



Support HB 2558—More Housing Near Transit Bill

Leveraging Public Investments in Fixed Guideway Transit Corridors with More Housing

Oregon currently has a housing shortage of at least 140,000 housing units. This shortfall means that 47 percent of Oregon's families are cost-burdened, paying more than 30 percent of their income for housing. This includes half of all *renters*. And 71 percent of extremely low-income households are severely cost-burdened, paying more than half of their income for housing.

Moderate and lower-income households compete with higher earners for scarce housing and often live far from their jobs, which may result in long commute times, increased cost burdens, and limitations on the jobs they can access. And, primary reliance on driving means that for most families, transportation is their second highest household expense, after paying for their housing. Transit is often more affordable than driving one's car, and transit ridership is higher when more housing is located within walking distance of transit stations.

Failure to link increased housing opportunities with fixed-guideway transit means lower transit ridership – that wastes the public investment and does not serve those who most need transportation options. Restrictive zoning policies near transit freeze out private and non-profit multifamily housing investments, and that means Oregonians are not benefitting as much as they should from those transit investments. This development pattern misses significant opportunities to increase transit usage and reduce greenhouse gas emissions from Oregon's #1 source of greenhouse gas emissions – transportation.

One of the most effective ways to leverage public transit investments is to allow more housing to be built in residential areas near fixed-guideway transit stops. This includes near light rail, streetcar and bus rapid transit where the fixed-guideway transit provides frequent service to riders and are unlikely to significantly change.

This creates a win-win: increased transit ridership, more housing located near affordable transportation, and greenhouse gas reduction.

HB 2558:

- Requires cities and counties, inside urban growth boundaries, to do one of the following on fixed-guideway transit lines when the jurisdiction conducts the next update of its full land use plan, the housing or transportation portion of its plan, or a city's housing capacity analysis.
 - A. Allow (not require) at least a three-story multifamily housing building in all residential/mixed-use zones within 1/8 mile of fixed-guideway transit stops and 45 units per developable acre.

OR

- B. Create a plan with more flexibility around the transit stops. The plan can allow (not require) up to a five-story apartment building at stops in residential/mixed-use zones. The overall density must meet, but not exceed, that of Option A.

- Allows local jurisdictions to regulate housing to comply with protective measures adopted pursuant to statewide land use planning Goal 7 or to comply with measures adopted to protect natural resources or conserve scenic vistas pursuant to Goal 5.
- Prohibits parking minimum requirements for housing and employment development within 1/8 mile of fixed-guideway transit stops.
- Provides a one-floor bonus for projects that include 10% of units at 60% area median income, or 20% of units at 80% area median income, for a duration of 60 years.

As of 2-24-21