	0%	75%	25%	12
Code has a density bonus provision for affordable housing of at least 20 percent with additional development review standards vs. development applications that do not include a density bonus.	0%	91%	9%	11
Provisions that eliminate systems development charges for affordable housing units, or reduce systems development charges for such units by at least 75% when compared to similar units that are not reserved for affordable housing.	0%	92%	8%	12
Code provision that allows no more than 25% of residences in medium density residential districts to be detached units, unless the detached home is on a lot less than or equal to 3,000 square feet. Minor partitions exempted.	0%	67%	33%	12
Code provision authorizing exemptions under ORS 307.600 to 307.637 multiple-unit housing, with no additional restrictions on location of such exemptions above those set in the statutes, and with required benefits pursuant to ORS 307.618 that are clear and objective and do not have the effect of discouraging the use of the property tax exemption through imposition of unreasonable cost or delay.	0%	91%	9%	11
Code provision authorizing property tax exemptions under ORS 307.651 to 307.687 single-unit housing in distressed areas, with clear and objective design standards that do not have the effect of discouraging use of the property tax exemption through unreasonable cost or delay.	0%	91%	9%	11
Code provision authorizing property tax freezes under ORS 308.450 to 308.481 rehabilitated residential property with boundaries of area of at least 10 percent of city's total land area, and clear and objective standards that do not have the effect of discouraging use of the program through unreasonable cost and delay.	0%	82%	18%	11

Figure 8 shows respondents' perceptions of the effectiveness of land use measures they had adopted in addressing housing affordability. One-third of the respondents indicated that the measures were "not effective at all." While one-third indicated they were slightly effective and one-third indicated they were moderately effective. No respondents indicated the measures were very or extremely effective.

Figure 8. Perceptions of effectiveness of adopted land use measures in addressing housing affordability

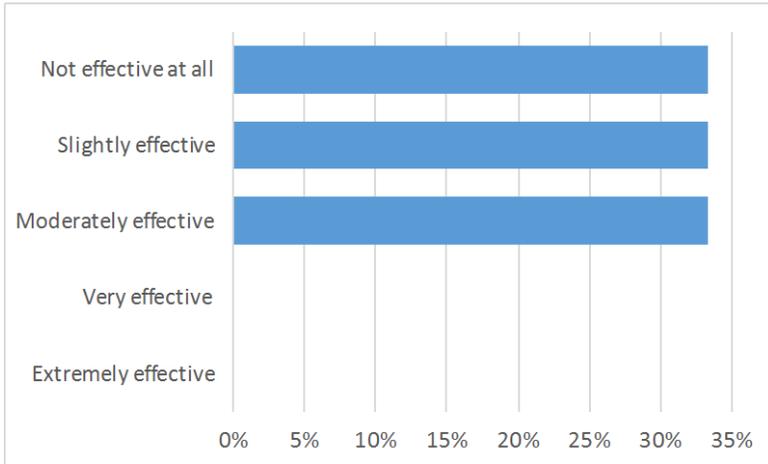


Figure 9 shows respondent perceptions of factors that affect their city’s ability to adopt and implement measures to encourage affordable housing. Respondents listed a range of barriers to their implementation including “there appears to be a general lack of understanding about how the measures work”, and “lack of knowledge about effectiveness of measures.” In short, the measures do not appear to be effectively addressing the overall need.

Figure 9. Perceptions of barriers to implementing effective measures

Statement	No noticeable impact	Minor barrier	Moderate barrier	Serious barrier	Don't know	Number of Responses
Lack of recognition that housing affordability is a problem	33%	25%	25%	8%	8%	12
Community opposition	8%	42%	33%	8%	8%	12
Developer opposition	33%	42%	0%	8%	17%	12
Lack of political will by elected officials	25%	17%	33%	8%	17%	12
Lack of understanding about how the measures work	0%	25%	75%	0%	0%	12
Lack of knowledge about the effectiveness of measures	0%	17%	67%	8%	8%	12

Most case study cities indicated that they would find a regionally-specific definition of affordable housing to be useful.

Quite a few of the respondents questioned how useful the following definition of affordable housing was:

Housing is often considered to be “affordable” if the household pays less than 30 percent of their gross income for housing costs. If they pay more than 30 percent of their gross income, the household is known to be "cost burdened."

Most respondents indicated that a definition of affordable housing that was regionally-specific would be useful to them and their community.

Respondents do not perceive manufactured home parks to be at risk.

Seven of 13 respondents neither agreed nor disagreed with the statement “there is a lack of affordable units in manufactured home parks.” Four of the respondents agreed or strongly agreed with the statement. However, eight respondents said there was moderate or extreme need for more manufactured home parks.

APPENDIX A: CASE STUDIES

Appendix A presents summaries for the 11 case study cities. Each case study includes a summary of (1) perceptions of affordability by respondents; (2) perceived barriers to affordable housing; (3) policies and tools used by cities and their effectiveness; and (4) issues related land, infrastructure, and housing supply.

Bend

Bend is a rapidly growing community in Central Oregon with a 2012 population of over 77,000 people. Bend is in OHCS region 8 (Central).

Bend is the only case study city that reported having a specific definition of affordability built into their development code. The definition incorporates income and cost burden. Bend includes households earning up to 100% AMI and spending more than 30% of their gross income on housing related expenses. Their inability to bring infrastructure to developable land in a timely manner was identified as one of the top barriers to housing affordability.

Table 1. Key Indicators, 2008-2012

Bend	
Population (2012)	77,455
Dwelling Units	36,562
Tenure	58% Owner-occupied/42% Renter-occupied
<i>Units in Structure</i>	
Single Family	73.7%
2 Units	4.1%
3 or more Units	16.6%
Median Rent	\$938/month
Median Home Value	\$283,645
Ratio of Median Home Value to Median Income	5.2
Cost Burdened Renters	47%
Cost Burdened Owners	36%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

One staff planner who does not solely focus on housing issues, and one private developer completed the survey on behalf of the City of Bend.

Perceptions of Affordability

- On a scale of 1-10, with 10 being an extreme problem, the planner identified housing affordability as a 9 and the private developer identified housing affordability as an 8.
- Respondents listed affordable rental units as the most needed housing type, while affordable ownership units and government assisted housing were also listed as needed.
- On an income-based scale, the planner reported an extreme need for housing for income levels at or below 80% AMI, with moderate need for housing affordable to households with incomes in

the 80%-120% AMI range. The developer listed workforce housing (80-120% AMI) as in extreme need, with housing for all income levels below that in moderate need.

- Both respondents indicated that both residents and elected officials perceive housing affordability to be a problem.
- Both respondents reported feeling that Bend does not have sufficient tools to address the issue of housing affordability.
- The two respondents from Bend reported that how affordable housing is defined is important to their community, and did not support the idea of a regional definition of affordable housing. Both respondents indicated that how affordable is defined has an impact on providing affordable housing in their community.
- Manufactured dwelling parks were not considered to be at risk in Bend.

Barriers

City staff identified the high cost of land as an extreme barrier to providing affordable housing in their community, while moderate barriers included lack of vacant land, inability to bring infrastructure to developable sites, minimum parking requirements, neighbor opposition, high system development charges, and developers not building housing that is needed or affordable. The developer listed no extreme barriers, while moderate barriers included lack of vacant land, inability to bring land into a development state, and high system development charges.

Affordable Housing Policies and Tools

Bend has implemented a number of the residential land use efficiency measures including broadly allowing ADUs, minimum residential density standards of 70%, prohibiting detached residences in high density areas, allowing duplexes in low density zones, and modifying parking requirements such that no more than one per unit in multifamily buildings is required.

Bend has implemented other measures that target housing affordability to some degree including density bonuses, eliminating and delaying system development charges, and setting maximum parking requirements at one space per unit in multifamily units.

Respondents indicated that these measures have been moderately effective at addressing housing affordability, and stated that more financial, political and community support would be useful in further implementing the measures. In addition to the suggested measures, Bend is using a construction excise tax to help raise funds to finance development of affordable housing.

Several barriers have affected Bend's ability to adopt and implement tools or policies to promote housing affordability. According to respondents, these include a lack of understanding about how the measures work and their effectiveness was ranked as a moderate barrier, while no serious barriers were reported.

Land Supply, Infrastructure, and Housing Supply

Bend rated their inability to bring infrastructure to land already within the UGB as an extreme barrier to increasing housing affordability. Funding was rated as an extreme barrier to infrastructure development, followed by regulations and fast rate of growth as major barriers. All respondents concurred that funding and the fast rate of growth are major barriers. The city also disagreed with having enough development ready land for single family, multifamily and other types of housing.

Table 2 shows vacant and total residential land in Bend. Based on the 2014 inventory, Bend has 1,718 vacant acres out of a total residential acreage of 12,646. This equates to 13.6% of their residential tax lots as vacant.

Table 2. Bend residential land inventory, 2015

BLI Designation of Residential Tax Lots	Number of Tax Lots	Total Acres
Developed	25,849	7,737
Lots Large Enough to Divide Under Current Zoning (“Developed with Infill Potential”)	4,573	2,554
Lots Large Enough for Additional Units under Current Zoning (“Partially Vacant”)	827	93
Publicly Owned (excludes schools and parks) ²⁴	179	544
Vacant	2,854	1,718
TOTAL	34,282	12,646

Source: Bend Buildable Lands Inventory, 2015

As of 2016, Bend has 31 subsidized housing developments (Table 3). There are a total of 1,278 units, and 1,228 (96%) are “affordable.”

Table 3. Bend subsidized housing inventory

Bend	
Total Developments	31
Total Subsidized Units	1278
Subsidized Affordable Units	96%
Total Units by Funding Source	
Federal	945
State	604
Local	304
Total Affordable Units by Funding Source	
Federal	934
State	557
Local	301
All Eligible Unit Types	1288
Units for Family (general affordable)	57%
Units with Bedrooms Count	
0 Bedroom	20
1 Bedroom	340
2 Bedroom	321
3 Bedroom	93
4 Bedroom	4
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding;
Number of units may not add up due to incomplete data

- According to the Preserve Oregon Housing online database, Bend has 19 housing developments (with 943 units) that are at risk of losing their federal housing subsidies.¹
- Bend has 28 manufactured housing parks, and a total of 1,945 spaces. Five of these parks (549 spaces) are reserved for 55+ households. Eighteen of these parks (1,103 spaces) are reserved for families.
- Bend saw a 4% increase in the number of households between 2005-2009 to 2010-2014. During this time, the population increased by 9%.
- Average construction costs per unit increased in Bend from 2000 to 2015, peaking in 2010.

Additional Comments

On the subject of infrastructure, one respondent explained that infrastructure was the major barrier to developing land:

“We can create all kinds of code changes to be more efficient and bring in thousands of acres into a UGB that will never be developed if there is no water, sewer (collection and treatment) and transportation infrastructure ready to serve it. Infrastructure financing is a topic no one wants to bring up that needs to become the topic everyone brings up instead of code changes and land supply.”

