

SB 10 Proposed amendments (gut and stuff- replaces the entire bill)

1. Definitions. For the purposes of this Act:

(a) Arterial: Arterials as defined in ORS 801.127 and any roads identified as major arterials in local transportation system plans.

(b) Priority transit corridor: An arterial with transit service scheduled two times or more per hour at any time during the week as of February 28, 2019.

(c) Priority transit stop: A stop on a priority transit corridor in existence on January 1, 2019 that has been in existence since January 1, 2018.

(d) Transit-supported housing areas: Lands within an urban growth boundary, within one-quarter mile walking distance from a priority transit stop and zoned to allow residential development.

2. Cities with populations greater than 60,000 outside of a metropolitan service district as of January 1, 2019 must amend their comprehensive plan and land use regulations to encourage transit-oriented development in transit-supported housing areas. No later than December 31, 2020, those cities must:

(a) Increase any maximum density limits within areas that are one-quarter mile walking distance from a priority transit stop and zoned to allow residential development to a maximum density limit of no less than 20 residential units per gross acre;

(b) Increase any maximum density limits within areas that are one-eighth mile walking distance from a priority transit stop and zoned to allow residential development to a maximum density limit of no less than 40 residential units per gross acre;

(c) In lieu of implementing subsections (a) and (b) of this section, a city may develop a plan to cluster future development in nodes along its priority transit corridors. Such a plan shall allow for at least the amount of future housing unit development as a corridor-wide rezoning would. The plan shall locate nodes in close proximity to commercial, employment, or educational uses;

(d) Adjust density minimums, density maximums, height limits, parking requirements and other development requirements to allow transit-supported housing areas to accommodate growth at those densities;

(e) Nothing in this section shall prohibit cities from adopting land use regulations and policies related to Statewide Planning Goal 7;

(f) A final action adopted by a local government under this section does not constitute a comprehensive plan amendment or land use regulation that must comply with a statewide planning goal related to transportation or any implementing administrative rules for a statewide planning goal related to transportation.

Sections 1 and 2 of this bill do not apply to any local jurisdictions within a metropolitan service district that has adopted:

- (a) a land use and transportation scenario that has been approved by the Land Conservation and Development Commission in accordance with Chapter 865, Oregon Laws 2009, section 37; and
- (b) a regional framework plan as defined in ORS 268.020(7) that includes:
 - A. a policy to direct public investment to high-density urban centers, transit station areas, and frequent transit corridors;
 - B. a policy to encourage the housing market to increase its use of existing residential capacity;
 - C. a program to incentivize public and private investment in mixed-use and transit-supportive development in urban centers, transit station areas, and transit corridors; and
 - D. requirements that prevent reduction of net residential capacity through downzoning.

[END OF BILL]

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