



Statement of the Oregon Land And Water Alliance on SB 1013

My name is Paul Lipscomb, and I live in the Cloverdale area outside of Sisters, OR. I am the Vice President of OLAWA, the Oregon Land And Water Alliance. The Oregon Land And Water Alliance is a 501c3 organization, and its purpose is to educate the public to promote and protect the Rule of Law on all local issues relating to land and water use as well as fish and wildlife. I have been authorized to present this testimony in opposition to this bill on behalf of OLAWA.

Senate Bill 1013 seeks to further override the local control of county government by the state legislature. It would “require” (rather than “allow”) the county government to permit recreational vehicles to become additional primary residences when located on property in “rural areas.” And “rural area” is broadly defined as an area either zoned for residential use outside of an urban growth boundary, or, alternatively, an area within an urban growth boundary, but outside of the jurisdiction of the city and is nevertheless zoned for residential use.

There are two fundamental problems with this legislative approach.

First, local governments already chafe under statewide statutes that limit local control and dictate the options allowed to counties regarding all land use matters. And current law already “allows” counties to authorize accessory dwelling units (ADUs) in rural residential zones. SB 1013, however, would now “require” counties to do so.

Second, rural properties located outside of city service areas cannot access normal city services. Residents of rural properties must have personal means to travel significant distances to access employment opportunities and commercial

services for groceries and gas, as well as for other public facilities such as church and schools.

In addition, existing County services for police and fire must then be stretched further to serve quasi-urban areas outside of city boundaries without any provision for additional funds to provide these services. Allowing additional dwelling units within existing urban city service areas is one thing. But requiring counties to allow recreational vehicles to be permitted as additional dwelling units outside of urban growth boundaries is quite a different stretch.

Please vote “No” on SB 1013. And thank you for your consideration of our concerns.

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