



March 17, 2025

Sen. Khanh Pham, Chair
Committee Members
Senate Committee on Housing & Development
State Capitol
Salem, OR 97301

Re: SB 974, -1

Dear Chair Pham, Vice-Chair Anderson, and Committee Members:

1000 Friends of Oregon opposes **SB 974, with the -1 amendment**. 1000 Friends of Oregon is a nonprofit, membership organization that works with Oregonians to support livable urban and rural communities; protect family farms, forests and natural areas; and provide transportation and housing choice. 1000 Friends of Oregon has long been involved in advocating for the full implementation of Goal 10, the statewide land use planning goal that sets the Housing objectives for our towns and cities to reach in their land use planning.

1000 Friends was prepared to support the base bill, whose primary change to existing law would have been to require local governments to take final action on an application for development of a single family dwelling within 45 days, if the base bill was amended to apply only inside urban growth boundaries (UGBs).

However, the -1 amendment goes significantly beyond this, and we oppose it. Here are a few of our concerns.

Concerns with -1 amendments

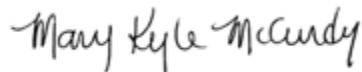
The -1 greatly expands the definition of "limited land use decision" to include comprehensive plan and zoning code amendments and planned unit developments and concept plans. We offer the following amendments with explanation for why they are needed:

- Page 6: Delete lines 27-28 (so (A) and (B)). The bill creates a new category called "urban housing application," and includes in this category a very broad swath of local land use decisions that would be processed as "limited land use decisions," meaning limited public participation and review, so that they would apply to all decisions - both legislative and quasi judicial. In other words, these two provisions are *not* about how to streamline an application for housing on lands already zoned for residential use (we have supported those efforts); rather, these are about actually changing the foundational, community-driven land use

plan and zoning map and code without a similarly broad public process, or really any public process. The types of land use decisions encompassed by (A) and (B) include urban growth boundary expansions, changing plan designations for large areas, such as UGB expansion areas, etc... as well as smaller plan or zone map amendments for areas throughout a city.

- Page 6 revise line 30 to page 7 line 1 (so (D)): This also seems quite broad. The -1 amendment already imposes a time frame for the engineering and public works departments of cities to process residential applications (see Section 11 on page 8), and that seems a worthwhile concept. But we cannot go along with reducing *all* of these to limited land use decisions, especially as it relates to the design of transportation related facilities - and our focus is on the non-auto aspects of this: sidewalks, bikeways, accessibility, etc...
- Page 7, delete lines 21-30 to page 8, lines 1-6 (this is Section 10): Section 10 of the -1 would require LUBA to award attorneys' fees to an applicant and local government, paid by an unsuccessful petitioner who challenges decisions falling under the bill's new definition of "urban housing application." This would have a chilling effect on public participation in the land use process, and would be counter to Goal 1 of the planning program, which requires broad public participation in both legislative and quasi-judicial land use processes. If the deletion and revision listed above are made, this section may become less of a concern to us, but we would need to review any changes before making a conclusion.
- Page 10, lines 1-6 and page 11, lines 22-27 : While we support reducing design review in many cases, this is too broad as drafted. In particular, removing design review for "landscaping, building orientation, parking or building design" could impact the ability of a city to ensure that a building's landscaping addresses climate change policies, and that building orientation and the design of parking and the building take into account accessibility for pedestrians and those with mobility devices, secure bicycle parking, etc...

Thank you for considering our comments.



Associate Director