One respondent noted that although SB 1533 (Oregon’s 2016 inclusionary zoning law) has not yet been implemented, they believe it could have a positive impact. They added that cities should implement policies related to inclusionary zoning to require more than 10% of the units in a given development to be affordable.

¹ <http://www.preserveoregonhousing.org/database/search.aspx>

Central Point

Central Point is a growing city in Southwest Oregon along Interstate 5, north of Medford and in OHCS Region 6 (Southwestern Oregon). As of 2012 the population was 17,275 with a total of 6,826 dwelling units. Central Point has the highest percentage of single family housing of any case study city.

To increase housing affordability in the community, Central Point has adopted measures that certify homes as appropriate for aging in place. Out of all of the case study cities surveyed, the Central Point planner rated housing affordability to be the least problematic of any questionnaire respondent from any city.

Table 4. Key indicators, 2008-2012

Central Point	
Population (2012)	17,275
Dwelling Units	6,826
Tenure	60% Owner-occupied/40% Renter-occupied
<i>Units in Structure*</i>	
Single Family	78.4%
2 units	4.0%
3 or more units	10.0%
Median Rent	\$980
Median Home Value	\$221,965
Ratio of Median Home Value to Median Income	4.50
Cost Burdened Renters	49.5%
Cost Burdened Owners	34.0%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

Central Point had three respondents: one City Planner, one housing authority staff member and a private sector developer.

Perceptions of Affordability

- On a scale of 1-10, with 1 indicating “no problem” and 10 indicating “an extreme problem”, the City Planner identified housing affordability as a 5. The two community housing representatives identified housing affordability as a 9 and a 10.
- Affordable rental units and affordable ownership units were listed as the most needed housing types. Government assisted housing was not indicated to be a needed housing type by the planner but both community representatives strongly agreed that there was a shortage of government assisted housing.
- On an income-based scale, respondents reported that there is moderate to extreme need for housing for income levels between 30% AMI and 80% AMI, moderate need for housing between 80% AMI and 120% AMI, some need for housing for households making less than 30% AMI, and some need for housing for households at greater than 120% AMI.

- Responses indicated that Central Point has extreme need for apartments, moderate need for detached and attached single family homes, and some need for manufactured dwellings.
- All respondents indicated that both residents and local elected officials perceive housing affordability to be a problem.
- The response from the planner indicated that Central Point has sufficient tools to address housing affordability, and that the tools they have implemented have successfully helped address housing affordability. Responses from community representatives indicated that Central Point does not have sufficient tools to address housing affordability and that the tools they have implemented have not successfully helped address housing affordability.
- Manufactured dwelling parks were not considered to be at risk of closure.

The planner from Central Point did not feel that the current definition of affordable housing was useful for increasing housing affordability and believes it would be useful to have a regionally specific definition of affordability. The response indicated that how affordability is defined is important to the Central Point community, adding that shared definitions of affordability allow planners and local elected officials effectively measure success and set goals.

Barriers

Factors that act as extreme or moderate barriers to providing affordable housing in Central Point include:

- lack of available land
- high cost of land
- developers that are not building needed or affordable housing
- neighborhood opposition
- high system development charges
- high permit fees

Minor barriers included lack of political will, general uncertainty in the entitlement process, zoning restrictions, and an inability to bring land to a development ready state.

Affordable Housing Policies and Tools

Of the 27 measures listed, Central Point has adopted over half of the suggested residential efficiency measures into their development code or comprehensive plan to promote residential land efficiency (either completely or to some degree).

Central Point has made an effort to support a variety of housing types including manufactured homes and accessory dwelling units (ADUs), and has updated their local code to promote efficient use of residential land, higher density, and the housing developments of local partners. Central Point also uses an “Age-in-Place” housing certification to increase housing affordability.

While Central Point has adopted a number of measures to address housing affordability, lack of understanding of how the measures work and how effective they are act as moderate barriers to implementation, and community opposition and lack of recognition that housing affordability is a problem have acted as minor barriers.

Financial support, political support, community support, and a greater understanding of measure effectiveness would help with the future implementation of measures to address housing affordability.

Land Supply, Infrastructure, and Housing Supply

Bringing infrastructure to land already within the UGB was described as not a barrier by the planner and one representative and as a major barrier by the other representative. The most significant barriers related to infrastructure development include funding, regulations and the rate of growth in the community.

Central Point does not have a sufficient supply of development ready land to accommodate needed single family detached housing. Central Point has enough development ready land to accommodate demand for multifamily housing and other housing types. Their Goal 10 housing needs assessment was adopted in 2016.

Central Point's 2008 Buildable Lands Inventory estimates between 2008 and 2030 the city will lose 308 residential units across 52 acres due to demolition (Table 5). Within the City's urban area, Central Point has 1,525 acres of residential land. Fifteen percent of this, or 230 acres, is considered to be buildable residential land.

Table 5. City of Central Point net buildable land by residential land classification, 2008

Zoning	Acres							
	Total	Vacant	Infill	Redev.	Gross Buildable	Envir. Constrained	Public Lands	Net Buildable
R-1	101.12	11.21	21.48	7.89	40.58	-	10.15	30.44
TOTAL VERY LOW DENSITY RESIDENTIAL	101.12	11.21	21.48	7.89	40.58	-	10.15	30.44
R-1-6	421.73	38.02	34.31	28.71	101.03	-	25.26	75.77
R-1-8	423.17	14.54	29.90	31.78	76.22	-	19.06	57.17
R-1-10	55.10	0.73	7.30	0.33	8.36	-	2.09	6.27
TOTAL LOW DENSITY RESIDENTIAL	900.00	53.29	71.50	60.82	185.61	-	46.40	139.21
LMR	109.64	42.51	10.46	42.75	95.73	5.93	22.45	67.35
R-2	130.23	10.39	16.02	14.05	40.46	-	10.12	30.35
TOTAL MEDIUM DENSITY RESIDENTIAL	239.87	52.90	26.48	56.80	136.19	5.93	32.56	97.69
R-3	219.23	3.06	4.08	12.51	19.65	-	4.91	14.74
MMR	37.80	13.82	6.68	6.33	26.83	0.50	6.58	19.75
HMR	18.32	0.69	-	1.65	2.34	-	0.59	1.76
TOTAL HIGH DENSITY RESIDENTIAL	275.35	17.58	10.75	20.49	48.82	0.50	12.08	36.24
C-2(m)	12.08	-	-	2.17	2.17	-	0.54	1.63
CN	18.12	0.57	0.53	8.15	9.25	-	2.31	6.94
C-4	117.39	55.00	7.73	13.03	75.76	-	18.94	56.82
C-5	8.79	5.35	3.18	-	8.54	-	2.13	6.40
EC	24.69	1.19	3.32	9.52	14.04	-	3.51	10.53
GC	65.25	8.14	2.24	12.40	22.78	-	5.69	17.08

Source: City of Central Point Buildable Land Inventory, 2008

As of 2016, Central Point has 10 subsidized housing developments (Table 6). All of the 288 units in these developments are affordable.

Table 6. Central Point subsidized housing inventory

Central Point	
Total Developments	9
Total Subsidized Units	214
Subsidized Affordable Units	100%
Total Units by Funding Source	
Federal	156
State	92
Local	50
Total Affordable Units by Funding Source	
Federal	156
State	92
Local	50
All Eligible Unit Types	
Units for Family (general affordable)	61%
Units with Bedrooms Count	
0 Bedroom	0
1 Bedroom	88
2 Bedroom	36
3 Bedroom	8
4 Bedroom	0
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Central Point has five housing developments (with 206 units) that are at risk of losing their federal subsidy.²
- Central Point has 11 manufactured housing parks, and a total of 548 spaces. Six of these parks (410 spaces) are reserved for 55+ households. Five of these parks (138 spaces) are reserved for families.
- Central Point saw a 10% increase in household formation from 2005-2009 to 2010-2014.
- Household formation grew at a faster rate than total population between 2005-2009 and 2010-2014, coinciding with a declining average household size.
- The number of housing units in Central Point increased by 14% between 2005-2009 and 2010-2014.
- Between 2000 and 2015, Central Point experienced an overall reduction in annual development of 62%.
- Average construction costs per unit increased in Central Point from 2000 to 2015, peaking in 2015.

² <http://www.preserveoregonhousing.org/database/search.aspx>

Additional Comments

One respondent to the questionnaire noted that land in Central Point that is zoned multifamily can be developed for single family housing, and suggests that this land should have a minimum density requirement.

Corvallis

Corvallis is one of Oregon’s ten most populous cities, is home to Oregon State University, and is located in the Willamette Valley west of Interstate 5 (OHCS Region 7). As of 2012, the population was just over 55,000. Corvallis respondents felt the housing affordability problems they face are more severe than those of other Oregon communities, and believe the presence of the University exacerbates this issue. Nearly 60% of renters (in 2012) in Corvallis were cost-burdened.

The City of Corvallis has developed its own definition of “affordable housing.” Corvallis defines affordable housing as housing that costs no more than 30% of the gross monthly income of a household that has an income at or below 80% AMI.

Table 7. Key indicators, 2008-2012

Corvallis	
Population (2012)	55,055
Dwelling Units	23,498
Tenure	44% Owner-occupied/56% Renter-occupied
<i>Units in Structure</i>	
Single Family	51.3%
2 units	5.1%
3 or more units	39.9%
Median Rent	\$806
Median Home Value	\$268,276
Ratio of Median Home Value to Median Income	6.88
Cost Burdened Renters	58.6%
Cost Burdened Owners	23.3%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

Four representatives from Corvallis responded to the survey: one City Planner, one real estate professional, one Housing Authority staff member, and one additional city staff member.

Perceptions of Affordability

- On a scale of 1-10, with 1 indicating “no problem” and 10 indicating “an extreme problem,” all respondents identified housing affordability as an 8 or a 9.
- Respondents listed affordable rental units and affordable ownership units as the most needed housing types, while government assisted housing and manufactured home parks were also listed as needed.
- On an income-based scale, respondents reported that there is extreme need for housing for all income levels below 80% AMI, moderate need for housing for households making between 80% AMI and 120% AMI, and some need for housing for households at greater than 120% AMI.
- Responses were mixed and indicated varied levels of need for apartments, detached and attached single family homes, and for manufactured dwellings. Respondents did not categorize any of these housing types as “not needed.”
- Overall, residents and local elected officials both perceive housing affordability to be a problem.

- Responses indicated that Corvallis does not have sufficient tools to address housing affordability, and the tools they have implemented have only been moderately successful at helping to address housing affordability.
- The Planner from Corvallis did not feel that the current definition of affordable housing was useful for increasing housing affordability and believes it would be useful to have a regionally specific definition of affordability. The response indicated that how affordability is defined is important to the Corvallis community.
- Many respondents from Corvallis felt that their issues with housing affordability were more challenging than those of other Oregon communities. The presence of Oregon State University exacerbates the housing affordability challenges experienced by Corvallis.

