

FISCAL IMPACT OF PROPOSED LEGISLATION

81st Oregon Legislative Assembly – 2021 Regular Session
Legislative Fiscal Office

Measure: HB 2558 - 2

*Only Impacts on Original or Engrossed
Versions are Considered Official*

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Measure Description:

Requires local governments to allow certain residential development within one-eighth mile of fixed guideway corridor stops.

Government Unit(s) Affected:

Department of Land Conservation and Development (DLCD), Oregon Department of Transportation (ODOT), Housing and Community Services Department (HCSD), Cities, Counties, Metro

Summary of Fiscal Impact:

Costs related to the measure are indeterminate at this time - See explanatory analysis.

Analysis:

HB 2558 with the -2 amendment prohibits local government from establishing or enforcing parking minimums in residential development within one-eighth of a mile of fixed guideway corridor stops. Within this corridor, the measure directs local government to:

- Allow the development of residential multifamily buildings of no less than three floors that achieves a density of no less than 45 residential units per acre.
- Adopt amendments to the comprehensive plan, land use regulations and zoning maps that allow for the development of residential multifamily buildings of five floors or fewer and that will ensure an overall density of no less than specified in the measure.
- Allow one additional floor if affordable housing meets the requirements specified in the measure.

In addition, the measure requires a local government with jurisdiction over a fixed guideway corridor to adopt appropriate land use regulations or amend its comprehensive plan for complying with the requirements, including the initiation of periodic review by the Department of Land Conservation and Development (DLCD) of the local government's comprehensive plan and land use regulations; adoption of a buildable lands inventory; and submission of the local government's transportation system plan to DLCD.

Passage of this measure is anticipated to have a no or minimal fiscal impact on DLCD, the Oregon Department of Transportation (ODOT), the Housing and Community Services Department (HCSD), and Metro.

The fiscal impact of this measure on cities and counties is indeterminate. Both the Association of Oregon Counties and the League of Oregon Cities report that they believe the impact to cities and counties would be material, but they would need more time to quantify the impact.