

SHB 1490 - H AMD TO H AMD (H-2585.4/09) **340**

By Representative Nelson

NOT CONSIDERED 4/26/2009

1 On page 21, beginning on line 19 of the striking amendment, strike
2 all of section 9 and insert the following:

3
4 "NEW SECTION. Sec. 9. A new section is added to chapter 36.70A
5 RCW to read as follows:

6 (1) Comprehensive plans and development regulations must encourage
7 development at major transit stations at levels that support transit-
8 oriented development. For purposes of this section, "transit-oriented
9 development" has the same meaning as defined in RCW 36.70A.108. These
10 plans and regulations must also: (a) Encourage walking, bicycling, and
11 reduced vehicle trips; (b) include design standards for streets,
12 sidewalks, and buildings that encourage safe walking and bicycling;
13 and (c) promote mixed-use and mixed-income developments.

14 (2) Comprehensive plans at major transit stations must provide for
15 no net loss of affordable rental housing resulting from demolition or
16 redevelopment, and must provide an adequate supply of housing that is
17 affordable to low-income households.

18 (3) For purposes of this section, "major transit station" means
19 any of the following within an urban growth area:

20 (a) Stations on a high capacity transportation system approved by
21 the voters and funded or expanded under chapter 81.104 RCW. For
22 purposes of this subsection (3), streetcars or streetcar systems are
23 not considered high capacity transportation systems;

24 (b) Stops on rail or fixed guideway systems, including
25 transitways, but excluding stops in a streetcar or commuter rail
26 system;

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1 (c) Stations on bus rapid transit routes that operate on exclusive
2 rights-of-way for sixty-five percent or more of a route. For purposes
3 of this subsection (3)(c), "exclusive rights-of-way" means a roadway
4 or guideway that exclusively serves bus, rail transit, or both, and is
5 not normally accessible by privately owned or commercial vehicles; and

6 (d) Stations on a light rail line that is fewer than two miles in
7 length.

8 (4) Nothing in this section modifies or otherwise affects planning
9 or regulatory requirements for: (a) Airports; or (b) major transit
10 stations consisting of park and ride facilities with more than five
11 hundred spaces where redevelopment is limited by large, undevelopable
12 wetlands located within one-quarter mile walking distance of the major
13 transit station.

14 (5) This section does not apply to lands: (a) Designated for
15 industrial or manufacturing uses in comprehensive plans or zoning
16 regulations; or (b) upon which stadiums that seat twenty-five thousand
17 or more persons are located."

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19 On page 27, line 18 of the striking amendment, after "section"
20 strike "9(2)" and insert "9(3)"

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22 On page 29, line 2 of the striking amendment, after "section"
23 strike "9(2)" and insert "9(3)"

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25 On page 30, line 26 of the striking amendment, after "section"
26 strike "9(2)" and insert "9(3)"

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28 On page 32, line 21 of the striking amendment, after "within"
29 strike "one-half mile" and insert "one-quarter mile walking distance"

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EFFECT: (1) Specifies that comprehensive plans and development regulations adopted under the Growth Management Act must encourage development at major transit stations at levels that support transit-oriented development, rather than communities. (2) Specifies that comprehensive plans at major transit stations must

provide for no net loss of affordable rental housing resulting from demolition or redevelopment, and must provide an adequate supply of housing that is affordable to low-income households.

(3) Modifies the definition of "major transit station." (4) Excludes exemptions pertaining to the comprehensive plan and development regulation requirements. (5) Specifies that county transit-oriented housing funds must be used for developing qualifying residential development that is located within one-quarter mile, rather than one-half mile, of a major transit stop. (6) Makes technical changes.

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