

Requested by Senator COURTNEY

**PROPOSED AMENDMENTS TO  
SENATE BILL 10**

1 On page 1 of the printed bill, line 2, before the period insert “; and pre-  
2 scribing an effective date”.

3 Delete lines 5 through 31 and delete page 2 and insert:

4 **“SECTION 2. (1) As used in this section, ‘priority transit stop’**  
5 **means a transit stop within the boundaries of a city that is on an ar-**  
6 **terial as defined in the Oregon Vehicle Code or a major arterial high-**  
7 **way as designated in a regional transportation plan, not including an**  
8 **interstate, with regular transit service scheduled four or more times**  
9 **during any hour between February 27, 2019, and March 2, 2019.**

10 **“(2) A city, in consultation with a local mass transit district or-**  
11 **ganized under ORS 267.010 to 267.390, shall either:**

12 **“(a)(A) Identify at least 50 percent of the priority transit stops**  
13 **within the city’s boundary that are located on lands where residential**  
14 **uses are allowed; and**

15 **“(B) For each priority transit stop identified in subparagraph (A)**  
16 **of this paragraph, on lands zoned to allow residential uses, establish**  
17 **maximum residential density limits that are at least:**

18 **“(i) Twenty residential units per developable acre on lots or parcels**  
19 **entirely within one-quarter mile walking distance of the identified**  
20 **stop; and**

21 **“(ii) Forty residential units per developable acre on lots or parcels**

1 entirely within one-eighth mile walking distance of the identified stop;  
2 or

3 “(b) Create and adopt a plan for the development of lands within  
4 one-half mile walking distance of priority transit stops that:

5 “(A) Establishes a pattern of varied maximum residential density  
6 that does not exceed 75 residential units per developable acre, with  
7 higher densities prioritized in high ridership areas;

8 “(B) Allows the same maximum total number of residential units  
9 that would be authorized under paragraph (a) of this subsection;

10 “(C) Authorizes mixed residential, retail and office uses within  
11 areas of higher density focused around identified priority transit stops  
12 that are scaled to accommodate transit riders and pedestrian and bi-  
13 cycle travel to and from the surrounding area; and

14 “(D) Includes a network of roads and pedestrian and bicycle paths  
15 to support high levels of safe pedestrian and bicyclist access and  
16 transit use.

17 “(3) A city shall adopt land use regulations and amend its compre-  
18 hensive plan to adjust building height limits, parking requirements  
19 and other development requirements to allow residential areas to be  
20 feasibly developed at densities allowed under subsection (2) of this  
21 section.

22 “(4) This section does not prohibit a city from adopting or enforcing  
23 land use regulations based on statewide land use planning goals re-  
24 lating to:

25 “(a) Natural hazards; or

26 “(b) Natural resources, including air, water, land, natural areas or  
27 open spaces, but not including historic resources.

28 “(5) This section does not apply to cities:

29 “(a) With a population under 60,000 on the effective date of this 2019  
30 Act; or

