

# CITY OF SPRINGFIELD, OREGON

Office of the Mayor and City Council



225 FIFTH STREET  
SPRINGFIELD, OR 97477  
541.726.3700  
[www.springfield-or.gov](http://www.springfield-or.gov)

June 5, 2019

Ginny Burdick, Chair  
Senate Committee on Rules  
Oregon State Capitol  
900 Court Street NE  
Salem, OR 97301

Dear Chair Burdick, Vice-Chair Baertschiger, and Members of the Committee,

The City of Springfield supports the principles of good planning, including increased density along transit corridors. Springfield is in the process of multiple comprehensive planning efforts to incorporate these concepts into our local land use plans. However, SB 10 disregards the extensive time and effort by the City of Springfield and other local communities to develop and implement plans that are appropriate for our local context and fit within our larger planning framework, including infrastructure planning to serve development needs.

One of the City of Springfield's most complex efforts regarding our local planning framework is our comprehensive housing strategy effort that began in 2016 with an evaluation of our local housing needs and the development of strategies that both increases the supply of housing and the accessibility of affordable housing throughout the housing continuum. This multi-pronged plan is being implemented on many fronts and includes a Development Code update project to lift the barriers to providing housing. We see this as the first in a series of steps toward additional affordable housing, higher density zoning and transit oriented development. SB 10 would upend this work and force us to divert our limited capacity and resources from our local efforts to those required by this bill.

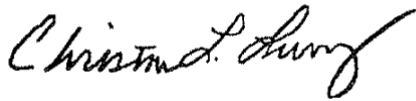
Another significant area of work that would be impacted by SB 10 is a project in conjunction with the Oregon Department of Transportation to improve our main arterial transportation corridor, Main Street/Hwy 126, which runs through the middle of Springfield (see attached transit corridors map). The Main Street Safety Project is addressing safety issues with our primary arterial corridor that also serves as a main transit corridor for our community. Suddenly up-zoning land along the corridor without first addressing the safety issues would further exacerbate public safety on this highway that consistently ranks as one of the most unsafe city streets in Oregon. This is an example of the complexities that exist at the local level that are not accounted for in SB 10.

The attached map shows the dramatic impact the proposed legislation would have on many neighborhoods in Springfield. Beyond the impact to our ongoing work, the City of Springfield has serious concerns about the ramifications the increased zoning called for in SB 10 would have on our infrastructure and the financial burden this would impose on our city without any guarantee that development would actually occur. For example, because of the layout of the city and our transit corridors, there are areas within the one-eighth mile walking distance from priority transit stops (requires 40 units per acre), and certainly within the one-half mile (requires varied residential density

not exceeding 75 units per acre), that would necessitate significant infrastructure investments in just the street system alone. And all that work may be for naught. In our experience, simply allowing for increased density has not resulted in an increase in development.

The City of Springfield is committed to development that is supportive of our communities' transit investments and comprehensive planning efforts. We would appreciate the opportunity to participate in a conversation that includes our city planners for both housing and transportation in order to develop a comprehensive policy that will create the type of development the bill seeks to create. SB 10 would upend our ongoing work and require the City to devote already scarce time and resources in a relatively small window of time in an effort that may yield very little.

Sincerely,

A handwritten signature in black ink, appearing to read "Christine Lundberg". The signature is written in a cursive, flowing style.

Christine Lundberg  
Mayor