



Oregon

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TO: The Honorable Shemia Fagan, Chair
Senate Committee on Housing

FROM: Sadie Carney, Policy Analyst
Department of Land Conservation and Development

RE: Senate Bill 10



SB 10 would increase residential densities along priority transit corridors in cities with a population greater than 10,000. This bill could have significant policy outcomes for over 50 cities in Oregon. It is important to note that DLCDD has no position on this legislation, but offers our comments for the committee's consideration and information in determining the appropriate path forward for SB 10.

While this housing density increase is likely to increase transit use, SB 10 does not explicitly mention connection to jobs, goods and services. Connecting people with the places they live, work, and play when we create additional development is essential for successful adoption of transit.

Goal 12: Transportation

This goal requires cities, counties and the state to take into account all relevant modes of transportation and to plan for adequate service to residential, commercial, industrial, and recreation areas. Ideally, the resulting plan supports a variety of transportation modes so residents are not limited in the ways they can access the jobs, goods, or services available in different parts of their community. A well designed transportation plan conserves energy while minimizing adverse social and economic impacts for disadvantaged areas.

The Transportation Planning Rules (TPR) implement Goal 12 (OAR 660-012). The TPR specifies what must be included in local planning efforts for transportation, and what must be addressed and included in a transportation system plan.

A local comprehensive plan must be in agreement with a locally adopted transportation system plan. In planning to meet Goal 12, a local government is advised that "high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit." SB 10 would help transit providing communities accomplish this important goal.

Potentially challenging aspects of SB 10 include: introducing the need for significant infrastructure improvements to transportation, water, sewer, and even stormwater systems that are beyond the capacity of current facility master plans, and additional unanticipated demand for parks and school services. Proximity to other desirable urban

services, such as shopping and employment opportunities, is not considered, with potential negative effects on desired urban form and mixture of uses. Also, current zones for things like mixed use development may be disrupted by direct implementation of SB 10.

SB 10 also has the potential to trigger something called a “significant effect.” A TPR significant effect occurs when a local governments finds that an existing or proposed zoning designation has the potential to generate more traffic than anticipated by the current existing zone and that additional traffic will not be served by planned transportation improvements.

Goal 10: Housing

This goal offers guidance to local governments in regard to placement of housing. Specifically, implementation requirements for Goal 10 direct a city to use “ordinances and incentives” to “increase population densities in urban areas.” SB 10 would direct urban development to specific corridors in cities with qualifying transit infrastructure, helping them meet their Goal 10 obligations (though the legislation limits the variety of residential forms permitted in affected areas).

While the department views the underlying intent of SB 10 as sound policy, the department believes that several issues must be addressed in this bill. A more comprehensive review of possible effects and greater engagement of current transit providers, effected communities, interested parties, and local governments is recommended.

DLCD is happy to offer expertise and recommendations to address the concerns and issues raised in this memorandum and willing to work with bill sponsor and interested stakeholders if any such drafting occurs.

Thank you for this opportunity to provide you with information about SB 10. If committee members have questions about this testimony, I may be reached at 503-373-0036 or via email at sadie.carney@state.or.us