



Testimony Before the Senate Rules Committee
Relating to SB 10, -3 amendments
June 5, 2019

Chair Burdick and Members of the Committee:

Thank you for holding a public hearing today. For the record my name is Chris Pryor, Eugene City Councilor, Ward 8, and I am here today representing the City of Eugene's strong opposition to SB 10 and the -3 amendments.

The City of Eugene supports the principles of Transit Oriented Development, as is evidence by our long range planning effort over the past decade, Envision Eugene. Additionally, T-O-D principles form the foundation of the Moving Ahead project, our collaborative transit and development planning project with Lane Transit District.

Unfortunately, we are forced to oppose SB 10 and its amendments, for three fundamental reasons. **First**, the bill applies only to Eugene, Springfield, and Salem, yet all three of our jurisdictions were shut out of the policy development process. **Second**, the bill is poorly conceived and will not produce the intended outcome of more housing. It is very likely to do the opposite. **Third and finally**, the bill does not take into account the extensive work we are already completing to implement our own local T-O-D plans and investments.

We have learned, often after some strife, that the greatest successes in our land use planning and development efforts occur when we engage our neighbors early and often in the things that will affect where they live, work, and play. I am puzzled why this basic tenant of good governance was not utilized in this process? From the beginning of the session, this bill was developed with little or no input from the affected communities, even after we asked to be part of the process to write legislation that would increase T-O-D investments.

Involvement by stakeholders in policy development is crucial to getting it right. SB 10 continues to get it wrong as exemplified by the -3 amendments. Its density requirements are out of sync with the forecast unit need we have compiled as part

of our state-mandated land use planning process. Using the one size fits all calculation model, SB 10 authorizes 59,240 residential units, which is seriously out of scale with Eugene's locally identified need for about 15,100 new homes by 2032. This is according to our approved population growth projections.

As to my second point, this bill, as written, will be very difficult to implement at the local level. It includes vague language and undefined terms, making it difficult to consolidate into our existing code and community context. This is frustrating for staff and the community, precipitates protracted debates on meaning, and will very likely result in legal challenges. Eugene is larger than many cities in Oregon, but we still have a limited amount of staff capacity. Implementation of SB 10 will pull them away from tangible housing, employment and transit-related projects already happening in our community.

Which leads me to my third and final point. Eugene is already actively committed to finding ways to encourage more development that is compatible with our transit investments. Eugene recently completed an eight-year land use, transit, economic development, environmental protection, and neighborhood livability planning process called Envision Eugene. A primary focus of this plan is to facilitate the transformation of our downtown, our key transit corridors, and our core commercial areas into lively mixed-use neighborhoods that foster active, walkable community living.

Let me give you a specific example of the kind of collaborative community planning we are doing right now.

The River Road Santa Clara Neighborhood Plan and Corridor Study is charting a vision for the future of two of Eugene's largest neighborhoods. A key goal of the Plan is to improve River Road, a major street that runs north from central Eugene to the city limit.

The Neighborhood Plan draft vision, which was developed in cooperation with local resident planning committees, includes "thriving, vibrant, active and denser mixed-use neighborhoods along the River Road corridor" and "a transportation system that is safe, accessible, affordable, environmentally responsible and transitions to zero carbon."

The Study will help implement a community vision by developing physical plans, economic models, and ways to improve transit connections to better serve people

in the area. Community members, the City of Eugene and Lane Transit District are exploring ideas through design workshops, financial studies, and transit evaluations to prioritize investment and produce an updated land use code.

And the key element is that we are doing it locally, and we are doing it together, not in a vacuum.

SB 10 would unnecessarily upend this work, sow discord in our community, foment ongoing legal challenges, and set us back in our efforts to seek federal funding for transit improvements.

Thank you again for listening to Eugene's concerns and I ask that you oppose SB 10 and the -3 amendments.