Barriers

Representatives from Corvallis had responses about barriers to affordable housing that differed slightly. In general, responses indicated that the factors that act as the most extreme barriers to providing affordable housing include:

- lack of available vacant land,
- inability to bring land to a development ready state,
- high cost of land, and
- opposition from neighbors.

Moderate barriers include restrictive lands, zoning restrictions, uncertainty in the entitlement process, and minimum parking requirements and developers that aren't building the type of housing that is needed and affordable.

Minor barriers to providing affordable housing include:

- restrictive building code requirements,
- lack of political will,
- high system development charges (SDCs), and
- high permit fees.

Lack of market demand was the only factor listed as not a barrier by any of the respondents.

While Corvallis has adopted a few measures to address housing affordability, lack of understanding of how the measures work and how effective they are act as moderate barriers to implementation, and developer opposition and lack of political will on the part of elected officials have acted as minor barriers.

Affordable Housing Policies and Tools

Of the 27 measures listed, Corvallis has adopted less than half of the residential efficiency measures into their development code or comprehensive plan to promote residential land efficiency. They have adopted seven measures to some degree, and only adopted one measure completely. The measures that they have adopted have been slightly effective at addressing housing affordability in the community.

Land Supply, Infrastructure, and Housing Supply

Bringing infrastructure to land already within the UGB was listed as a major barrier by half of respondents (including the City Planner) and a minor barrier by half of respondents. According to all respondents, the factors that act as the most extreme barriers to bringing infrastructure to land within the UGB include:

- Funding
- Long-range planning/master planning
- Environmental review
- Local approval and adoption
- Physical constraints
- Coordination with state agencies, and
- Rate of growth in community (i.e. can't keep up).

According to survey responses from a City Planner, Corvallis has an adequate supply of properly-zoned, buildable land within their UGB to meet residential needs for 20 years. The exception to this is High Density Residential, of which they lack around 12 acres. However, within city limits, the city does not have a sufficient supply of development ready land to accommodate 20 years-worth of demand for single family detached housing, multifamily housing or other housing types. Within city limits, Corvallis has enough residential land to meet only four years of demand.

Other respondents to this same question indicated that Corvallis does not have a sufficient supply of any type of residential land.

According to their 2016 Corvallis Urbanization Report, Corvallis had approximately 1,642 acres of vacant, unconstrained residential land within the UGB (Table 8). Over 70% of this land is designated for low density housing.

Table 8. Summary of Corvallis vacant lands by residential zone designation, 2016

Plan Designation	Total Acres	Improved Acres	Fully Constrained Acres	Vacant and Partially Vacant Acres	
				Partially Constrained Acres	Unconstrained Buildable/Suitable Acres
RESIDENTIAL TOTAL	8,295	4,706	1,683	263	1,642
Low Density Residential (LDR)	6,032	3,360	1,425	196	1,051
Medium Density Residential (MDR)	1,234	761	142	41	290
Medium High Density Residential (MHDR)	685	315	92	27	252
High Density Residential (HDR)	254	241	11	0	2
Mixed Use Residential (MUR)	90	30	12	0	47
COMMERCIAL TOTAL	552	469	26	3	55
Central Business District (CBD)	91	90	0	1	0
Mixed Use Commercial (MUC)	399	328	24	2	46
Professional Office (PO)	62	52	1	1	8
INDUSTRIAL TOTAL	2,120	1,052	179	47	843
Limited Industrial (LI)	11	-	11	-	0
Limited Industrial, Office (LIO)	163	53	3	-	107
Mixed Use Employment (MUE)	107	53	5	9	40
General Industrial (GI)	1,489	688	106	38	657
Intensive Industrial (II)	268	187	50	-	31
Mixed Use Transitional (MUT)	42	39	2	-	-
General Industrial, Office (GIO)	41	31	1	-	8
OTHER TOTAL	4,987	2,611	2,289	15	73
Public Institutional (PI)	2,066	1,767	297	0	2
Open Space Conservation (OSC)	2,097	486	1,526	14	71
Open Space Agriculture (OSA)	824	358	465	-	0
TOTAL	15,955	8,837	4,177	328	2,613

Source: 2010 Corvallis Land Development Information Report

Corvallis has 27 subsidized housing developments (Table 9). Out of 578 of the units in these developments, 457 units (79%) are affordable.

Table 9. Corvallis subsidized housing inventory

Corvallis	
Total Developments	27
Total Subsidized Units	578
Subsidized Affordable Units	79%
Total Units by Funding Source	
Federal	481
State	299
Local	122
Total Affordable Units by Funding Source	
Federal	404
State	243
Local	104
All Eligible Unit Types	510
Units for Family (general affordable)	55%
Units with Bedrooms Count	
0 Bedroom	12
1 Bedroom	89
2 Bedroom	12
3 Bedroom	30
4 Bedroom	4
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Corvallis has ten housing developments (330 units) that are at risk of losing their federal subsidy.³
- Corvallis has 14 manufactured housing parks with a total of 1,200 spaces. Four of these parks (383 spaces) are reserved for 55+ households. Nine parks (771 spaces) are reserved for families. One park does not target a specific type of household.
- Corvallis saw a 2% increase in household formation from 2005-2009 to 2010-2014.
- Corvallis saw an increase in average household size of around 4-5% from 2005-2009 to 2010-2014.
- Between 2000 and 2015, the rate of annual development declined: the number of housing units permitted decreased by 42% during this time, and decreased by 35% for single family units. This is consistent with trends nationwide in the aftermath of the housing market.
- Average construction costs per unit increased in Corvallis from 2000 to 2015, peaking in 2010.

Additional Comments

One respondent noted that the elimination of voter-approved annexation is one thing that could make the biggest improvement in land availability, and in turn, housing affordability in Corvallis. Another respondent stated that increase the amount of land available for single family homes would increase housing affordability because this land would not likely be used to build housing that targets students (and is more expensive than other housing).

³ <http://www.preserveoregonhousing.org/database/search.aspx>

Grants Pass

Grants Pass is a mid-sized city located in southwest Oregon (OHCS Region 6) along Interstate 5 with a 2012 population of 34,740 people. Grants Pass is the only case study city that did not see an increase in household formation between 2005-2009 and 2010-2014. The City's 2009 Housing Needs Analysis and Urbanization Report identified a substantial deficit of residential land. This deficit was addressed in a 2014 boundary amendment that brought 765 acres into the Grants Pass UGB.

Table 10. Key indicators, 2008-2012

Grants Pass	
Population (2012)	34,740
Dwelling Units	15,760
Tenure	50% Owner-occupied/50% Renter-occupied
<i>Units in Structure</i>	
Single Family	67.6%
2 units	5.8%
3 or more units	19.8%
Median Rent	\$790
Median Home Value	\$203,090
Ratio of Median Home Value to Median Income	5.97
Cost Burdened Renters	57.1%
Cost Burdened Owners	32.9%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

One City Planner from Grants Pass responded to the questionnaire, as did two local government staff.

Perceptions of Affordability

- On a scale of 1-10, with 1 indicating “no problem” and 10 indicating “an extreme problem”, respondents identified housing affordability as a 6, 9 and a 10.
- Respondents listed affordable rental units and affordable ownership units as the most needed housing types.
- On an income-based scale, respondents reported extreme need for housing for all income levels below 120% AMI, and moderate need for housing for households making more 120% AMI.
- Responses indicated that Grants Pass has the most need for apartments and attached single family homes, and moderate need for manufactured dwellings and detached single family homes.
- Respondents indicated that both residents and local elected officials perceive housing affordability to be a problem although responses to this question were mixed with respect to the degree of the problem.
- Responses did not conclusively indicate whether Grants Pass has sufficient tools to address housing affordability, and responses were mixed as to whether the tools they have implemented have somewhat successfully helped address housing affordability. One respondent

noted that although there are a wide variety of tools available, housing affordable to certain income levels can only be built with subsidy.

- Grants Pass has a very low vacancy rate which has contributed to increased housing prices.

The Planner from Grants Pass felt that the current definition of affordable housing is useful for increasing housing affordability. They note that this definition should clarify whether housing costs includes utilities or not, and that it might also be helpful to include the cost of transportation in measures of affordability.

Barriers

Factors identified as the most significant barriers to providing affordable housing in Grants Pass include developers that are not building the type of housing that is needed and affordable, lack of political will, and opposition from neighbors. Moderate barriers include:

- inability to bring land to a development ready state,
- high cost of land,
- lack of political will, and
- uncertainty in the entitlement process.

Respondents listed restrictive lands, restrictive building code requirements, minimum parking requirements, and lack of available vacant land, and zoning restrictions as either “not a barrier” or minor barriers.

Affordable Housing Policies and Tools

Of the 27 potential measures listed, Grants Pass has adopted less than half (10) of the residential efficiency measures into their development code or comprehensive plan (including either complete adoption or adopted to some degree). Respondents indicated that the measures have been moderately effective at addressing housing affordability in the community.

While Grants Pass has adopted a few measures to address housing affordability, community opposition acts as moderate barrier to implementation of more measures, and lack of understanding about how the measures work acts as a minor barrier.

Land Supply, Infrastructure, and Housing Supply

Bringing infrastructure to land already within the UGB was listed as a minor barrier by two respondents and a major barrier by one. The factor that acts as the most significant barrier to bringing infrastructure to land within the UGB is funding. Other moderate and minor barriers include:

- Environmental review
- Local approval and adoption
- Physical constraints
- Coordination with state agencies
- Regulations, and
- Rate of growth in community.

According to survey responses from the planner, Grants Pass has a sufficient supply of development-ready land to accommodate demand for single Family detached housing, multifamily housing, and other housing types.

According to the Grants Pass Urbanization Element (2009), between 2009 and 2029, the city will need about 1,567 gross acres for residential uses, and an additional 58 gross acres for group quarters. Seventy-nine percent of this needed residential land is for single family detached housing and 10% is for multifamily housing. The Urbanization Element concluded Grants Pass does not have a sufficient supply of residential land to meet housing need between 2009 and 2029 (Table 11). Grants Pass lacks residential land of all types:

- Deficit of 168.6 acres for low density residential
- Deficit of 217.7 acres for moderate density residential
- Deficit of 98.7 acres of high density residential
- Deficit of 71.8 acres of high rise residential.

The City amended the Grants Pass UGB in 2012 to address all of the identified residential land deficiencies. The City added 765 acres to the UGB in 2014 to address the identified deficit of residential and employment land.

Table 11. Comparison of residential land need a supply, Grants Pass, 2009-2029

Plan Designation	Capacity (Dwelling Units)	Needed Units	Surplus (Deficit) DU	Acres Surplus (Deficit)
Low Density Residential	3,277	4,039	(762)	(168.6)
Moderate Density Residential	591	1,719	(1,128)	(217.7)
High Density Residential	1,207	2,234	(1,027)	(98.7)
High Rise Residential	11	601	(590)	(71.8)
GC - Residential	22	--	--	--
Total	5,108	8,593	(3,507)	(556.8)

Source: ECONorthwest

Grants Pass has 29 subsidized housing developments (Table 12). Out of the total 800 units in these developments, 742 are affordable (93%).

