

To Legislators:

This piece of bomb throwing by a thoughtless legislator is not worthy of the institution. Oregon communities have been making strides in implementing Transit Oriented Development (TOD) without the ham-handed interference of State government. The distances from transit stops as defined in the bill as defining minimum zoning densities are not based on sound transit planning practice nor do they reflect the realities of the usefulness of transit services that operate at 15 minute frequencies -- such frequencies only sound "frequent" to those who are NOT regular users of transit -- for whom missing the scheduled bus may well mean being late for work and getting pay docked.

The sponsor of this bill seems to be blissfully ignorant of how imposed density simply raises land prices and accelerates gentrification. I'd much rather see the Senate address how to make real the provisions of Oregon Land use Goal 10 that read:

"Plans should take into account the effects of utilizing financial incentives and resources to (a) stimulate the rehabilitation of substandard housing without regard to the financial capacity of the owner so long as benefits accrue to the occupants; and (b) bring into compliance with codes adopted to assure safe and sanitary housing the dwellings of individuals who cannot on their own afford to meet such codes."

HB 2001 is bad enough in foolishly interfering with local jurisdiction discretion in zoning and land use planning. SB10 is simply beyond the pale.

All best,

Jim Heuer

Member Neighborhood Land Use Committee

Member Sen. Dembrow's Historic Preservation Legislation Task Force

Prior Member of LCDC RAC for Revisions to Rules for Oregon Land Use Goal 5