

Oregon like many other states has a shortage of housing.

HB2001 is not a path to solving Oregon's housing problems.

The undesired and unintended consequences caused by upzoning residential neighborhoods will make worse, not improve, our housing problems.

Our most acute housing shortage is for "affordable housing".

Affordable housing requires subsidies. Instead of working to

solve this, the most pressing housing problem, HB 2001 sets

out to destroy the least-expensive, most-affordable housing in residential neighborhoods and replace it with more-expensive housing.

Undesirable negative externalities include loss of trees and vegetation, on-street parking/traffic congestion, infrastructure upgrading costs, increased noise, demolition pollution, and wasted resources, loss of solar access and privacy. We need to pay attention to the social and environmental costs of policy choices.

The least-expensive, fastest, most-desirable way to work with all the trade-offs, such as existing street, water, sewer infrastructure and transportation is to build multi-unit apartment/condominium buildings (economy of scale) above presently one-story commercial buildings along transportation corridors. We urgently need thousands of units of genuinely "affordable housing" and housing affordable to the workforce population. We should encourage greater density in residential neighborhoods, where appropriate, but imposing one-size-fits-all up-zoning is the least-desirable and most-foolish option.

HB 2001 violates state-wide Goal 1: for public involvement in local planning: citizens to be involved in all stages of the planning process.

HB 2001 undermines State-wide Goal 2: requiring comprehensive and coordinated planning.

HB 2001 eliminates single-family house neighborhoods.

HB 2001 mandates increased density without planning or funding for additional necessary services such as schools, roads, parks, sewers, and so on.

HB 2001 overrides important elements of local planning control. State government should not dictate where density should be increased. The local planning process needs to consider traffic, parking, transit, infrastructure, and environmental consequences.

HB 2001 seizes zoning control of local neighborhoods and violates everything we believe about democratic government. It is extremely arrogant for any group to presume that they "know best" and should be able to impose their beliefs on others.

The widespread demolition of existing affordable housing harms the environment and is tremendously wasteful.

According to former PSU Professor Lutzenhiser, 11/16/16 statement to Portland City Council, "Our demolition and new construction carbon emissions estimate is in the neighborhood of 47,000 pounds of CO2 emitted in the demolition process. The estimate for a major energy retrofit of an existing house is about 1,500 lbs (about 1/30th as much), and building a new ADU is estimated to produce around 12,000 pounds of CO2."

HB 2001 will increase housing prices.

The impact of HB 2001 would primarily be on the most-affordable, smaller, older houses presently owned or rented in neighborhoods serving workforce income folks. These least-expensive and presently affordable to purchase houses would be the most vulnerable to being wrecked and replaced with some form of more-expensive middle housing.

HB 2001 mandates on-street parking. A four-plex might add eight cars to street parking.

A recent-year housing study from Multnomah county showed that 70% of people desire a single-family dwelling with a yard and off-street parking.

Most middle housing is studios and one or two bedroom units, which are too small for families with children. 70%

of renters in Lane County are families with children with incomes below 80% of the area medium income (AMI). Most middle housing does not serve these folks.

There is no evidence that middle housing will be “affordable housing” for low income, workforce people.

There is no evidence that there is an unmet demand for middle housing.

HB 2001 arbitrarily negates the municipal residential zoning promise that existed when the property owner purchased the property zoned and located as it was on the street and in the neighborhood as it existed when purchased.

HB 2001 will turn residential neighborhoods into chaotic architectural hodge podges; destroying property values and neighborhood character in the process.

HB 2001 undermines infrastructure capacity planning for sewers, water, traffic, pedestrian, bicycle, storm water, and schools.

Both Eugene and the State of Oregon have implemented policies emphasizing the development of transit-oriented housing. That is more-dense housing along transit corridors. Increasing density scattered throughout residential neighborhoods away from transit corridors will increase transportation costs by aggravating vehicle miles traveled (VMT).

A new study shows that upzonings, like that proposed in HB2001, are ineffective in promoting either housing affordability or supply. The findings: “... **the short-term, local-level impacts of upzoning are higher property prices but no additional new housing construction.**” So not only does it worsen affordability, but it doesn’t increase housing supply in the near term.

Please reject HB 2001.

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