Table 12. Grants Pass subsidized housing inventory, 2016

Grants Pass	
Total Developments	29
Total Subsidized Units	800
Subsidized Affordable Units	93%
Total Units by Funding Source	
Federal	652
State	260
Local	90
Total Affordable Units by Funding Source	
Federal	646
State	217
Local	76
All Eligible Unit Types	793
Units for Family (general affordable)	30%
Units with Bedrooms Count	
0 Bedroom	20
1 Bedroom	416
2 Bedroom	68
3 Bedroom	2
4 Bedroom	0
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Grants Pass has 19 housing developments (with 655 units) that are at risk of losing their federal housing subsidy.⁴
- Grants Pass has 31 manufactured housing parks with 1,514 total spaces. Fifteen of these parks (1,022 spaces) are reserved for 55+ households. Twelve parks (454 spaces) are reserved for families. Four parks (38 spaces) do not target specific types of households.
- Grants Pass is the only case study city that did not see an increase in household formation between 2005-2009 and 2010-2014. During this time the number of housing units increased by about 2%.
- Grants Pass saw an increase in average household size of around 4-5% from 2005-2009 to 2010-2014.
- Between 2000 and 2015, Grants Pass experienced an overall reduction of 25% in annual housing unit development. Annual development of housing units decreased between 2005 and 2010, coinciding with the housing crisis of 2008, and increased after 2010.
- Average construction costs per unit increased in Grants Pass from 2000 to 2015, peaking in 2015.

⁴ <http://www.preserveoregonhousing.org/database/search.aspx>

Additional Comments

One respondent stated that a lack of tools to address housing affordability, combined with political opposition to publically-funded housing, makes it difficult for affordable housing programs to “gain traction.” Another noted that Grants Pass should focus specifically on combining affordable housing with the local transportation system.

HERMISTON

Hermiston is located in Umatilla County in OHCS region 4. Based on survey responses, there appears to be a disconnect between the views of residents and city officials on whether Hermiston has enough affordable units. A major barrier to more affordable housing is that residents perceive affordable units as subsidized units, creating community opposition.

Table 13. Key indicators

Hermiston	
Population (2012)	16,995
Dwelling Units	6,386
Tenure	61% Owner-occupied/39% Renter-occupied
<i>Units in Structure</i>	
Single-family	74.2%
2 Units	3.3%
3 or More Units	22.4%
Median Rent	\$688
Median Home Value	\$136,975
Ratio of Median Home Value to Median Income	2.81
Cost Burdened Renters	48.8%
Cost Burdened Owners	23.5%

Perceptions of affordability

- On a scale of 1-10, with 10 being an extreme problem, housing affordability is identified as a 6.
- Affordable rental units were listed as needed, while ownership, government assisted housing, and manufactured units were not.
- Extremely low and very low income housing was listed as not needed. Low income housing was listed as somewhat needed. There is extreme need for workforce housing and moderate need for housing for those with an income over 120% of area median income.
- Detached single-family and manufactured housing are not needed. There is moderate need for attached single-family units and apartments.
- Residents do not perceive housing affordability to be an issue, but elected officials do. The city feels that they have sufficient tools to address housing affordability.
- Manufactured dwelling parks are not at risk of closing.
- Hermiston does not feel that the current definition of affordable housing is useful for increasing housing affordability. They also do not believe that how affordability is defined has an impact on affordability in the community. A regional definition would be useful to Hermiston.

Barriers

Developers not building needed and affordable units was listed as an *extreme barrier*. *Moderate barriers* included lack of market demand, lack of political will, and opposition from neighbors. Zoning, SDCs, permit fees, uncertainty in entitlements, development ready land, vacant land, building codes, and parking requirements were not considered to be barriers.

Affordable Housing Policies and Tools

Hermiston has enacted five of the 27 residential land use efficiency measures. These include: allowing ADUs under more limited circumstances, at least 15% of residentially zoned land is for high density, duplexes are allowed in low density zones with no additional development review standards, both on corner lots and elsewhere.

These measures have been slightly effective. Serious barriers to implementing more of these measures include community opposition and developer opposition. Lack of recognition of an affordability problem, lack of political will by elected officials, lack of understanding of how the policies work, and lack of knowledge about the effectiveness of the measures are moderate barriers to further implementation of these measures.

Land Supply, Infrastructure and Housing Supply

Development ready land was not listed as a barrier to increasing affordability. A buildable lands inventory, completed in 2011, found 855.95 gross buildable acres on 925 parcels for residential use within the city limits.

Manufactured dwelling parks are not perceived to be at risk of closure. Hermiston has a total of 15 manufactured dwelling parks with 776 spaces. Thirteen of these parks are for families and one is only for ages 55 and over.

Providing infrastructure to available land to make it ‘development ready’ was listed as a minor barrier within Hermiston. Major barriers to providing necessary infrastructure are funding, long-range planning, capital improvement planning, and regulations. Minor barriers are environmental review, local approval and adoption, coordination with state agencies, and the rate of community growth.

As of 2016, Hermiston has 18 subsidized housing developments (Table 14). There are a total of 678 units, and 623 (92%) are “affordable.”

According to Hermiston’s BLI, completed in 2011, there are 855.95 acres of net buildable residential acres and 846.28 acres of net buildable non-residential acres on 1570 parcel within Hermiston’s UGB. (Johnson Reid Land Use Economics, 2011)

Table 14. Hermiston subsidized housing inventory

Hermiston	
Total Developments	18
Total Subsidized Units	678
Subsidized Affordable Units	92%
Total Units by Funding Source	
Federal	567
State	395
Local	185
Total Affordable Units by Funding Source	
Federal	558
State	346
Local	184
All Eligible Unit Types	702

Units for Family (general affordable)	68%
Units with Bedrooms Count	
0 Bedroom	32
1 Bedroom	128
2 Bedroom	229
3 Bedroom	128
4 Bedroom	7
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- According to the Preserve Oregon Housing online database, Hermiston 17 housing developments (with 648 units) that are at risk of losing their federal housing subsidies.⁵
- Hermiston has 15 manufactured housing parks, and a total of 776 spaces. One of these parks (10 spaces) are reserved for 55+ households. Thirteen of these parks (710 spaces) are reserved for families.
- Hermiston saw a 6% increase in the number of households between 2005-2009 to 2010-2014. During this time, the population increased by 13%.

Additional Comments

The survey respondent felt that high property taxes discouraged developers from building and owning apartment complexes. Residents of Hermiston perceive affordable housing to be the same as subsidized housing, creating barriers to building more.

⁵ <http://www.preserveoregonhousing.org/database/search.aspx>

Hood River

Hood River is unique in that the community supports industrial sectors, in addition to being a popular tourism and second home destination. Hood River is located in OHCS Region 3 (Gorge).

The sole respondent from Hood River indicated an extreme need for all types of housing at all income levels.

Table 15. Key Indicators, 2008-2012

Hood River	
Population (2012)	7,375
Dwelling Units	3,646
Tenure	60% Owner-occupied/40% Renter-occupied
<i>Units in Structure</i>	
Single Family	65.9%
2 Units	4.9%
3 or more Units	27.3%
Median Rent	\$870/month
Median Home Value	\$315,207
Ratio of Median Home Value to Median Income	5.4
Cost Burdened Renters	37.6%
Cost Burdened Owners	24.4%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

The city's planning director was the only survey respondent.

Perceptions of Affordability

- On a scale of 1-10, with 10 being an extreme problem, the planning director identified housing affordability as a 10.
- Affordable rental units, affordable ownership units and government assisted housing were all listed as needed.
- On an income-based scale, the planning director reported an extreme need for housing at all income levels, and all housing types.
- The respondent strongly agreed that both residents and elected officials perceive housing affordability to be a problem.
- The planning director neither agreed nor disagreed with the community having and successfully implementing tools to address housing affordability.
- The one respondent from Hood River agreed with having a regional definition would be useful, and felt that how affordable is defined does have an impact on providing affordable housing in their community.
- The respondent did not address manufactured dwelling parks.

Barriers

City staff identified the high cost of land, the lack of available vacant land, and the inability to bring land to a development ready state as extreme barriers to providing affordable housing in their community, while moderate barriers included zoning restrictions, minimum parking requirements, restrictive land, opposition from neighbors, uncertainty in the entitlement process and developers not building the type of housing need.

Affordable Housing Policies and Tools

Hood River has implemented a half dozen land use efficiency measures, including those related to minimum and maximum lot sizes in residential districts, allowing duplexes in low density residential districts, zoning 8% of land for high density residential, permitting ADUs, incorporating cottage housing into the development code and permitting residential development with reduced parking requirements in commercial areas

Respondents reported that these measures have been slightly effective, and the community has not implemented any other housing measures. Barriers to further implementing these measures included community opposition, developer opposition, and a lack of understanding about both how the measures work and their effectiveness.

Land Supply, Infrastructure, and Housing Supply

Hood River rated their inability to bring infrastructure to land already within the UGB as a minor barrier to increasing housing affordability. Funding, local approval and adoption, physical constraints, regulations and rate of growth were all listed as minor barriers to infrastructure development. The city agreed with having enough development ready land for single family housing, yet disagreed with having enough development ready land for multifamily housing.

Table 16 contains the vacant and total residential land in Hood River. Based on the 2015 inventory, Hood River has 446 partially vacant or vacant acres out of a total residential value of 1,128. This equates to 39% of their residential tax lots as vacant. Excluding partially vacant acres, Hood River has 184 vacant acres of residential land, which equates to 16% of the total residential land supply.

Table 16. Hood River residential land inventory, 2015

Development Status	Urban Low Density Residential (R-1)
--------------------	----------------------------------------------

Source: Hood River Buildable Lands Inventory, 2015

As of 2016, Hood River has 35 subsidized housing developments (Table 17). There are a total of 571 units, and 532 (93%) are subsidized.

Table 17. Hood River subsidized housing inventory

Hood River	
Total Developments	35
Total Subsidized Units	571
Subsidized Affordable Units	93%
Total Units by Funding Source	
Federal	400
State	349
Local	190
Total Affordable Units by Funding Source	
Federal	400
State	325
Local	175
All Eligible Unit Types	
Units for Family (general affordable)	69%
Units with Bedrooms Count	
0 Bedroom	1
1 Bedroom	95
2 Bedroom	170
3 Bedroom	66
4 Bedroom	8
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding;
Number of units may not add up due to incomplete data

- According to the Preserve Oregon Housing online database, Hood River has 14 housing developments (with 489 units) that are at risk of losing their federal housing subsidies.⁶
- Hood River has 8 manufactured housing parks with a total of 304 spaces. Two of these parks (34 spaces) are reserved for 55+ households. Five of these parks (345 spaces) are reserved for families.
- Hood River saw a 13% increase in the number of households between 2005-2009 to 2010-2014. During this time, the population increased by 9%.

