

Greetings,

The amended version of SB 10 shifts the imposed substantial density increases to "50% of the transit stops", rather than along the linear route. It also adds an option for the City to implement its own plan, as long as it meets the same density requirements.

There is nothing that the Senate can do to fix this bill because its underlying premise is fatally flawed. Usurping local control of land use in this fashion is highly coercive and undemocratic and completely ignores public process and input. It operates in utter contempt of State Planning Goal 1 and completely ignores the relevant research on the impact of transit hub up-zoning - gentrification. The key to affordability is protecting existing marginal housing stock.

The state's role is to set goals and allow cities to meet them as they see fit and in the context of local conditions and offer compliance incentives. Autocratic micromanaging will simply blow-up any and all long-running local planning and resource allocation.

I urge you to reject this bill out right.

-TED

Ted M. Coopman, Chair,

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Jefferson Westside Neighbors

Executive Board

Eugene, OR

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