

HB 2001 Stakeholder Committee Update

2/24/2021

- Last fall, staff said Bend's parking rates needed to be lowered to comply with House Bill 2001 which states:
 - 1) Allow duplexes on all Lots where single-family dwellings (SFD) are allowed.
 - 2) Allow triplexes, quadplexes, townhouses, & cottages clusters in all zones where SFD allowed.
 - 3) City regulations can not cause unreasonable costs or delays.
- Oregon's DLCDC agency prepared new regulations to provide "**technical assistance**" to cities with limited planning staff to amend their codes to comply with HB 2001.
- The adopted Division 46 provides **three paths** to compliance: 1st path - Minimum Standards, 2nd-path Model Code and 3rd path - **Alternative code (existing or new code)**

HB 2001 Stakeholder Committee Actions 2/24/2021

1) In the beginning **staff hid the third path** from committee. When forced to acknowledge the third path, **staff chosen to disregard this path** by claiming the required proof was too costly and time consuming to produce.

2) Plus, Staff failed to clearly **restate the "charter"** of committee which led to no one on the same page.

3) Staff Perspective - Staff wants either the DLCD's minimum or model code for each building type.

4) The committee "**majority**" is led by two architects/designers **focus** is on all building types work on all lots including the challenging lots.

5) NA members try to limit amendments to only code necessary for HB 2001 filters (**costs / delay**).

6) Majority try water down or eliminate standards including standards that don't impact **cost or delay**.

7) Majority votes consistently for the lowest # of parking spaces option and has significantly reduces lot sizes.

8) NA members,' detailed research is routinely ignored.

9) Majority provides little or no basis for their preferences.

10) Anticipate conclusion – **Majority** is creating a code to make all building types work on even the most challenging **in-fill** lots with no regard to consequence.

11) Their amended code will apply to all future middle housing where **99% occurs in new developments**.

12) Majority wants the public to just **trust** the builders.....and these architect/designers.

Councilor Kebler's no off-street parking minimums campaign versus Communities are all unique. One-size-fits-all is bad planning!

Advocacy claims

- 1) Right-size parking.
- 2) Prevent wasted space.
- 3) Less vehicle storage needed.
- 4) Incentivize altern. Transportation.
- 5) Move to Urbanism
- 6) Promote walkable neighborhoods
- 7) Allows more housing.
- 8) Remove cost barrier
- 9) Equity for people without cars

Response based on considerable research:

- 1) **Yes.** This is consistent with Bend's Transportation Plan **Policy #39**
- 2) **No.** Bend has been reducing off-street parking rates & adding "credits" to prevent "waste space" since 2006. Proposed action will violate "right-size" parking policy.
- 3) Residents of Central Oregon still own vehicles to take advantage of the outdoor recreation, weather impacts and **lack of convenient alternatives.**
- 4) A long list of existing incentives has failed to generate a shift in transportation modes.
- 5) Bend remains a suburban city w/o an urban core. Less parking won't change this.
- 6) The needed insertion of the missing "work" and "retail" elements into existing neighborhoods has not and will not happen for financial feasibility reasons.
- 7) Over 99% of existing middle housing in Bend includes a garage and one driveway space because that is what the market was. **Planning doesn't drive development.**
- 8) Surface parking is >1% of cost. Garage is less than 4% of cost. Advocates always assume the big expense of a garage structure that urban areas rely on.
- 9) **Rents are set by the marketplace** and not costs. Builder pockets money saved from providing less parking.

Call to Action

- Neighborhood Associations need to provide the data to our members for both sides of the issue – Should we eliminate or reduce off-street parking minimums?
- An informed membership needs to be surveyed to gauge how the majority feel.
- Neighborhood Associations need to post on the community's feelings on this issue to the Planning Commission and City Council.