Additional Comments

There were no additional comments from the Hood River respondent.

⁶ <http://www.preserveoregonhousing.org/database/search.aspx>

KLAMATH FALLS

Klamath Falls is located in Klamath County in OHCS Region 5. Klamath Falls has not recently completed a Goal 10 assessment. They have, however, conducted a multifamily housing study with an economic consulting firm to study the supply of multifamily housing and adaptive reuse of existing buildings.

Table 18. Key indicators

Klamath Falls	
Population (2012)	21,465
Dwelling Units	10,190
Tenure	47% Owner-Occupied/53% Renter-Occupied
<i>Units in Structure</i>	
Single-family	74.0%
2 Units	5.4%
3 or More Units	20.6%
Median Rent	\$736
Median Home Value	\$153,271
Ratio of Home Value to Income	4.65
Cost Burdened Renters	56.4%
Cost Burdened Owners	32.1%

Perceptions of affordability

- On a scale of 1 to 10, with 10 being an extreme problem, housing affordability was rated as a 5.
- Government assisted housing was the only affordable housing type identified as have a shortage of supply.
- There is moderate need for housing for extremely low income and very low income groups. There is somewhat of a need for housing for all other income groups.
- There is moderate need for attached single-family units and for apartments. There is somewhat of a need for detached single-family units and manufactured dwellings.
- Neither local elected officials nor residents perceive housing affordability to be an issue in Klamath Falls. Sufficient tools to address affordability have not been implemented, and those that have been have not been effective nor totally ineffective.
- Manufactured dwelling parks are not at risk of closure.
- Klamath Falls believes that a regional definition of affordability would be useful, however, how affordability is defined has little impact on overall housing affordability in the community. The current definition of affordability is neither useful nor unuseful in creating affordable units.

Barriers

No *extreme* or *moderate* barriers to affordable housing were identified in survey responses. Inability to bring land to development ready state, zoning restrictions, parking requirements, building codes, restricted lands, lack of developers building affordable and needed housing types, lack of market demand, lack of political will, high SDCs, and high development fees were listed as minor barriers.

The lack of vacant land, high cost of land, opposition from neighbors, and uncertainty in the entitlement process were listed as not a barrier to more affordable housing.

Affordable Housing Policies and Tools

Of the 27 development code efficiency measures, Klamath Falls has fully enacted three and partially enacted two. The fully enacted measures are density bonuses for making 20% of units or more affordable to residents below 80% of area median income, property tax exemptions for low income housing, and property tax exemptions for low income housing built by nonprofit corporations. Partially enacted measures include designating at least 8% of residential land as high density, requiring minimum lot size of low density residential to be at least 25% of the lot size of high density residential zones.

The enacted policy tools have been moderately effective in addressing housing affordability. Lack of recognition of affordability as a problem and lack of political will by elected officials were cited as serious barriers to enacting additional policies. Moderate barriers include community opposition, lack of understanding of how the policies work, and lack of knowledge about the effectiveness of measures. Developer opposition was not seen as a barrier to implementing additional policies.

Additional financial support, political support, community support, and better understanding of the measures could help to further implement the measures.

Land Supply, Infrastructure, and Housing Supply

Inability to bring land to development ready state was listed as a minor barrier to increasing affordability. Major barriers to providing infrastructure to improve the amount of development ready land include environmental review, physical constraints, coordination with state agencies, and regulations. Long-range planning, capital improvement planning, local approval and adoption, and the rate of community growth are minor barriers.

Manufactured dwelling parks were not listed as under threat of closing. There are currently 38 manufactured dwelling parks in Klamath Falls with a total of 1,702 spaces. Nine of these parks are for residents aged 55 and over.

Klamath Falls feels that they have an adequate supply of single-family lots due to a slow recovery from the Great Recession, though supply of land for multifamily housing is perceived to be inadequate. They recently conducted a housing study looking at multifamily housing construction and adaptive reuse. The study was reportedly positive in its findings, and suggests an unaddressed supply and need for additional multifamily in the future.

As of 2016, Klamath Falls has 23 subsidized housing developments (Table 19). There are a total of 414 units, and 1,228 (100%) are subsidized.

Table 19. Klamath Falls subsidized housing inventory

Klamath Falls	
Total Developments	23
Total Subsidized Units	414
Subsidized Affordable Units	100%
Total Units by Funding Source	
Federal	329
State	248
Local	57
Total Affordable Units by Funding Source	
Federal	327
State	246
Local	57
All Eligible Unit Types	531
Units for Family (general affordable)	50%
Units with Bedrooms Count	
0 Bedroom	19
1 Bedroom	112
2 Bedroom	83
3 Bedroom	52
4 Bedroom	4
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- According to the Preserve Oregon Housing online database, Klamath Falls has 9 housing developments (with 356 units) that are at risk of losing their federal housing subsidies.⁷
- Klamath Falls has 38 manufactured housing parks with a total of 1,702 spaces. Nine of these parks (272 spaces) are reserved for 55+ households. Twenty-seven of these parks (1,415 spaces) are reserved for families.
- Klamath Falls saw a 11% increase in the number of households between 2005-2009 to 2010-2014. During this time, the population increased by 6%.

Additional Comments

The survey respondent from Klamath Falls felt that lessening building code restrictions for adaptive reuse would be the biggest improvement in housing affordability

⁷ <http://www.preserveoregonhousing.org/database/search.aspx>

Newport

Newport is a coastal city in Lincoln County in OCHS Region 7 (Willamette Valley). As of 2012, the population was just over 10,000 people. Out of all case study cities, respondents from Newport rated housing affordability to be the most significant problem (an average of 9.75 out of 10).

Table 20. Newport key indicators, 2008-2012

Newport	
Population (2012)	10,150
Dwelling Units	5,597
Tenure	56% Owner-Occupied/44% Renter-Occupied
<i>Units in Structure</i>	
Single-family	69.2%
2 Units	4.0%
3 or More Units	26.8%
Median Rent	\$802
Median Home Value	\$255,383
Ratio of Home Value to Income	5.24
Cost Burdened Renters	44.7%
Cost Burdened Owners	25.6%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

Respondents from Newport included one Planner and three community representatives: one private sector developer, an economic development planning consultant, and representative from a transitional housing organization.

Perceptions of affordability

- On a scale of 1 to 10, with 10 being an extreme problem, planning staff rated housing affordability as a 9, and community respondents rated housing affordability a 10.
- The consensus is that there is a lack of adequate supply of all affordable housing types (affordable rental units, ownership units, manufactured dwelling park spaces, and government subsidized housing.)
- All respondents agreed that there is extreme need for low income (less than 80% of area median income) and workforce (80-120% of area median income) housing. There was also consensus that very low income and low income housing was a moderate or extreme need. Respondents were split on housing for households over 120% of area median income with some identifying no need and others extreme need.
- Apartments were listed as an extreme need by all respondents. The need for manufactured dwellings and attached single family units was identified as being between somewhat needed and extreme need. Detached single family dwellings were identified as not needed by one respondent, but other respondents felt that there was moderate or extreme need. There was no clear consensus need by housing type—particularly for single-family detached housing.
- All respondents agree that Newport does not have sufficient tools to address affordability issues. There was also agreement that it is unclear whether the tools Newport has already implemented have helped address affordability. Respondents also agreed that elected officials and citizens perceive affordability to be an issue. Further, all agreed that Newport has affordability issues that are more challenging than other areas in Oregon.

- Newport respondents offered neutral responses about whether manufactured dwelling parks are at risk of closure.
- Newport does not have a definition of affordable housing. Having a regional definition and how affordability is defined were not identified as having an impact on affordability in the area.

Barriers

There were a wide variety of answers as to what constituted barriers to increasing affordability. Inability to bring land to a development ready state was the only response that was identified as an extreme or moderate barrier by all respondents. There was less consensus that system development charges and high permit fees are barriers, with some respondents indicating the perceived SDCs are a barrier and others not.

Affordable Housing Policies and Tools

Newport has fully implemented six of the 27 identified residential efficiency measures and have partially implemented seven measures. Fully implemented measures include permitting ADUs, but with some restrictions, at least 15% of residentially zoned land is high density, at least 50% of commercial districts allow residential development with no more than one parking space per unit required, and tax exemptions for low income housing developments. Partially enacted measures include allowing duplexes with no additional review in residential zones and on corner lots, attached residential units are allowed in low density zones, and off street parking requirements for multifamily units no greater than one space per unit and less for multifamily dwellings near frequent transit.

Respondents perceive the adopted measures have been slightly effective at improving affordability. Lack of political will by elected officials, lack of understanding about how the measures work, and lack of knowledge about the effectiveness of measures are moderate barriers to further implementation. Community opposition and developer opposition are only minor barriers. Lack of recognition of affordability issues was not seen as a barrier.

Land Supply, Infrastructure, and Housing Supply

Providing infrastructure to land was identified by some respondents as an extreme or major barrier, while others felt that it was a minor barrier. The responses show general agreement was that funding is a barrier. There was less agreement and emphasis that the entitlement process, coordination with state agencies, and physical constraints are barriers.

There was some disagreement about whether availability of development ready land was adequate. However, the 2011 buildable lands inventory found that Newport has a substantial surplus (1,650 buildable acres) of residential land. The report noted that several large areas lack infrastructure (sewer) and would be challenging to service. The report noted that Newport is facing a number of housing challenges despite having a substantial land surplus.

Table 21. Buildable residential land and demand for residential land, Newport, 2011-2031

	Vacant and Partially Vacant Land (buildable acres)	Demand for Residential land (gross acres)	Residential Land Surplus or (Deficit) (gross acres)
Low Density Residential	998	71	927
High Density Residential	765	35	730
Total	1,763	106	1,657

Source: ECONorthwest

As of 2016, Newport has 16 subsidized housing developments (Table 22). Out of the 532 total units, 464 (87%) are affordable.

Table 22. Newport subsidized housing inventory

Newport	
Total Developments	16
Total Subsidized Units	532
Subsidized Affordable Units	87%
Total Units by Funding Source	
Federal	253
State	296
Local	191
Total Affordable Units by Funding Source	
Federal	241
State	238
Local	191
All Eligible Unit Types	574
Units for Family (general affordable)	55%
Units with Bedrooms Count	
0 Bedroom	0
1 Bedroom	83
2 Bedroom	84
3 Bedroom	32
4 Bedroom	0
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Newport has seven housing developments (246 units) that are at risk of losing their federal subsidy.⁸
- Newport has five manufactured home parks with a total of 295 spaces. Four of these parks are for residents 55 and over. There are 26 spaces in the one family-oriented park.
- Newport saw a 3% increase in household formation from 2005-2009 to 2010-2014.
- Newport saw a decrease in average household size of around 5% from 2005-2009 to 2010-2014.
- Between 2005-2009 and 2010-2014, the total number of housing units increased by 3%--a rate comparable to the rate of household formation.

⁸ <http://www.preserveoregonhousing.org/database/search.aspx>

- From 2000 to 2015, Newport experienced a 62% decrease in the number of total housing units permitted for development.

