

SB 10 STAFF MEASURE SUMMARY

Senate Committee On Housing

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Meeting Dates: 2/25, 4/1

WHAT THE MEASURE DOES:

Prohibits cities from limiting density below specified thresholds in areas zoned for residential development within urban growth boundaries that are adjacent to defined transportation corridors.

ISSUES DISCUSSED:

- Affordable housing shortage
- Finding ways to support development of affordable housing
- Challenges building-out infrastructure; targeting areas where transportation investments are made
- Importance of local control, local participation, local planning process
- Concern about potential displacement of smaller, more affordable homes in favor of higher density structures

EFFECT OF AMENDMENT:

No amendment.

BACKGROUND:

Local jurisdictions in Oregon are required to prepare comprehensive land use plans that are consistent with implementation of a set of statewide planning goals, overseen by the Land Conservation and Development Commission (LCDC). The goals establish state policies on urban and rural land uses, resource conservation, economic development, affordable housing, urban growth, coastal protection, natural hazards, and citizen involvement. Goal 12 concerns the provision of a safe, convenient transportation, and during the 2017 regular legislative session, the Legislature enacted a transportation funding bill to invest in improving transit service around the state. Such infrastructure investments stimulate corresponding development efforts along transportation routes.

Senate Bill 10 defines “priority transportation corridor” for purposes of municipal limits on the density of residential development and prohibits the imposition of lower densities than stated, within urban growth boundaries, near such transportation, as follows:

- For cities within the metropolitan service district, maximum residential density must be less than 75 units per acre within a quarter mile of transportation, and less than 45 units per acre within a half mile.
- For cities with a population more than 10,000 within a defined metropolitan planning organization, maximum density must be under 50 units per acre within a quarter mile, and under 25 units per acre within a half mile.
- For cities with a population more than 10,000 that are not within a metropolitan planning organization, maximum density must be less than 25 units per acre within a quarter mile, and less than 14 units per acre within a half mile.
- For cities with a population more than 10,000 or within a metropolitan service district, maximum density must be under 140 units per acre within a quarter mile, and less than 25 percent greater than the maximum density of the area on the effective date of the measure.

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The measures also provides for corresponding height limits, parking requirements, and other reasonable restrictions that do not reduce density.

PRELIMINARY