

Senate Bill 10

Sponsored by Senator COURTNEY

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Establishes permissible density requirements within urban growth boundaries of cities within metropolitan service district or with population more than 10,000 for areas adjacent to transportation corridors and zoned to allow residential development.

A BILL FOR AN ACT

1
2 Relating to development in priority transportation corridors.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. Section 2 of this 2019 Act is added to and made a part of ORS chapter 197.**

5 **SECTION 2. (1) As used in this section, "priority transportation corridor" includes:**

6 **(a) Any part of a rail fixed guideway public transportation system, defined in ORS 801.406;**

7 **(b) Bus rapid transit lines; and**

8 **(c) Bus routes with service every 15 minutes or less during peak commuting hours.**

9 **(2) Within areas zoned to allow residential development, cities within the metropolitan**
10 **service district may not impose a maximum density limit within their urban growth bound-**
11 **ary that is less than:**

12 **(a) 75 residential units per acre if within one-quarter mile of a priority transportation**
13 **corridor.**

14 **(b) 45 residential units per acre if within one-half mile of a priority transportation cor-**
15 **ridor.**

16 **(3) Within areas zoned to allow residential development, cities with a population more**
17 **than 10,000 that are not within the metropolitan service district, but are within a metropol-**
18 **itan planning organization, as defined in ORS 197.629, may not impose a maximum density**
19 **limit within their urban growth boundary that is less than:**

20 **(a) 50 residential units per acre if within one-quarter mile of a priority transportation**
21 **corridor.**

22 **(b) 25 residential units per acre if within one-half mile of a priority transportation cor-**
23 **ridor.**

24 **(4) Within areas zoned to allow residential development, cities with a population more**
25 **than 10,000 that are not within a metropolitan planning organization may not impose a**
26 **maximum density limit within their urban growth boundary that is less than:**

27 **(a) 25 residential units per acre if within one-quarter mile of a priority transportation**
28 **corridor.**

29 **(b) 14 residential units per acre if within one-half mile of a priority transportation cor-**
30 **ridor.**

31 **(5) In addition to and not in lieu of subsections (2) to (4) of this section, within areas**

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

1 zoned to allow residential development, cities with a population more than 10,000 or within
2 a metropolitan service district may not impose a maximum density limit within their urban
3 growth boundary less than:

4 (a) 140 residential units per acre if within one-quarter mile of a light rail line station.

5 (b) 25 percent greater than the maximum density of the area on the effective date of this
6 2019 Act.

7 (6) Cities shall allow increased height limits to accommodate the density required in this
8 section and may adopt only reasonable standards restricting housing that do not:

9 (a) Have the effect of reducing the density allowed under this section.

10 (b) Establish minimum parking requirements.
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