



CITY OF PENDLETON

Office of City Manager
500 S.W. Dorion Avenue
Pendleton, Oregon 97801-2090
Telephone (541) 966-0201
FAX (541) 966-0231
TDD Phone (541) 966-0230
Website: www.pendleton.or.us

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Housing Committee on Human Services & Housing
Oregon State Capitol
900 Court Street NE, Rm 453
Salem, OR 97301
hhs.exhibits@oregonlegislature.gov

Speaker Kotek:
RE: **House Bill 2001**

The City of Pendleton would like to bring to your attention our comments on the proposed House Bill 2001. Pendleton's comments should be considered since our city's population is over 10,000, and Pendleton lacks a city transit system equal to communities over 35,000. Pendleton is a community that prides itself on friendliness and privacy; the citizens appreciate their space. The community also advocates for strong self-leadership ability. Home Rule government is intensely supported by all of Pendleton's patrons.

Pendleton's Community Development and Public Works leaders met to discuss House Bill 2001. We felt that the relaxation of the Oregon Specialty Code for quadplexes was reasonable and appropriate. This should be pursued in a separate House Bill and Pendleton would support this. The removal of system development charges at the time of construction has already been considered in Pendleton. We allow the deferral of payment for a period of years. We agree with liens against property so that the developer can obtain recovery funds prior to payment of these charges. Pendleton will pursue this avenue in its own ordinances regardless if House Bill 2001 passes.

However, it was not made clear as to the objective of "at least one accessory dwelling unit". We could not determine the interpretation of an accessory dwelling unit despite the definition. Pendleton permits in our low density residential zone the addition of one accessory dwelling unit, a single-family dwelling or duplex. Yet, House Bill 2001 refers to "residential structure", which may include triplexes, quadplexes, and cottage clusters. Although Pendleton endorses a minimum lot size of 5,000 square feet in our lowest

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density residential zone, we do not find it wise to support such an increase in density without the consideration of off-street parking. In a community where vehicle travel is essential to obtain the basic needs of a family, the influx of vehicles on the public streets would drive our zoning to require wider streets to serve as both travel and parking lanes. This does not equate to a reduction in cost for the developer. We feel this will negatively impact the end goal of House Bill 2001.

Sincerely,



Robb Corbett
City Manager

dsyrnyk@bendoregon.gov
susan@oregonapa.org

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