



Support SB 10 with -3 Amendment

Leverages Public Investments in Transit with More Housing

Applies to Larger Cities that Already Have Frequent Service

When the State and local jurisdictions invest public dollars in infrastructure, including transit, it makes sense to leverage those public investments with private and non-profit investments to maximize the benefit and effectiveness of those investments. One of the best ways to leverage public transit investments is to allow more housing to be built by the private sector near transit that runs frequently. This makes it easier for people to live near good public transit and increases ridership on those transit lines—leveraging the public and private investments for everyone’s benefit.

What the SB 10-3 Amendment does:

- Replaces the bill as introduced.
 - Applies only to cities with populations over 60,000 and with existing frequent transit service lines (15-minute service within any hour); Metro cities are exempt, as Metro already did similar transit-oriented development planning and up-zoning for the Climate Smart Cities program it adopted and which the State has acknowledged.
 - Requires affected cities to, in collaboration with the local transit service, do *one of the following* on frequent service transit lines that run on major arterials:
 - A. Identify at least 50% of the stops on frequent service lines as “priority transit stops.” Allow (not require) density of 40 units per developable acre—approx. three-story multifamily apartments—within 1/8 mile of priority transit stops; allow (not require) density of 20 units per developable acre—a blend of single family and middle housing type housing—within 1/4 mile of priority transit stops.
- OR**
- B. Create a plan with more flexibility around the priority transit stops. The plan can allow (not require) *up to* 75 units per developable acre—approx. five-story apartment building) at stops with high ridership and where commercial and residential development can increase opportunities. The overall density cannot exceed that of Option A, so if there is more density at some priority stops, there will be less density than called for in Option A in other areas.
- Affected cities must let DLCD know by December 31, 2019 which option they are selecting. Cities choosing Option A have until December 31, 2022 to change their zoning to comply with that option; cities choosing Option B have until December 31, 2023 to adopt their plans and related zoning.