



February 22, 2019

Senate Committee on Housing  
Oregon State Capitol  
900 Court Se. NE, HR B  
Salem, OR 97301

**RE: SB 10**

Dear Chair Fagan and Members of the Committee:

The City of Hillsboro supports Senate President Courtney's goal of increasing housing supply, particularly in neighborhoods adjacent to transit. We support this goal as it aligns with our Comprehensive Plan goals and policies directing higher densities around transit investments. However, the mechanisms in the bill for achieving the state goal do not align with local planning processes, which could lead to significant unintended consequences.

#### OVERVIEW OF ISSUES AND ANALYSIS

The City's planning efforts are coordinated with and informed by state land use policy and Metro's adopted 2040 Growth Concept, which was shaped by thousands of Oregonians and represents a 50-year plan for growth in the region. As applied to housing, the 2040 Growth Concept represents a regional consensus for where density will be planned for and delivered. As a result, since its adoption in 1995, the City has been planning for adequate infrastructure and services in the areas within our community to support increased housing density, as identified in the 2040 Growth Concept. Our local planning efforts effectively implemented the regional goals outlined in the 2040 Growth Concept and over the years has resulted in significant development of needed housing to support a diverse and thriving community.

We appreciate that this bill attempts to place density near transit to take advantage of existing infrastructure. But upzoning portions of cities to medium density (45 du/ac within ½ mile of a frequent transit line) to high density (75 du/ac within ¼ mile of a frequent transit line) to extremely high density (140 du/ac within ¼ mile of LRT station) would require a significant investment in infrastructure and services not accounted for in this bill. Hillsboro plans for growth and density by engaging area residents, employees, business owners, community partners, and stakeholders. Recently, we completed a two year process with our community to update our Comprehensive Plan in order to guide the future growth and development of Hillsboro. SB 10 would bypass those local processes that have been established to foster public participation in land use decisions and ensure timely and efficient delivery of infrastructure and services to our community.

Hillsboro's current zoning includes a significant amount of future housing capacity in multifamily units. Our 2016 Housing Needs Analysis identified that about one-third of Hillsboro's housing capacity is for single-family detached housing and two-thirds is for single-

family attached and multifamily housing. With approximately half of Hillsboro's existing housing supply in multifamily units, our housing strategies focus on supporting the future development of multifamily units in addition to increasing opportunities for other housing types to help offset our identified deficit in zoned capacity for single family units. SB 10's mandate for more and denser multifamily housing would further exacerbate this imbalance.

Hillsboro has a history of successful transit oriented development projects that maximize infrastructure such as light rail investments. Our zoning aligns with Metro 2040's strategy of directing density to transit-served corridors and centers and includes mixed use and high density multifamily zones, particularly near light rail stations. But SB 10 signifies a sweeping expansion of that program by upzoning neighborhoods within specific distances of transit lines and stations.

Initial analysis of this bill indicates that Hillsboro has four different transit lines that would meet the definition of frequent transit under this bill: MAX, Line 47, 48, and 57, in addition to nine light rail (LRT) stations. The geographies that would be subject to SB 10's mandated upzoning make up more than 2/3 of the City— areas which are predominantly built out. The challenges associated with increasing densities over such large geographies should not be overlooked. From upsizing sewer, water, and other basic infrastructure, to providing the necessary capacity within the transportation system, these development patterns would require significant investments the City is not prepared to make.

#### CONCLUSION

The City shares and supports the Senate President's goals for increasing housing supply and stands ready to assist the President and this committee to realize this shared goal. However, we are concerned about the unintended consequences that could result from implementation of the bill as written as explained above. Moving forward, we encourage a discussion that seeks to strengthen partnerships between state and local governments by aligning and coordinating state housing policy with local planning processes. If we approach the discussion in that way, we can be sure we thoughtfully plan for growth rather than have planning lag behind growth, invest in critical infrastructure instead of creating demand and capacity without adequate infrastructure in place, and further our shared goal of increasing housing supply for our shared constituents.

Sincerely,



Colin Cooper, AICP  
Planning Director