Additional Comments

Respondents noted that Newport, as a coastal city, faces unique challenges related to constrained lands, high infrastructure costs, fewer developers and contractors, and the desirability of the area for second homes and vacation rentals. There was agreement among respondents that Senate Bill 1533 (the 2016 Oregon law) lifting the ban on inclusionary zoning would have little effect on housing affordability in Newport. Additional funding was identified as one way to encourage development of affordable units.

Ontario

Ontario is located in Malheur County in Eastern Oregon (OHCS Region 4) along Interstate 84. In 2012 the population was 11,415. Over one half of renters in Ontario are cost-burdened. Ontario is the only case study city that saw the total number of housing units decrease between the 2005-2009 and 2010-2014 American Community Surveys. The City Planner reported that infrastructure is an extreme barrier in providing more housing affordability in the community, and there is a need for housing at all income levels.

Table 23. Ontario key indicators, 2008-2012

Ontario	
Population (2012)	11,415
Dwelling Units	4796
Tenure	55% Owner-occupied/45% Renter-occupied
<i>Units in Structure</i>	
Single Family	64.1%
2 Units	4.4%
3 or more Units	21.4%
Median Rent	\$558.60
Median Home Value	\$131,611
Ratio of Median Home Value to Median Income	4.2
Cost Burdened Renters	51.2%
Cost Burdened Owners	27.2%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

One staff planner completed the Ontario survey.

Perceptions of Affordability

- On a scale of 1-10, with 10 being an extreme problem, the respondent identified housing affordability as a 7.
- Affordable ownership units were the only type of housing that the respondent listed as needed.
- On an income-based scale, the respondent reported there is a moderate need for housing at all income levels. In terms of housing type, there was extreme need for single family detached and a moderate need for attached single family.
- The respondent indicated that elected officials perceive housing affordability to be a problem and that residents do not share the perception.
- The respondent indicated feeling as though Ontario's issues with housing affordability are more challenging than those of other Oregon communities.
- The respondent from Ontario reported feeling that how "affordable" is defined does not have an impact on housing affordability, and supports a regional definition.
- Manufactured dwellings were not considered to be at risk in Ontario.

Barriers

Extreme barriers to increasing housing affordability in Ontario included:

- Lack of available vacant land
- Inability to bring land to development ready state
- High cost of land
- General uncertainty in the entitlement process
- Developers aren't building the type of housing that is needed and affordable

The only moderate barrier listed was lack of market demand. Minor barriers included minimum parking requirements, restrictive building codes, high system development charges, and opposition from neighbors.

In terms of tools to address affordability, no moderate or serious barriers were identified, but every potential barrier was listed as a minor barrier.

Affordable Housing Policies and Tools

Ontario has fully implemented only a few of the housing measures suggested in the questionnaire, including:

- Minimum lot size in low density residential zoning districts is at least 25% less than the minimum lot size that would correspond to the maximum density allowed in that zoning district;
- All residential zoning districts have minimum density standard of at least 70% of maximum (with exemptions for constrained lands and minor partitions); and
- At least 15% of all residentially-zoned land in city is rezoned for high density residential development.

They have implemented other measures to some degree, including allowing duplexes in low-density residential districts and authorizing all of the property tax exemptions.

The respondent reported that measures that the city has implemented have not been effective at addressing housing affordability. The respondent noted that more financial, political and community support, as well as a better community understanding of the effectiveness of the measures would be useful in further implementation of affordable housing measures.

Land Supply, Infrastructure, and Housing Supply

The respondent from Ontario rated the community's inability to bring infrastructure to land already within the UGB as an extreme barrier in their community. Funding was the only extreme barrier listed, while capital improvement planning, environmental review, regulations, physical constraints and coordination with state agencies were all rated as minor barriers.

Ontario has about 5,244 acres within the current Urban Growth Boundary (UGB). Of this land, about 4,495 acres are in tax lots; the remaining lands are in public right-of-ways—primarily streets. Ontario has 798 vacant acres located in tax lots, and a projected residential need of 594 acres over the next 20 years.

According to the 2007 Buildable Lands Inventory, between 2006 and 2026, Ontario will need 782 acres to meet housing needs. The report concluded that Ontario had enough buildable residential acres to

accommodate housing demand through 2026. Ontario established urban reserve areas (URAs) as a part of the overall inventory process.

Table 24. Land supply and demand within UGB, Ontario, 2006-2026 and 2006-2056

Generalized Land Use	Buildable Acres	Need		Surplus (deficit)	
		2006-2026	2006-2056	2006-2026	2006-2056
Commercial	242.9	254.1	719.7	(11.3)	(476.8)
Industrial	218.5	307.3	626.9	(88.8)	(408.5)
Public Facility	10.3	264.2	585.7	(253.9)	(575.4)
Residential	627.9	593.4	1,387.9	34.5	(760.0)
TOTAL	1,099.5	1,419.0	3,320.2	(353.9)	(2,220.6)

Source: ECONorthwest

In 2016, Ontario has 23 subsidized housing developments (Table 25). Out of the total 470 units, 465 units (99%) are affordable.

Table 25. Ontario subsidized housing inventory

Ontario	
Total Developments	23
Total Subsidized Units	470
Subsidized Affordable Units	99%
Total Units by Funding Source	
Federal	379
State	107
Local	125
Total Affordable Units by Funding Source	
Federal	374
State	106
Local	124
All Eligible Unit Types	
Units for Family (general affordable)	44%
Units with Bedrooms Count	
0 Bedroom	8
1 Bedroom	154
2 Bedroom	59
3 Bedroom	18
4 Bedroom	0
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Ontario has 14 housing developments (355 units) that are at risk of losing their federal subsidies.⁹
- Ontario has a 10 manufactured housing parks with a total of 563 spaces. Eight of these parks are designated for families.
- Ontario saw a 1% increase in household formation from 2005-2009 to 2010-2014.

⁹ <http://www.preserveoregonhousing.org/database/search.aspx>

- Between 2005-2009 and 2010-2014, the total number of housing units in Ontario decreased by 3%. Ontario was the only case study city to see a decrease in the total number of housing units during this time.
- From 2000 to 2010, Ontario experienced a decrease in the number of housing units permitted annually (55% decrease between 2000 and 2005, 87% decrease between 2005 and 2010).

Additional Comments

The respondent from Ontario left the following comment:

“Our City does not have a definition of affordable housing in the code but as a practice uses the term as follows: 'Affordable housing is housing deemed affordable to those with a median household income as rated by country, State (province), region or municipality by a recognized Housing Affordability Index’”.

Springfield

Springfield is located in Oregon’s Willamette Valley (in OHCS Region 7), along Interstate 5, and had a population of nearly 60,000 people as of 2012. Respondents indicated that Springfield has an extreme need for housing for households at all income levels below 120% AMI, and needs housing of all types. Sixty-three percent of renters in Springfield are cost burdened or severely cost burdened.

Table 26. Springfield key indicators, 2008-2012

Springfield	
Population (2012)	59,840
Dwelling Units	25,029
Tenure	52% Owner-occupied/48% Renter-occupied
<i>Units in Structure</i>	
Single Family	62.1%
2 units	5.6%
3 or more units	22.9%
Median Rent	\$801
Median Home Value	\$177,097
Ratio of Median Home Value to Median Income	4.48
Cost Burdened Renters	63.3%
Cost Burdened Owners	28.6%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

One Planner from Springfield responded to the questionnaire, as did one community representative who works in conjunction with affordable housing properties.

Perceptions of Affordability

- On a scale of 1-10, with 1 indicating “no problem” and 10 indicating “an extreme problem”, respondents from Springfield identified housing affordability as a 7 and a 9.
- Respondents indicated that Springfield has a lack of affordable rental units, affordable ownership units, government assisted housing and manufactured home parks.
- On an income-based scale, both respondents reported that there is extreme need for housing for all income levels below 120% AMI, and moderate need for housing for households making greater than 120% AMI.
- Responses indicated that Springfield has the extreme or major need for manufactured dwellings, attached single family homes and apartments, and moderate need for detached single family homes.
- Both residents and local elected officials in Springfield perceive housing affordability to be a problem.
- Responses indicate that while Springfield has sufficient tools to address housing affordability, the tools they have implemented have not necessarily helped address housing affordability successfully.
- Manufactured dwelling parks are at risk of closure in Springfield.

The Planner from Springfield did not feel that the current definition of affordable housing was useful for increasing housing affordability and believes it would be useful to have a regionally specific definition of affordability. The response indicated that how affordability is defined has an impact on housing affordability in the community because the definition affects local policy.

Barriers

Factors that act as the most significant barriers to providing affordable housing in Springfield include:

- lack of available vacant land
- an inability to bring land to a development ready state
- high cost of land
- zoning restrictions
- developers that aren't building housing that is needed or affordable
- high permit fees
- opposition from neighbors
- high SDCs

Respondents listed minimum parking requirements, restrictive lands, and uncertainty in the entitlement process as minor barriers. Both respondents listed lack of market demand as not a barrier.

Affordable Housing Policies and Tools

Of the 27 measures listed, Springfield has adopted nine of the residential efficiency measures into their development code or comprehensive plan. They have adopted four measures to some degree, and adopted five measures completely. Respondents indicated that they did not perceive the adopted measures have been effective at addressing housing affordability. In addition to measures listed in the survey, Springfield offers a development application fee waiver for low-income housing.

While Springfield has adopted measures to address housing affordability, respondents indicated a lack of knowledge about the effectiveness of these measures acts as a serious barrier to the community's ability to adopt and implement those measures. Lack of recognition that housing affordability is a problem and lack of understanding of how the measures work act as moderate barriers to implementation.

More financial support, more political support, more community support, and a better understanding of the effectiveness of these measures could help with further implementation of these measures.

Land Supply, Infrastructure, and Housing Supply

Bringing infrastructure to land already within the UGB is a major barrier in Springfield. The factors that act as the most significant barriers to bringing infrastructure to land within the UGB include:

- Funding
- Regulations (the transportation planning rule was specifically identified)
- Environmental review
- Local approval and adoption
- Coordination with state agencies

The Planner agreed that Springfield has a sufficient supply of development ready land to accommodate 20 years of demand for single family detached housing and multifamily housing. They noted that

“development ready” can mean different things in different communities. In Springfield, the main challenge with providing infrastructure to land is taking advantage of existing infrastructure and then extending it to individual sites. This can be very expensive.

According to the 2011 Springfield Residential Land and Housing Needs Analysis, Springfield has a 21-acre deficit of high density residential land (Table 27).

