



Testimony by City of Wilsonville Mayor Julie Fitzgerald Amending HB 2889:

Legislation needs clarification in some sections, should avoid ‘urban sprawl’ on unincorporated or Rural Reserve lands without supporting infrastructure

Scheduled for public hearing on Feb. 16, 2023, before the House Committee On Housing and Homelessness

Chair Dexter, Vice-Chairs Gamga and Helfrich, and Members of the Committee:

I am testifying in support of amendments to HB 2889, which establishes the Oregon Housing Needs Analysis within Housing and Community Services Department and amends land use requirements for local governments related to urbanization, including requiring Metro to adopt a housing coordination strategy.

As one of Oregon’s fastest-growing cities for the past 20 years, where Wilsonville’s population doubled between 2000 and 2020, our community is well versed in implementing housing production strategies. Wilsonville is now a community composed of over 27,000 residents where half live in traditional single-family homes and half live in multi-family communities such as apartments, condos and town houses.

Following are specific issues of concern with the proposed legislation and potential remedies:

Section 3 – “Housing Underproduction”

The legislation fails to define “current housing underproduction,” and how it will be calculated related to population growth forecasts, job growth, and housing distribution. **As a baseline metric for determining “current housing underproduction,” the term should be defined.**

Section 9 – Urbanization Generally – Rural Reserves

Including Rural Reserves for urban development is not advisable and seems highly problematic, both for urbanization and negative impacts to traded-sector agricultural sector. Rural Reserves are for designated lands having special qualities that meet certain criteria, and are designed to facilitate long-term capital investment in agricultural improvements.

Rural Reserves protections should not be removed easily, particularly in the Metro region where all three counties and Metro had to reach unanimous agreement. Allowing a city or county to individually remove Rural Reserves designation through an easier process could be problematic, particularly when paired with the reduced oversight/findings/compliance

requirements (*i.e.*, transportation) later in the bill. Future areas for Metro-area urbanization were identified and designated through an extensive public process as Urban Reserves.

Section 10 – Urbanization Generally – UGB Amendments

This legislation allows DLCD to write rules for cities pursuing UGB amendments. **The legislation should clarify that options for UGB amendments to be assessed in rulemaking need to be led by local jurisdictions, not property owners/developers.** Reducing burdens could be beneficial, but we want to be sure the door isn't opened too far.

Section 12 – Urbanization Generally – Unincorporated Areas

Rules that apply to unincorporated urbanized areas within the Metro UGB could be problematic, and potentially could compete with cities for growth and result in urban development with more rural/county infrastructure inappropriate for urbanization.

Rather than facilitate “urban sprawl” onto unprepared or inappropriate county lands, the legislation should encourage “Metro to work with cities in the Metro boundary to plan for the annexation of land in adjacent urban reserves.” In this manner, urbanizing areas in the Metro region are under municipal governance with the provision of appropriate urban infrastructure.

Section 24 (8) – Exemption from statewide land-use planning goal related to transportation or economic development

The legislation indicates that a city's amendment to a comprehensive plan or land use regulation, based on inclusion within the city's Housing Production Strategy, is *not subject to review for compliance* with a statewide land-use planning goal related to transportation or economic development.

This section too broadly exempts housing production strategies from basic, essential planning requirements. **This section warrants narrowing or delegating to LCDC to establish a more specific set of circumstances in which concurrent transportation or economic analyses could be exempted.**

The City appreciates your consideration this testimony to amend HB 2889. Thank you.

Sincerely,



Julie Fitzgerald, Mayor
City of Wilsonville