

House Transportation, Housing & Local Government	
<b>Amendment number</b>	<b>Description</b>
L.111	<ul style="list-style-type: none"> <li>Restores elements of legislative declaration removed by Senate appropriations amendment to coincide with other changes to the bill.</li> <li>Restores necessary definitions.</li> <li>Makes technical corrections and strengthens the water forecast report and master plan requirements.</li> </ul>
<u>L.135 to amend L.111</u>	<ul style="list-style-type: none"> <li>This makes clarifications to an option on the affordable housing strategy menu to state that infrastructure costs (which could include utilities, cost exemptions, and discounts) should be considered as a strategy for affordable housing development.</li> </ul>
<u>L.132 to amend L.111</u>	<ul style="list-style-type: none"> <li>Clarifies affordable housing language added in the senate to ensure smooth implementation and clarifies the displacement mitigation assessment language and strategies</li> </ul>
<u>L.116 to amend L.111</u>	<ul style="list-style-type: none"> <li>Pushes occupancy limits enforcement to Jan. 1 2024</li> </ul>
L.117	<ul style="list-style-type: none"> <li>Restores Accessory Dwelling Units in a limited fashion.</li> <li>Applies only to Tier 1 &amp; Tier 2 Urban Municipalities.</li> <li>Keeps exemptions/provisions previously included such as water/sewer, agricultural lands, and hazard area exemptions.</li> </ul>
<u>L.131 Amendment to L.117</u>	<ul style="list-style-type: none"> <li>Page 6, after line 29 add: applying and enforcing locally adopted building and fire codes</li> </ul>
L.119	<ul style="list-style-type: none"> <li>Enables multi-family housing within ½ mile of fixed rail transit stations.</li> <li>Tier 1 Urban Municipalities and counties with fixed rail transit need to update or create zoning districts that allow multi-family housing up to at least 40 units per acre on at least 50% of the area, minus exemptions.</li> <li>Enables multi-family housing within ¼ mile of frequent bus and BRT corridors (½ mile of commuter BRT stations).</li> <li>Tier 1 Urban Municipalities need to update or create zoning districts that allow multi-family housing up to at least 25 units per acre on the greater of: <ul style="list-style-type: none"> <li>At least 25% of commercial, residential, institutional, and mixed-use areas parcels in Key Corridors.</li> <li>At least 10% of commercial, residential, institutional, and mixed-use areas in the city.</li> </ul> </li> <li>Communities with existing zoning districts that meet these standards need not update their codes.</li> </ul>

	<ul style="list-style-type: none"> <li>Exempts parcels with industrial uses, airport uses, parks and open spaces, and the parcels exempted from ADUs.</li> </ul>
<u>L. 134 to amend to L.119</u>	<ul style="list-style-type: none"> <li>Language to ensure bike/ped infrastructure is properly contemplated</li> </ul>
L.118	<ul style="list-style-type: none"> <li>Directs CDOT to update the access code with standards for Transportation Demand Management strategies in conjunction with the approval of new interstate interchanges.</li> </ul>
L.133	<ul style="list-style-type: none"> <li>Adds OEDIT to the multi agency committee.</li> <li>Creates a more formalized subcommittee structure to engage urban and rural resort area leaders and inform multi-agency committee work.</li> </ul>
<u>L.136 to amend L.133</u>	<ul style="list-style-type: none"> <li>Technical change to avoid a settled question</li> </ul>
L.130	<ul style="list-style-type: none"> <li>Requires OEDIT, to the extent practical, to prioritize grants and funding opportunities in areas where strategic growth goals have been met.</li> </ul>
L.123	<ul style="list-style-type: none"> <li>Clean up and conforming amendments</li> <li>Increase emphasis on reducing parking minimums in strategic growth areas.</li> <li>Adds water conservation as a strategic growth objective.</li> </ul>
L.126	Provides additional flexibility for occupancy restrictions in communities with a college student population of over 25% and will ensure protection for health, safety, and welfare. This is different from general occupancy limits that target families.
L.127	Adjustment to subcommittee. Adds affordable housing and homelessness advocates to the task force subcommittee. Ensures there is collaboration and cross pollination between the multi agency committee and legislative oversight committee and task force for information sharing. Also the legislative oversight committee can act on and try to resolve any policy barriers the multi agency committee might run up against when trying to implement recommendations on assessments and plans.