



February 25, 2019

Senator Shemia Fagan, Chair
Senate Committee on Housing
Oregon Legislature
Salem, Oregon

Re: Opposition to SB10-increased density along transit corridors.

Chair Fagan and Members of the Committee:

Thank you for the opportunity to comment on SB 10. The City of Eugene supports the principles of Transit Oriented Development (TOD), as this is a critical element of our Envision Eugene land use planning efforts, as well as Moving Ahead, our collaborative transit program with Lane Transit District (LTD). Senate Bill 10 disregards the tremendous time and effort by local communities to develop and implement integrated transit, housing, and economic development efforts at the local level. For that reason, the City of Eugene is Opposed to SB 10, unless amended to be supportive of local community's efforts and authorities.

Many Oregon cities have been working to update land use and transportation planning and investment efforts to implement TOD approaches, as they provide a wide range of housing opportunities, encourage active transportation and reduce our carbon emissions. This is why SB 10 raises serious concerns for the City. The bill mandates dramatic density requirements and does not reflect the complexities of land use and transit that are endemic to each locality. The legislation fails to address how to balance these density mandates with the other statewide planning goals that require cities to provide a transportation system and other infrastructure needed to support the density, as well as impacts to natural resources.

Eugene recently completed an eight year land use, transit, economic development, environmental protection, and neighborhood livability planning process resulting in the Envision Eugene Plan. Implementation is underway, including the River Road Corridor Study, a \$450,000 FTA grant funded plan to increase TOD along the corridor. This planning effort includes robust outreach, collaboration with partner agencies (LTD and Lane County), and significant consultant study that will result in changes to the City's land use code to encourage higher density residential and mixed use development in appropriate and viable places along the corridor. SB 10 would upend this work, creating distrust within our community, and placing us behind in our efforts to seek federal funding for transit improvements.

The one-quarter mile and one-half mile buffers in the proposed legislation are highly disruptive to all of Eugene's neighborhoods. As shown on attached, *Zoning in Frequent Transit Corridors* map, a large portion of the city would be covered in one of these buffers. All of the impacted R-1

Low Density Residential zoned land would need to be upzoned to a higher density, as the maximum density in R-1 is 14 dwelling units per acre. The table below shows the total acreage of R-1 zoned land that SB10 would require to be upzoned. The vast majority of these properties are developed for low density residential uses (mainly single family homes). In fact, if SB10 were implemented as written, over 30% of the R-1 zoned land within the UGB would be impacted.

Distance from Frequent Route Corridor	Sum of Acres
R-1 within one-quarter mile	2,659
R-1 within One-quarter mile to one-half mile	2,935
Grand Total	5,594


It will be complicated and expensive to upgrade the transportation system to serve the SB 10 zoning pattern and meet the congestion performance standards in the Transportation Planning Rule and the Oregon Highway Plan. The zoning pattern mandated in SB10 amplifies these challenges and will be difficult to address under Oregon’s Statewide Planning Goals, which will leave these changes open to legal challenges. It is difficult to see how the State, the Central Lane MPO, and the City of Eugene could create and fund a transportation system that would support the density pattern mandated in SB 10.

Through our experience we have also found that rezoning property is not enough to compel higher density development to occur, and typically financial and other incentives are necessary. As part of the River Road Corridor Study, a market analysis will be completed to determine what interventions may be necessary to realize the type of development that meets our community vision.

Finally, one of the realities that has a tremendous impact on the City of Eugene’s land use, planning, and development efforts, is that of litigation and appeals to land use decisions. SB10, as written, does not provide the clarity to adopt at the local level and unless amended, will create the foundation for future appeals on Eugene land use decisions. This will require the dedication of scarce land use and legal resources toward implementing the requirements of SB10, rather than utilizing those resources to successfully implement the current TOD plans.

The City of Eugene appreciates the opportunity to comment and is willing and able to work with the committee and stakeholders on ways to encourage more development that is supportive of our transit investments. Yet, if there are not substantial opportunities to revise the proposed legislation, we will be strongly in opposition to the bill’s current prescriptions.