Table 27. Reconciliation of land need and supply, Springfield, 2010-2030

Plan Designation	Need (DU)	Capacity (DU)	Surplus/ Deficit (DU)	Needed Density (DU/GRA)	Housing Land Need (Gross Acres)	Housing Surplus/ Deficit (Gross Ac)
Low Density Residential	3,316	5,379	2,063	4.5	-455	455
Medium Density Residential	1,982	3,136	1,154	12.5	-93	93
High Density Residential	914	503	-411	20.0	21	-21
Total	6,211	9,018	2,807		-527	527

Source: ECONorthwest

The study identified a need for 5,920 new dwelling units by 2030. Specific housing needs include:

- 2,368 multifamily units (83% rental, 8% ownership)
- 3,069 single family detached units (mostly ownership)
- 414 single family attached units (mostly ownership)
- 59 manufactured housing units in parks.

As of 2016, Springfield has 40 subsidized housing developments (Table 28). Of the total 858 units, 786 units (92%) are affordable. This is about 3% of all housing units in Springfield—a figure that is low compared to other case study cities (which average about 10%).

Table 28. Springfield subsidized housing inventory

Springfield	
Total Developments	40
Total Subsidized Units	858
Subsidized Affordable Units	92%
Total Units by Funding Source	
Federal	551
State	215
Local	347
Total Affordable Units by Funding Source	
Federal	530
State	174
Local	337
All Eligible Unit Types	1029
Units for Family (general affordable)	61%
Units with Bedrooms Count	
0 Bedroom	0
1 Bedroom	80
2 Bedroom	158
3 Bedroom	80
4 Bedroom	10
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- Springfield has 14 housing developments (535 units) at risk of losing their federal housing subsidy.¹⁰
- Springfield has 18 manufactured housing parks with a total of 1,523 spaces. Nine of these parks (908 spaces) are reserved for 55+ households. Seven parks (594 spaces) are reserved for families. Two parks do not have a specified type of household that it targets.
- Springfield saw a 4% increase in the number of households between 2005-2009 and 2010-2014.
- Between 2005 and 2015, Springfield experienced an overall reduction in annual development.
- Average construction costs per unit increased in Springfield from 2000 to 2015, peaking in 2015.

Additional Comments

One thing that could make the biggest improvement in housing affordability in Springfield would to increase funding and ensure that those funds have fewer restrictions on them. Springfield has a long wait list for Section 8 properties that varies from three months up to seven years.

¹⁰ <http://www.preserveoregonhousing.org/database/search.aspx>

St. Helens

St. Helens is about 30 miles northwest of Portland, in OHCS Region 1 (North Coast), and had a population of nearly 13,000 people in 2012. Increased housing demand in the Portland area has spread outward and is impacting housing prices and availability in this community. St. Helens indicates extreme need for certain types of housing, and new multifamily housing has not been constructed for years despite growing demand. St. Helens has not adopted a Goal 10 housing needs assessment, and St. Helens has not conducted other housing studies.

Table 29. St. Helens key indicators, 2008-2012

St. Helens	
Population (2012)	12,920
Dwelling Units	5,123
Tenure	64% Owner-occupied/36% Renter-occupied
<i>Units in Structure</i>	
Single Family	75.4%
2 units	6.7%
3 or more units	14.4%
Median Rent	\$782
Median Home Value	\$191,847
Ratio of Median Home Value to Median Income	3.49
Cost Burdened Renters	57.5%
Cost Burdened Owners	33.8%

Source: U.S. Census, American Community Survey and CHAS

*Percentages do not add to 100 because a few categories are not listed (including manufactured housing)

Two representatives from St. Helens responded to the questionnaire: one Planner and one local government staff member.

Perceptions of Affordability

- On a scale of 1-10, with 1 indicating “no problem” and 10 indicating “an extreme problem”, housing affordability in St. Helens was identified as a 7 and a 9.
- Respondents perceive St. Helens has a significant lack of affordable rental units and government assisted housing, and also lacks manufactured home parks and affordable ownership units.
- On an income-based scale, the Planner reported there is extreme need for housing for all income levels below 80% AMI, moderate need for workforce housing (for households making between 80% AMI and 120% AMI), and no need for housing for households making more than 120% AMI. The other respondent indicated extreme need for housing for households making more than 80% AMI and moderate need for households making less than 80% AMI.
- Respondents indicated that St. Helens has moderate to extreme need for apartments, manufactured dwellings, and attached and detached single family homes.
- Both residents and local elected officials in St. Helens perceive housing affordability to be a problem.

- St. Helens does not have sufficient tools to address housing affordability, and the tools they have implemented have not helped address housing affordability successfully.
- Respondents do not perceive manufactured dwelling parks are at risk of closure.
- St. Helens does not feel that their problems with housing affordability are more challenging than of other communities.
- St. Helens did not feel that the current definition of affordable housing was useful for increasing housing affordability and believes it would be useful to have a regionally specific definition of affordability. The response indicated that how affordability is defined has little overall impact on housing affordability in the community.

Barriers

According to both respondents, none of the factors that were listed as potential barriers act as extreme barriers to providing affordable housing in St. Helens. Moderate barriers include:

- restrictive lands
- developers that aren't building the type of housing that is needed and affordable
- high system development charges
- opposition from neighbors

Minor barriers include:

- lack of available vacant land
- high cost of land
- high permit fees
- restrictive building code requirements
- lack of political will

Lack of market demand, lack of political will, and general uncertainty in the entitlement process were listed as not a barrier by both respondents.

Affordable Housing Policies and Tools

St. Helens has completely adopted two of the 27 residential efficiency measures. They partially adopted and implemented two additional measures. Respondents indicated that the measures have not been effective at addressing housing affordability in the community. These measures include:

- Permitting accessory dwelling units (ADUs) to some degree
- At least 8% of all residentially-zoned land in the city is zoned for high density residential development
- At least 50% of land within commercial zoning districts in the city permit residential development with off-street parking requirements no greater than one space per unit, and provides provisions for additional parking reductions for shared commercial and residential uses, and in areas with approved parking management districts.
- Parking requirements require no more than one space per multi-unit dwelling without additional allowances for transit service, on-street parking, and other amenities.

While St. Helens has adopted a few measures to address housing affordability, several factors act as barriers to the community's ability to adopt and implement them. These barriers include:

- Community opposition (moderate barrier)
- Lack of political will by elected officials (moderate barrier)
- Lack of understanding about how the measures work (moderate barrier)
- Lack of knowledge about the effectiveness of measures (moderate barrier)
- Lack of recognition that housing affordability is a problem (minor barrier)
- Developer opposition (minor barrier)

More financial support, more political support, more community support, and a better understanding of the effectiveness of these measures could help with further implementation of these measures.

In addition to those listed above, St. Helens has implemented several "mixed use" type zones, and made changes to a local Business District zone in order to allow for residential uses on the bottom floor, where only commercial uses were allowed previously.

Land Supply, Infrastructure, and Housing Supply

Bringing infrastructure to land already within the St. Helens UGB was listed as a major barrier (by the Planner) and a minor barrier (by the other respondent). The factors that act as the most significant barriers to bringing infrastructure to land within the UGB include:

- Physical constraints
- Funding
- Environmental review
- Rate of growth (e.g., can't keep up)

The Planner indicated that St. Helens *does not* have a sufficient supply of development ready land to accommodate 20 years of demand for single family detached housing, multifamily housing or other types of housing. The local government staff member responded that St. Helens *does* have a sufficient supply of all of these types of land. The UO Research Team was unable to obtain a buildable land inventory for St. Helens.

As of 2016, St. Helens has 16 subsidized housing developments (Table 30). Out of the total 349 units, 344 units (99%) are affordable.

Table 30. St. Helens subsidized housing inventory

St. Helens	
Total Developments	16
Total Subsidized Units	349
Subsidized Affordable Units	99%
Total Units by Funding Source	
Federal	275
State	177
Local	41
Total Affordable Units by Funding Source	
Federal	270
State	176
Local	40
All Eligible Unit Types	427
Units for Family (general affordable)	51%
Units with Bedrooms Count	
0 Bedroom	1
1 Bedroom	9
2 Bedroom	44
3 Bedroom	4
4 Bedroom	0
5+ Bedroom	0

Source: OHCS, 2016; Percentages may not add to 100 due to rounding; Number of units may not add up due to incomplete data

- St. Helens has eight housing developments (255 units) that are at risk of losing their federal subsidy.¹¹
- St. Helens has one manufactured housing park with a total of 52 spaces.
- St. Helens saw a 6% increase in household formation from 2005-2009 to 2010-2014.
- Between 2005-2009 and 2010-2014, St. Helens saw an increase in average household size.
- Between 2005 and 2015, St. Helens experienced an overall reduction in annual housing unit development.
- Average construction costs per unit increased in St. Helens from 2000 to 2015, peaking in 2010.

Additional Comments

One respondent suggested that providing city councilors with a list of policy or code changes that could encourage higher density development would be useful. This could help the City provide a solution to local homelessness, and could strengthen the political will to increase density for affordability.

¹¹ <http://www.preserveoregonhousing.org/database/search.aspx>

APPENDIX B: CASE STUDY INTERVIEW QUESTIONS

Respondents from case study cities responded to one of two versions of the same online survey. City staff were the only respondents asked to respond to questions about residential efficiency measures included in local codes or plans. Questions that were only available to one group of respondents are indicated as such.

Q1 Greetings! Thank you for participating in the HB 4079 research. This questionnaire will help us better understand what cities across Oregon are doing to encourage affordable housing, in addition to any barriers they face in increasing housing affordability. The questionnaire should take you 25-35 minutes to complete. The results of the survey will be summarized in a report to the DLCDC HB 4079 Rulemaking Advisory Committee. Summaries of our findings from the individual case study cities will be included in an appendix to the report. We will send you a digital copy of the report when it is completed. The survey starts with some introductory questions and then transitions into some baseline questions about your community. We then ask you some questions about the existence of housing tools in your development code and finish with some opportunities for improving access to affordable housing. Please complete the survey to the best of your ability as the more data we have the more robust the results.

Q2 What City do you work for? *(Only respondents who were City Planners were asked this question).*

- Bend
- Central Point
- Corvallis
- Grants Pass
- Hermiston
- Hood River
- Klamath Falls
- Newport
- Ontario
- St. Helens
- Springfield

Q3a What is your role in the community? *(Only respondents who were City Planners were asked this question).*

- Planning Director
- Staff Planner
- Staff Planner specifically focused on housing issues
- Other _____

Q3b What is your role in the community? *(Only respondents who were community representatives were asked this question).*

- Real Estate Professional
- Private Sector Developer
- Housing Authority Staff
- Elected Official
- Local Government Staff
- Other _____

Q4 If you're willing, we would like the opportunity to follow up with you regarding your answers. Please provide your contact information below.

