

# SB 10 - Worst Legislation in a long time

## Opinion

By Dean Givold

Did you know that the mandates in Senate Bill 10 (SB 10), sponsored by Senate President Peter Courtney, are so far reaching that SB 10 will eliminate most of the single family zoning in cities with transit. In the Portland Metro area, SB 10 will cause TriMet to determine the level of density and where it is located, not the planners or the City.

The latest developer-backed bill to rezone Oregon cities is SB 10, and by far the worst. SB10 will rezone all residential areas within 1/2 mile of a "frequent service transit line" to 45 to 74 units per acre. That is about 5 to 8 housing units per typical 5,000 sq. ft. (0.11 acre) residential lot, or about 24 to 40 persons per 10,000 sq. ft. This is a "Manhattan" level density, equal to or higher than population density in downtown, the Pearl, and Goose Hollow.

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Objections to SB 10 include:

- Bypasses Oregon's Land Use Goals
- Overrides comprehensive plans
- Disregards land use planning
- Increases demolitions of affordable housing
- Creates unaffordable housing.
- Displaces most vulnerable residents
- Eliminates Single-Family Zoning
- No parking requirements
- No infrastructure requirements
- No transportation planning
- Environmental protections overridden
- No protection for residential tree canopy
- No protection for historic resources
- ? No restrictions on vacation rentals ?
- Promotes rentals over home ownership
- No affordability requirements

You can go to TriMet's frequent service page and find the bus or MAX line closest to you. However, if you live in Irvington, you don't have to look far -- the No. 8 bus is a prime example of good work by TriMet, a very frequent service transit line that travels through the middle of Irvington and other neighborhoods to the north. Because the No. 8 falls well within the definition in SB 10, this will create a mile-wide swath of extreme housing density, a half mile on each side of NE 15th. If you're within 1/4 mile of a MAX station, your area will be rezoned to 140 units per acre, or about 32 persons per 5,000 lot. I live on NE 15th, a standard 50x100 lot, on which SB 10 would allow 8 housing units.

Please note that the SB 10 definition of priority transportation corridor ("bus routes with service every 15 minutes or less during peak commuting hours) is broader

than the TriMet definition of frequent service (buses that "run every 15 minutes or less, most of the day, every day"). This means that additional bus lines, like No. 17, which travels on NE 24th, could fall within the SB 10 definition.

Do we want to rezone all of Portland's neighborhoods to blocks of 3 to 10-story apartment buildings? I think not.

Did you see The Oregonian piece on the money flowing to Oregon legislators regarding logging, the environment, etc., because the money is also flowing in the same direction from real estate interests, homebuilders and their investors. There are two bills, HB 2001 and SB 10 in the Oregon legislature that need our strenuous opposition.

Another Speaker Kotek bill, HB 2003, has some good ideas, but also some homebuilder drafted provisions. If we could work cooperatively with the other side, something good is possible, but experience suggests otherwise. Approach HB 2003 with caution; for now, I am opposed.

Here's what you can do. Email your views on SB 10 to the Senate Housing Committee at [shous.exhibits@oregonlegislature.gov](mailto:shous.exhibits@oregonlegislature.gov). Also email or call the Chair of that committee, Senator Shelia Fagan, with your views. [Sen.ShemiaFagan@oregonlegislature.gov](mailto:Sen.ShemiaFagan@oregonlegislature.gov) and 503-986-1724. Or you can mail comments to:

Senate Committee on Housing  
Oregon State Capital  
900 Court Street NE, Room 347  
Salem, Oregon 97301

Do it now, please!

*If his summary of the bill is true, this sounds like a terrible idea.*

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