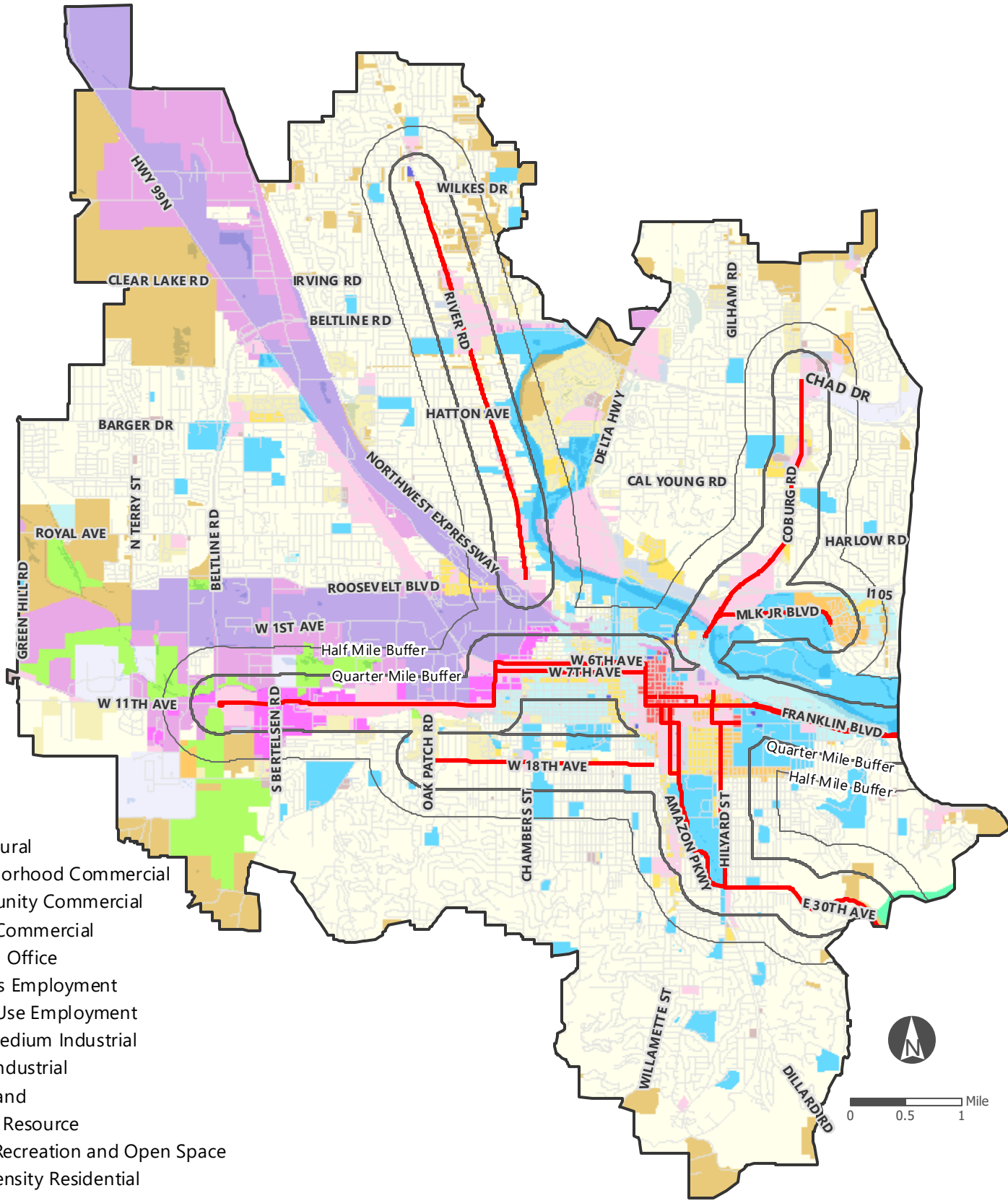
Sincerely,



Mayor Lucy Vinis



Zoning in Frequent Transit Corridors



- AG Agricultural
- C-1 Neighborhood Commercial
- C-2 Community Commercial
- C-3 Major Commercial
- GO General Office
- E-1 Campus Employment
- E-2 Mixed Use Employment
- I-2 Light-Medium Industrial
- I-3 Heavy Industrial
- PL Public Land
- NR Natural Resource
- PRO Park, Recreation and Open Space
- R-1 Low-Density Residential
- R-1.5 Rowhouse
- R-2 Medium-Density Residential
- R-3 Limited High-Density Residential
- R-4 High-Density Residential
- S Special Area
- S-H Historic

Eugene Urban Growth Boundary

Frequent bus routes

Proximity to frequent bus routes

One-quarter mile

One-half mile



Caution: This map is based on imprecise source data, subject to change, and for general reference only.

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