Name

Email Address

Phone

Q5 Please indicate the extent to which you perceive housing affordability to be a problem in your community on a scale of 1 to 10, with 1 being no problem and 10 being an extreme problem

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

Q6 Please rate your level of agreement or disagreement with the following statements relative to your perception of housing need in your community:

	Strongly Disagree	Disagree	Neither agree nor disagree	Agree	Strongly Agree
There is a lack of affordable rental units	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a lack of affordable ownership units	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a lack of affordable units in manufactured home parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a shortage of government assisted housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q7 Please indicate your community's need for various income levels of housing, stated as a percentage of Area Median Income (AMI):

	Not needed	Somewhat needed	Moderate need	Extreme need
Less than 30% of AMI (Extremely Low Income)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Between 30% and 50% of AMI (Very Low Income)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Between 50% and 80% of AMI (Low Income)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Between 80% and 120% of AMI (aka Workforce Housing)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Greater than 120% of AMI	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q8 Please indicate your community's level of additional need for various types of housing, stated as type:

	Not needed	Somewhat needed	Moderate need	Extreme need
Detached single family	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Attached single family (e.g. condos, townhomes)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Apartments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Manufactured Dwellings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q9 Please rate your level of agreement or disagreement with the following statements:

	Strongly Disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
The tools our community has implemented have successfully helped address housing affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Our community has sufficient tools to address housing affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Our residents perceive a housing affordability problem	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Our local elected officials perceive a housing affordability problem	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Our issues with housing affordability are more challenging than other Oregon communities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Manufactured dwelling parks in our community are at risk of closure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q10 Please explain your answer(s):

Q11 Please indicate the extent to which the following are barriers to providing affordable housing in your community:

	Not a barrier	Minor barrier	Moderate barrier	Extreme barrier
Lack of available (e.g. for sale or owned by builders) vacant land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Inability to bring land to a development ready state (e.g. bringing tract land to serviced lots ready for development)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High cost of land	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Zoning restrictions (e.g. lot size, minimum density requirements, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimum parking requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrictive building code requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Restrictive lands (e.g. wetlands, steep slopes, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Developers aren't building the type of housing that is needed and affordable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of market demand	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of political will	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High system development charges (SDCs)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
High permit fees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
General uncertainty in the entitlement process	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opposition from neighbors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q12 One issue that has stood out in our work is the ability to bring infrastructure (e.g. water, sewer, etc.) to land already within the UGB, and thereby make it "development ready." To what extent would you rate this is as a barrier in your community?

- Not a barrier
- Minor barrier
- Major barrier
- Extreme barrier

The following question only appeared if respondents did not select "not a barrier" for Question 12.

Q13 Please indicate the extent to which each of the following present barriers to infrastructure development.

	Not a barrier	Minor barrier	Major barrier	Extreme barrier
Funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Long-range planning/master plans	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Capital improvement planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental review	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Local approval and adoption	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Physical constraints	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Coordination with state agencies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regulations (e.g., TPR, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rate of growth in community (e.g., can't keep up)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following question only appeared if respondents selected "not a barrier" to Question 12.

Q14 Please describe any other barriers to providing infrastructure.

Q15 The Oregon land use programs requires cities to maintain a 20-year supply of buildable land. The program does not have any requirements that specifically address the supply of development ready land. Please indicate your level of agreement or disagreement to the following statements.

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
My community has a sufficient supply of development ready land to accommodate single-family detached housing demand.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My community has a sufficient supply of development ready land to accommodate multifamily housing demand.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My community has a sufficient supply of development ready land to accommodate demand for other housing types.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q16 If you agree or strongly agree with one or more of the statements, please explain why.

Q17 What year was your most recent Goal 10 housing needs assessment adopted? List year or N/A (*Only respondents who were City Planners were asked this question*).

Q18 Has your community conducted other housing studies? (*Only respondents who were City Planners were asked this question*).

- No
- Yes

The following question was only displayed if respondents selected “yes” to Question 18.

Q19 Please explain: (*Only respondents who were City Planners were asked this question*).

Q20 Does your city define "affordable" housing? If so, how? (*Only respondents who were City Planners were asked this question*).

Q21 Housing is often considered to be “affordable” if the household pays less than 30 percent of their gross income for housing costs. If they pay more than 30 percent of their gross income, the household is known to be "cost burdened," which based on our research, is true for nearly 40 percent of Oregonians. LCDC is required to adopt a definition of affordability for the HB 4079 Administrative Rule. Please rate your level of agreement or disagreement with the following statements: *(Only respondents who were City Planners were asked this question).*

	Strongly Disagree	Disagree	Neither disagree nor agree	Agree	Strongly Agree
The definition of "affordable" as currently written is useful for increasing housing affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It would be useful to have a regionally specific definition of "affordability"	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
How "affordability" is defined has little impact on the overall impact of housing affordability in my community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q22 Additional Comments: *(Only respondents who were City Planners were asked this question).*

Q23 Next we’d like to ask about some characteristics of your development code/comprehensive plan. As part of this work, DLCDC has identified a set of measures intended to increase efficiency of the use of residential lands. This section asks which of those measures your community has adopted. Note that for many categories, the categories start with more comprehensive measures and then move to less comprehensive variations to those measures. Please indicate “to some degree” if your community has adopted any of the measures (even if they do not apply citywide). *(Only respondents who were City Planners were asked this question).*

Q24 Please indicate whether or not your community has adopted the following residential land efficiency measures into your development code/comprehensive plan: *(Only respondents who were City Planners were asked this question).*

	Yes	No	To some degree
ADUs permitted including all of the following: 1) no off-street parking requirement, 2) any structure type 3) owner may live in either unit 4) allowed in any zoning district that allows detached residential units, 5) no systems development charges for water, sewer, or transportation, and 6) clear and objective review standards.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ADUs are permitted, but one or more of the attributes listed above missing.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Yes	No	To some degree
All residential zoning districts have minimum density standard of at least 70% of maximum (with exemptions for constrained lands and minor partitions).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
All residential zoning districts have minimum density standard of at least 50% of maximum (with exemptions for constrained lands and minor partitions).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision that allows no more than 25% of residences in medium density residential districts to be detached units, unless the detached home is on a lot less than or equal to 3,000 square feet. Minor partitions exempted.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision that prohibits detached residences in high density zoning districts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision establishing maximum lot size for detached residential units in medium and high density zoning districts of 5,000 square feet.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At least 15% of all residentially-zoned land in city is rezoned for high density residential development.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At least 8% of all residentially-zoned land in city is zoned for high density residential development.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duplexes are allowed in low density residential zoning districts on any lot with no additional development review standards vs. detached dwellings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Duplexes are allowed on corner lots in low density residential zoning districts with no additional development review standards vs. detached dwellings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Attached residential units are allowed in low density residential zoning districts, with attached residential unit lots having a minimum lot size no greater than 5,000 square feet.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
At least 50% of land within commercial zoning districts in the city permits residential development with off-street parking requirement no greater than one space per unit and provisions for additional parking reductions for shared commercial and residential uses and in areas with approved parking management districts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimum lot size in low density residential zoning districts is at least 25% less than the minimum lot size that would correspond to the maximum density allowed in that zoning district.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Off-street parking requirement is no more than one space per multi-unit dwelling, and no more than 0.75 spaces per multi-unit dwelling within ¼ mile of high frequency transit service (defined as transit service with weekday peak hour service headway of 20 minutes or less). Allow provision of on-street parking spaces to meet off-street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Yes	No	To some degree
parking requirements, and reductions below one space per multi-unit dwelling for developments that provide spaces for car-share vehicles or free transit passes to residents.			
Parking requirements require no more than one space per multi-unit dwelling, without additional allowances for transit service, on-street parking, and other amenities specified above.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Off-street parking requirement for detached units, attached units, duplexes, and triplexes is no more than one space per unit.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code has a density bonus provision for affordable housing of at least 20 percent with: - No additional development review standards vs. development applications that do not include a density bonus - Reservation of affordable housing units for at least 50 years - Affordable housing defined as reserved for households with threshold for area median income of 80% or less, or a threshold less than 80%.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code has a density bonus provision for affordable housing of at least 20 percent with additional development review standards vs. development applications that do not include a density bonus.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions that eliminate systems development charges for affordable housing units, or reduce systems development charges for such units by at least 75% when compared to similar units that are not reserved for affordable housing.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provisions deferring systems development charges for affordable housing units to the date of occupancy of the unit.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Development code has cottage housing code provision authorizing development at a minimum of 12 units per acre.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision authorizing property tax exemptions under ORS 307.515 to 307.537 – low income housing development, under criteria in both ORS 307.517 and 307.518, with no additional development review standards.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provisions authorizing property tax exemptions under ORS 307.540 to 307.548 – nonprofit corporation low-income housing development with no additional development review standards.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision authorizing exemptions under ORS 307.600 to 307.637 – multiple unit housing, with no additional restrictions on location of such exemptions above those set in the statutes, and with required benefits pursuant to ORS 307.618 that are clear and objective and do not have the effect of discouraging the use of the property tax exemption through imposition of unreasonable cost or delay.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Code provision authorizing property tax exemptions under ORS 307.651 to 307.687 – single-unit housing in distressed areas, with clear and objective design standards that do not have the effect of	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Yes	No	To some degree
discouraging use of the property tax exemption through unreasonable cost or delay. Code provision authorizing property tax freezes under ORS 308.450 to 308.481 – rehabilitated residential property – with boundaries of area of at least 10 percent of city’s total land area, and clear and objective standards that do not have the effect of discouraging use of the program through unreasonable cost and delay.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

This question was only displayed if respondents selected “yes” for any of the options in Question 24.

Q25 How effective have these housing measures been at addressing housing affordability in your community? Please explain. *(Only respondents who were City Planners were asked this question).*

- Extremely effective
- Very effective
- Moderately effective
- Slightly effective
- Not effective at all

The following question was only displayed if respondents selected “no” to any of the options in Question 24.

Q26 How, if at all, have the following barriers affected your community's ability to adopt and implement these housing measures? *(Only respondents who were City Planners were asked this question).*

	Don't know	No noticeable impact	Minor barrier	Moderate barrier	Serious barrier
Lack of recognition that housing affordability is a problem	<input type="radio"/>				
Community opposition	<input type="radio"/>				
Developer opposition	<input type="radio"/>				
Lack of political will by elected officials	<input type="radio"/>				
Lack of understanding about how the measures work	<input type="radio"/>				
Lack of knowledge about the effectiveness of measures	<input type="radio"/>				

The following question was only displayed if respondents answered “to some degree” for any of the options in Question 24.

Q27 What could be done to further implement these housing measures? Select all that apply. *(Only respondents who were City Planners were asked this question).*

- More financial support (city, state, HUD)
- More political support
- More community support
- Better understanding of the effectiveness of these measures
- We're not interested in implementing these measures

Q28 Are there any housing measures not listed that your community is using to increase housing affordability? *(Only respondents who were City Planners were asked this question).*

Q29 We have just a few more questions. In your opinion, what one thing could be done to make the biggest improvement in housing affordability in your community?

Q30 In 2016, the Oregon Legislature passed SB 1533 which removed the ban on inclusionary zoning. Please provide any comments you have on the potential effectiveness of exclusionary zoning in your community. *(Only respondents who were community representatives were asked this question).*

Q31 Is there anything else you'd like to add related to housing affordability issues in Oregon?

Q32 Finally, are there others who also work in housing in your community that we could contact to better understand housing affordability issues in your community? If so, please list their name and email below: