

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

RESOLUTION NO. 99-1

Adopting the West of Sandy River Rural Area Plan Scoping Report.

The Multnomah County Board of Commissioners Finds:

- a. In 1993 Planning Division staff was directed to begin Rural Area Planning Program to address land use issues faced by the rural areas of Multnomah County.
- b. There are five rural area plans, one being the West of Sandy River Rural Area.
- c. County staff has conducted meetings with key stakeholders, held interviews with other governmental agencies, solicited written comment and conducted a Community Open House at Sam Barlow High School in order to gain input on major issues facing Multnomah County.
- d. The attached Scoping Report and addendum represents all of the issues identified by key stakeholders, other governmental agencies, the residents and the Planning Commission for the West of Sandy River Rural Area Plan.
- e. The Planning Commission conducted a Public Hearing on December 7, 1998 and has forwarded a recommendation to adopt the Scoping Report and addendum.

The Multnomah County Board of Commissioners Resolves:

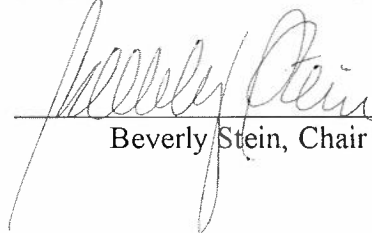
1. The Multnomah County Board of Commissioners adopts the attached Scoping Report and addendum, containing issues to be addressed in the West of Sandy River Rural Area Plan.

Adopted this 12th day of January, 1999.



REVIEWED:

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

Thomas Sponsler, County Counsel
For Multnomah County, Oregon

By 
Jeff Litwak, Assistant County Counsel

Addendum to Scoping Report

West of Sandy River Rural Area Plan Scoping Report draft dated December, 1998.

The following issues will be added to the list of issues to be addressed in the plan starting on p. 12.

1. **Cultural Resource Preservation** – The rural landscape and the value of cultural resources should be included in the issues to be addressed in the plan.
2. **EFU** - There were problems during the adoption of the Exclusive Farm Use Zone and some areas should be checked to see if any “mis-zoning” occurred.
3. **Tree cutting** – The County should restrict tree cutting in residential areas where possible.
4. **“Night Sky”** – This plan should look at the possibility of adopting a “night sky” ordinance which limits the amount of outdoor lighting that can detract from the character of the area.
5. **River Ownership** – Distribute information regarding the issue of public ownership from the Division of State Lands and other agencies to clarify confusion regarding the high and low water lines.
6. **Metro** – all of the specific points provided by Metro should be included in the scoping report and they include generally: watershed scale protection measures, avoiding impacts from transportation and development projects that may impact fish and wildlife habitat, re-evaluation of hazard areas such as floodplains and steep slopes, and the Wild and Scenic River and State Scenic Waterways policies should be protected. The letter is attached to this addendum.
7. **Slide and Hazard Areas** – Include a thorough look at hazard areas in the task force/citizen advisory committee discussion and look at and evaluate the need for mapping and better guidelines for development in those areas.
8. **Formatting for comments** – Include a footer on each page of the public comments noting that these are comments taken down verbatim from surveys and the open house and not necessarily those embraced by the County.

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TEL 503 797 1700 | FAX 503 197 1797



METRO

Kathy Busse, Director
Multnomah County Dept. of Environmental Services
Transportation and Land Use Planning Division
2115 SE Morrison Street
Portland, OR 97214

Subject: Multnomah County's Request to Metro to Identify Scoping Issues
for Multnomah County's West of the Sandy River Rural Area Plan

Dear Ms. Busse:

December 3, 1998

Metro appreciates the opportunity to participate in the scoping process for the Sandy River Rural Area Plan. The purpose of this letter is to elaborate on scoping issues that were presented verbally by Metro staff at an October 26, 1998 meeting with Susan Muir and Karen Schilling. The following comments represent input from three Metro departments; Regional Parks and Greenspaces, Growth Management Services and Transportation. Metro recommends that the following issues be addressed in the rural area plan:

1. Watershed scale protection of Johnson and Beaver Creeks and their tributaries for water quality and flood control purposes. The headwaters for both of these streams are in the rural area plan study area and both streams are listed by Oregon Department of Environmental Quality as "water quality limited" for violations of a variety of parameters.

Senate Bill 1010 requires the Oregon Department of Agriculture to convene groups of farmers and rural residents to develop plans to address "water quality limited" streams per section 303D of the Clean Water Act. A Sandy River Basin group is being formed now and their plan is intended to be done by June 1999. Beaver Creek will be affected by the Sandy River Basin Plan. If the committee fails to forward a plan by June 1999, the County should be prepared to institute its own strategy regarding protection of the Beaver Creek segment in the study area.

Johnson Creek contains current and historic runs of lower Columbia River Steelhead which has been listed as threatened under the federal Endangered Species Act. We recommend that Multnomah County coordinate the rural area planning process with the City of Portland's

ongoing work to protect and restore lower reaches of Johnson Creek and its tributaries. The County should also coordinate with the Community Headwater Group whose mission is protection of the Johnson Creek headwaters.

In addition, the County is required to implement Title 3 of Metro's Urban Growth Management Functional Plan in the study area. Title 3 sets minimum protection standards for stream corridors and other water features.

2. Avoid impacts from transportation and development projects that would impact fish and wildlife habitat or movement in the study area. We recommend that existing stream crossings be retrofitted if they are currently a barrier to fish movement. Al Miritti at the Oregon Department of Fish and Wildlife has prepared a report on the status of existing stream crossings in Multnomah County which can be used to assist the County with this effort.
3. The planning process should address hazard lands such as floodplains and steep slopes. Metro will provide the County planning staff with a map titled Landslide Locations and Zones of High Landslide Potential in the Portland Metropolitan Region (1996-1997) and a report titled Landslides in the Portland, Oregon Metropolitan Area Resulting from the Storm of February 1996: Inventory Map, Database and Evaluation.
4. The study area includes sections of the Sandy River designated National Wild and Scenic River and State Scenic Waterway. Metro recommends the rural area plan should provide similar protection policies and strategies for these river sections as contained in policy 28 of the East of Sandy River Rural Area Plan for the same sections of the Sandy River.

Attached for your information is correspondence between Multnomah County and Oregon Parks and Recreation Department regarding a mutual agreement to cooperate in specific ways to improve management of the Sandy River Scenic Waterway at the County level. Two approaches were identified;

- Multnomah County petition OPRD to amend the Sandy River Scenic Water Rule to address vague and over general rules.
- Multnomah County work with OPRD during the rural area planning process to improve scenic waterway protection at the County level.

Policy 28 of the East of the Sandy River Rural Area Plan incorporates the spirit of the cooperative agreement by recognizing the need to protect the outstanding public values for which sections of the Sandy River have

We would be glad to discuss any of the above comments and suggestions at your convenience. Thank you for the opportunity to enter this letter into the public record for the West of the Sandy River Rural Area Plan scoping process.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Burton", written over a horizontal line.

Mike Burton, Executive Officer

CC: Multnomah County Planning Commission
Charles Ciecko, Regional Parks and Greenspaces Department Director
Andy Cotugno, Transportation Department Director
Elaine Wilkerson, Growth Management Services Department Director

Enclosure

Oregon

December 29, 1993

Charles Ciecko Director
Parks Services Division
1620 SE 190th Ave.
Portland, OR 97233

PARKS AND
RECREATION
DEPARTMENT

Dear Charlie,

This confirms the decisions, agreements and commitments reached at our meeting Thursday, December 16, on the John Pospisil-Sandy River matter. Others attending the meeting included Jim Lind, Regional Park Supervisor, Oxbow Park, and Jim Payne, Scenic Waterways Program, Parks and Recreation Department.

I believe you made a strong case that Thomas Sears violated the terms of the construction approval issued to him on February 7, 1992. When this was discovered, 18 months had passed and the property had changed hands. We believe the best remedy now lies in non-confrontational negotiation with the current landowner rather than in pressing the violation issue.

The remainder of this letter will recap the wrap-up I made at the meeting along with the additional details you provided.

Our discussion covered four main issues: scenic waterways notification procedures; the John Pospisil notification (file number 53-156-93); proposed Sandy River Scenic Waterway rule amendments; and measures to improve Sandy River Scenic Waterway coordination with Multnomah County.

Scenic Waterway Notification Procedures

In both the Thomas Sears and John Pospisil cases you identified inadequacies in our process. Your requests for additional information and an on-site visit were not answered timely or at all. We acknowledge our failure to be responsive in these cases. We also recognize the benefit of having more, rather than less, documentation in our files in case of appeal. Our commitment to you and ourselves is to be more responsive in the remainder of our dealings in this and future scenic waterway notification cases.

John Pospisil Notification

We agreed to contact John Pospisil by phone and letter to pursue mitigation of scenic waterway impacts represented by his building plans and land clearing under the previous owner. The letter will address the case Multnomah County



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Charles Ciecko - Sandy River
December 29, 1993
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has made that a violation occurred on property Mr. Pospisil now owns. The letter will also request Mr. Pospisil to plant trees designed to screen his proposed home. The letter will specify the type, number, spacing and age of trees to be planted. The letter will express the expectation that the trees are to be adequately maintained to insure their survival and growth. We will also ask Mr. Pospisil to set his proposed house back 30 feet from the rim of the canyon. A copy of the letter will be sent to you.

Sandy River Scenic Waterway Rule Amendments

We all agreed that provisions of the Sandy River Scenic Waterway rules (OAR 390-40-075), are vague and over general. We discussed alternative approaches for bringing this issue before the Parks and Recreation Commission (Commission). As staff to the Commission, we could bring this matter before it ourselves. Alternatively, Multnomah County could petition the Commission to amend the Sandy River Scenic Waterway rule. We prefer this approach. It keeps the county actively involved and demonstrates your continued interest and good faith in cooperating with us in addressing this situation.

We agreed to draft proposed rule changes in cooperation with you. We will provide the county with the necessary direction to prepare a complete and acceptable petition. The county will prepare and file the petition with the jointly prepared proposed rule changes on the understanding that we (OPRD staff) will support it.

Concepts we discussed for rulemaking included: setbacks (from the rim); measurable standards for filtering, vegetation cutting, low-limbing and replanting; alternative site development; and an administrative process providing access to the Parks and Recreation Commission. We also discussed a standard delay between the notification approval issue date and effective date. This would allow interested parties to file objections before approval became effective.

We also agreed to lay out a proposed time schedule within which we believe this rulemaking could be accomplished.

Sandy River Scenic Waterway Coordination with Multnomah County

We discussed opportunities for better coordination with Multnomah County in protecting scenic waterway values. We all agreed scenic waterway rules and county zoning and ordinances could be more complementary. You suggested we prepare a letter to Betsy Williams, Director, Department of Environmental Services, proposing greater cooperation. You advised us that Multnomah County is currently involved in rural plan updates. This process can provide the forum for improving scenic waterway protection at the county level. The focus is currently on the northwest county. Rural plan

Charles Ciecko - Sandy River
December 29, 1993
Page 3

update for the Sandy River area is at least several months off. You agreed to support and facilitate our contact and discussions with the county on this initiative. You suggested a copy of our letter to Betsy Williams also be sent to Scott Pemble, Director, Land Use and Development.

In further summary, we agreed to write three letters effecting the decisions, agreements and commitments described above. This letter confirming the outcome of our meeting is the first. The letters to John Pospisil and Betsy Williams are the second and third.

You also requested a copy of the approval letter dated February 7, 1992, that we originally sent to Thomas Sears. A copy of that letter is enclosed.

Based on our commitments to these agreements, you have agreed to write us a letter withdrawing your appeal of our decision in the John Pospisil case.

I believe this letter captures the sum and substance of our meeting. We are prepared to proceed based on the understandings set forth here. Any omissions or inaccuracies are unintentional. Please let us know immediately if I have overlooked something or misrepresented some aspect of our meeting.

I look forward to your continued interest and cooperation in protecting the Sandy River Scenic Waterway.

Sincerely,



Steven C. Brutscher
Manager, Recreation Programs Administration

Enclosure

cc: Laurence Kressel, Multnomah County Counsel
Jim Lind, Regional Park Supervisor, Oxbow
Bob Meinen, Director, OPRD
Nancy Rockwell, Deputy, OPRD
Nan Evans, Administrator, OPRD
Jerry Lidz, Assistant Attorney General
Brian Booth, Chairman, Parks and Recreation Commission
Gay Greger, Parks and Recreation Commission
Sara Vickerman, Parks and Recreation Commission

ciecksan.ltr

Oregon

PARKS AND
RECREATION
DEPARTMENT

May 19, 1995

Charles Ciecko, Director
Regional Parks and Greenspaces
METRO
600 NE Grand Avenue
Portland, OR 97232-2736



Dear Charlie,

This confirms my receipt of your letter about coordination with Multnomah County and rule amendments for the Sandy River Scenic Waterway. Thanks for the reminder. I will be trying to contact Betsy Williams by phone later today. You'll be sent copies of written communications I have with her.

I'll be working with Jim Payne on the proposed rule amendments. Our original thinking on this was for you to petition our commission to amend the rule. We will think this through again to be sure that is still the way we would like to handle the matter.

I'll be out of the office for much of the next two weeks so I won't be able to really attack these items until I return. I look forward to working with you on this.

Sincerely,

A handwritten signature in cursive script that reads "Steven C. Brutscher".

Steven C. Brutscher
Rivers Program

ciko519



1115 Commercial St. NE
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METRO

May 2, 1995

Steven C. Bruscher
Oregon State Parks
Recreation Programs Administration
525 Trade Street, SE
Salem, Oregon 97310

Dear Steven:

I write in reference to our December 16, 1994 meeting (Sandy River matters). At that meeting, we agreed to cooperate on a number of fronts to improve management of the Sandy River Scenic Waterway. For your convenience, I enclose a copy of your letter re-capping our agreement.

In regards to the fourth issue discussed "Sandy River Scenic Waterway coordination with Multnomah County", I am requesting you to prepare a letter to Betsy Williams, Director, Department of Environmental Services, proposing greater cooperation and coordination in protecting scenic waterway values at the County level. This letter will be timely because Multnomah County is beginning the process to update land use plans for all areas East of the Sandy River. This includes the east bank of the Scenic Waterway. As previously discussed, we feel this process provides the opportunity to coordinate County Zoning Ordinances with Scenic Waterway Management objectives. As the scoping phase has just begun, now is an ideal time to get involved. We will be available to participate in your discussion with the County on this initiative.

In regards to the third issue addressed "Sandy River Scenic Waterway Rule Amendments", this may be the appropriate time to address the problems with vague and over general rules. We are interested in working with you to draft proposed rule changes.

We are looking forward to your assistance with these matters so that adequate protection for the values that led to Scenic Waterway designation will be conserved.

Please feel free to call me at (503) 797-1843 if you wish to discuss this matter further. Thank you for your assistance in this matter.

Sincerely,

Charles Ciecko,
Director, Regional Parks and Greenspaces

cc: Betsy Williams
R. Scott Pemble
Bob Radcliff
Jim Lind

West of Sandy River Rural Area Plan

A Transportation and Land Use Plan

*Scoping Report
December, 1998 Draft*



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Introduction

The Scoping Report

The purpose of this scoping report is to provide a compilation of all potential issues identified through the scoping process and to identify common themes among those issues. This document also contains recommendations regarding issues proposed for analysis in the West of Sandy River Rural Area Plan. This report also contains a recommendation regarding issues that were discovered during the scoping process that are either not within Multnomah County jurisdiction or are more appropriately addressed by another agency. The conclusion of this report contains recommendations for a planning process including specific public involvement processes and policy analysis.

Why a Rural Area Plan?

Multnomah County is beginning the fifth in a series of transportation and land use plans for the rural areas in the County. These planning efforts are intended to build upon the County's Comprehensive Framework Plan and provide specific policy direction for rural, unincorporated areas. The plans may also result in development of new implementation measures or new ways of using existing measures to carry out rural area policies.

The County has completed three rural area plans and one transportation system plan to date. The West of Sandy River Rural Area Plan provides the unique opportunity of combining the efforts of land use and transportation planning. This is the first of the series of plans that will be developed in a cooperative manner that will save time and effort and provide a more congruent process for the public.

Why a West of Sandy River Plan?

Development of rural area plans and transportation system plans are part of the process of updating the Comprehensive Plan to address state requirements that plans be updated and maintained to meet state mandates and reflect changing conditions. These planning efforts are intended to provide policy direction for rural, unincorporated areas, including how to accommodate predicted growth while preserving the qualities of livability that draw people to the area. The plans may result in development of new implementation measures or new ways of using existing measures to carry out rural area plans. Development of the

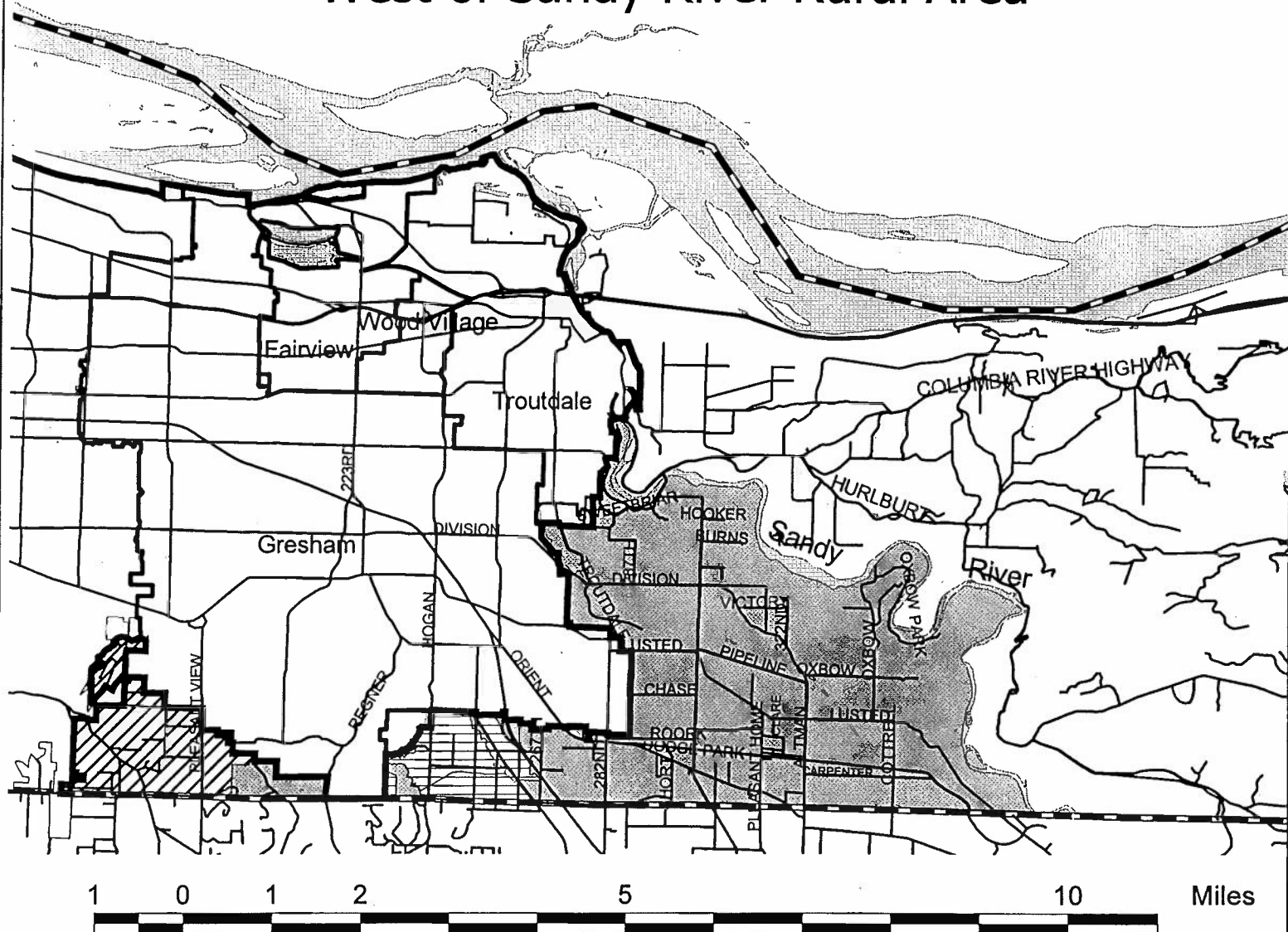
plan is expected to take about one year. Implementation of the plan should be completed in three years. The West of Sandy River Plan follows the East of Sandy River Rural Area Plan, the West Hills Rural Area Plan, the Sauvie Island/Multnomah Channel Rural Area Plan and the Westside Transportation System Plan.

Among the issues that must be addressed are new state and federal regulations. These include growth issues, transportation issues, protection of natural resources including wildlife, historic sites, natural areas, and minerals; and tradeoffs between additional rural residential development and resource management of forest and agricultural lands.

Planning Area

The following map outlines the area that will be covered in the West of Sandy River Rural Area Plan. The boundaries will be the City of Troutdale to the north, The City of Gresham to the west, the Sandy River to the east and the County boundary to the south. Since this is a rural area plan, those areas currently within the existing Urban Growth Boundary and those within the Tier 1 or Tier 2 areas of the Urban Reserves will not be included in this plan.

West of Sandy River Rural Area



PREPARED BY:
DEPARTMENT OF
ENVIRONMENTAL SERVICES
TRANSPORTATION & LAND
USE PLANNING DIVISION

SOURCE:
METRO RLIS LITE DATA
DICTIONARY, JANUARY 1997

The information on this map was derived from digital databases on Multnomah County GIS. Care was taken in the creation of this map but it is provided "as is". Multnomah County cannot accept any responsibility for errors, omissions, or positional accuracy in the digital data or the underlying records. There are no warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

Legend

- Urban Growth Boundary
- County Line
- Urban Reserves (Not included in Rural Area Plan)
- Tier 1
- Tier 2
- Plan Boundary

Scoping Process

The first phase of the rural area planning process – called the “scoping phase” – is intended to identify issues that state agencies, local governments and community residents believe need to be addressed by the plan. Scoping techniques include: meetings with governmental agencies and key stakeholders; a community open house; and a newsletter/questionnaire mailing to all property owners within the plan area.

The scoping process began in October, 1998 with a Community Open House and will conclude in early 1999 with approval by the County Board of Commissioners of the issues to be analyzed in the Plan. The following outline describes the methods used during this process:

Scoping Activities

- Public scoping through both a questionnaire included as part of a newsletter mailed to all property owners in the planning area and a community open house conducted on October 14, 1998.
 - Approximately 1100 mailers were mailed to property owners
 - Approximately 100 attendees came to the Community Open House
 - Approximately 45 questionnaire responses were received
- Agency/stakeholder scoping through interviews conducted in person or via telephone to local, state, regional and federal representatives.
 - Agencies/stakeholders scoped include: Metro Growth Management, Transportation and Greenspaces programs, ODOT, City of Portland Water Bureau, the Department of Land Conservation and Development Commission, the Department of Agriculture, the Farm Bureau, the Division of State Lands, the Army Corps of Engineers, Commissioner Kelley's Office, Oregon Parks and Recreation, Local Fire Districts, the Natural Resources Conservation District, Multnomah County Sheriff's Office, Clackamas County, City of Gresham and City of Troutdale.

Important Note: Scoping is an ongoing process and additional issues may be identified during Plan development.

Recommendation of Issues to be addressed

The following table lists the common issues found in the citizen and stakeholder scoping process. It is recommended that the following issues be addressed through the planning phase of this process, within the framework of Statewide Planning Goals.

Growth <ul style="list-style-type: none">• Encroaching development, lots are too small, creating impacts on rural area (runoff, etc.)• Need better planning to accommodate population increases
Transportation <ul style="list-style-type: none">• Speeding Traffic, speed limits too high, more enforcement• Need for shoulders as safety improvements and to provide space for disabled vehicles, bicyclists and pedestrians.• Increasing volumes of traffic and truck traffic; need truck routes• Accessibility – numerous driveways, sight problems, improvements to intersections• Nursery trucks and traffic – need to address their needs through the plan, is air freight involved as part of their operation, other farm transportation issues• Hwy 26 is designated a “green corridor” and policies in the Functional Plan should apply through this plan.
Services/Facilities <ul style="list-style-type: none">• Overcrowding in schools, parks, etc.• Sewer issues around school facilities (currently not on sewer line).• Need coordination regarding educating property owners who have conduits on their property that may conflict with right of ways over lines.
Land Use <ul style="list-style-type: none">• Farm and nursery preservation, rural lifestyle• Improper zoning exists on some properties• Lack of housing for farm help
Parks/open space <ul style="list-style-type: none">• High value on recreation and open space• There has been an unfulfilled commitment on the Sandy River protection program with both federal and state that should be addressed through the plan

- Oxbow Master Plan – would like some type of overlay/base zone for the park. Dabney State Park – changes to surrounding uses will impact park.
- Scenic Waterways – develop local code standards, with the state, to achieve the same goals to make a “seamless” approach for citizens.

Environmental/water quality

- Stream/watershed protection
- Soil erosion
- Protection of streams – particularly Johnson and Beaver Creek, must comply with Title 3 and other federal requirements (ESA, etc.)
- Increased protection of steep slopes (20%)
- Explore timing restrictions to allow all construction during dry parts of year and limit during wet seasons.

Recommendation of issues to be forwarded on to other agencies and will not be included in the Transportation and Land Use Plan. These issues are no less important or valuable than the issues to be addressed in the Rural Area Plan. However, these issues would be better dealt with under a different effort and should be forwarded on to the relevant agency.

Growth

Urban Growth Boundary – The Urban Growth Boundary (UGB) is the responsibility of Metro and is addressed through the 2040 functional plan to manage growth within the 24-city and 3-county metropolitan region. It is recommended that this plan not address moving the Urban Growth Boundary, but focus on planning for the rural areas.

Services

Lack of other agency services should be forwarded on to relevant authority (i.e. Sheriff).

The Community and Citizens

The questionnaire that was sent out asked the question "What are the best things about your community and why?". This question gives an indication of the existing community and it's residents. The responses are listed here, although they are generally not issues to be addressed during the plan, they can be the basis for a vision that can be referenced throughout the planning process.

<p>What are the best things about your community and why?</p> <ul style="list-style-type: none"> • Rural setting and lifestyle, no "housing developments" • Open spaces • Agriculture/nurseries
Mostly quiet and peaceful, isolated from town
The use of the land for farming berries and nursery plantings
Our family enjoys living in a rural center. The nursery land provides a beautiful backdrop to our home, gives us opportunities to go on long walks and bike rides, and creates a feeling of isolation from noise, pollution, large concentrations of people.
Rural setting, established neighbors that have a vested interest in the area and it's schools. Not so transient.
Quiet, rural – the way we like it and why we have lived here for many years.
Location, view, community/neighbors
<p>#1. It is zoned farm use.</p> <p>#2. Not a lot of traffic.</p> <p>#3. Quiet and peaceful.</p> <p>#4 No housing density.</p>
Individual home owners, quiet area – neighbors respect each other. Various – senior retired to families with young preschoolers. Many open areas, people have room to restore and retreat to themselves.
<p>1). Some open spaces and parks, some berry fields.</p> <p>2). Wild birds.</p> <p>3). Country feeling of space.</p>
We have not yet turned into what places like Rockwood have become.
It is country; except for 2 homes built recently, it has remained the same for many more than the 32+ years we have lived here. We razed an old home and built ours in virtually the same location.
The schools
Economy appears strong
Good neighbors, space to garden, plant trees, enjoy views, wildlife, hear frogs, crickets, birds.
Close to schools, community college.
Agriculture and forestry.

Where we live (Orient area) we don't seem to have any crime – it's like living out in the country – and yet we're only 5 minutes from Gresham shopping- it's quiet and there's not much traffic.
rural atmosphere – for the most part peace and quiet.
No traffic, no strip malls, no chain restaurants, no housing developments.
High quality housing developments with attention to attractive greenspace area are being developed in our area, this boosts property value.
The Sandy dell area is quiet & peaceful no thru traffic & beautiful homesites, well kept up. With little or no government rules & regulations to concern with!
Beautiful farm community – reasonably quiet and friendly – low crime – reasonably good roads – good schools – nice park (Oxbow) – reasonable access to downtown Portland – near mountains for recreation and skiing – near Columbia for boating, water sports – near community college – two nice small towns and service areas.
No housing developments close to us. I would like that to stay that way. Excellent school district. Population is starting to effect it though.
The fields of nursery stock and fields of berries. The rural area is very valuable in producing food also.
Close to shopping, rural atmosphere.
Clean air, beautiful scenery and wildlife.
The houses are far apart. There is lots of agriculture. I can raise cattle, goats, chickens. I don't mind being without electricity during winter storms because we are at the end of the road, but I do mind the brownouts & low water pressure from growth.
The feeling of peace & quiet. The ability to carry out farming practices without interruption from people.
Orient is darn nice area. Leave it alone!
The best things about my community are twofold. The first and most important is aesthetic, a value not generally prized in a materialistic society. I love the quiet, the view outside of raspberry and cauliflower fields, the tidy rows of conifers and other nursery stock (Oregon's primary agricultural crop now, I believe), the business of farming, planting and harvest. Second, I feel secure; free of the minor annoyances and major anxieties of suburbia: car alarms, petty theft, unruly kids (and parents), lack of any privacy. Why? I live outside of the urban growth boundary.
We are still outside the city limits.
Rural, quieter, less traffic, some of the tall firs still remain. Good School District.
Green wooded areas. Easy access to schools. Clean air.
Lots of green and not many houses, Why "the Urban Growth Boundary" helps.
Good access to I-84; Proximity to Hwy 26/with some conflicts and tie-ups; 1-3 hrs to Winter recreation areas, 2-3 hrs to Ocean beaches, and 2-3 hrs to high desert climate, Several large rivers, several semi-wild and scenic rivers for water recreation.
Its Rural nature, No traffic, no developments.
Rural living – space between homes ..this is changing quickly.
Easy access to I-84, close to Portland, with quick travel to employment and also

<p>Portland and Troutdale Airports.</p> <p>Close to Mt. Hood Comm. College and Mt. Hood Medical Center.</p> <p>Close to Winter Recreation areas and also Mt. Hood National Forest for summer use.</p>
<p>The flyer talks about "preserving the qualities of livability that draw people to the area." What about the qualities of livability that keep the people that live here here? Good schools, a solid infrastructure, and freedom from the constant threat to this livability seem to be what has been valuable about living in this west of Sandy River rural planning area.</p>
<p>We have not yet turned into what place like Rockwood have become.</p>
<p>Small enough to be personable but not for long.</p> <p>Adequately planned growth building to this point.</p> <p>Preservation of parks & recreation areas</p> <p>Transportation good but not complete</p>
<p>The views to the East & South on a sunny day.</p>
<p>Oh, this one is so easy to answer. Room to breath. No tightness in my chest when I get on the roads. (I'm a survivor of commuting on the Banfield for a year. Enough said.) Vistas that take your breath away. Horses on the horizon. Peace. Blessed peace that I never feel in the city. Wildflowers. Greenery. My husband and I feel the luckiest of people, and we never take it for granted. We've noticed, for example, a huge increase on trash out here on Kerslake Road. (The traffic on this little country road has tripled, thanks to growth out on Sweetbriar. Don't even get me started on growth!) So in the morning we get up and, with plastic bags in hand, walk down the road and pick up trash. And mind you, my husband is 64 years old! No one knows we do this. But we so respect our environment out here.</p> <p>What else is good? No noise. (No ulcers!) Our local stores serve all our needs and, should we decide for a night of "big city" culture, it pains us not to hop in our car and drive to Portland. (We're still blown away that they cut down those beautiful trees on the corner of Stark and Kane and put up a Jack-in-the-box, for God's sake!! Boy, now there's something we need another of! Where are people's heads??)</p> <p>Above all, the "feel" of the place is good for the heart and the head. People have lost touch with what they need to survive. Clean air and water—and yes, trees! -- are vital!</p>

Citizen Scoping

Results below include the property owner input from returned questionnaires and an open house held 10/14/98 at Sam Barlow High School. The table shows issues that are grouped into the following categories; Growth, Transportation, Services, Land Use, Parks/Open Space, Environmental/Water Quality and Miscellaneous. The written questionnaire asked the following questions:

- 1) What are the best things about your community right now and why?
(see p. 9 for results)
- 2) What are the problem areas in your community right now and why?
- 3) What issues are important to you and why?
- 4) Other comments?

There were approximately 1,100 questionnaires/notices mailed out and 45 of those were completed and returned. Approximately 100 people attended the community open house and there are 11 people interested in serving on, or finding out more about a citizen advisory committee.

This table is formatted to include all comments. Under the general heading a list of the most common issues that need to be addressed have been provided. These summaries are then included in the recommendations beginning on p. 7.

Growth <ul style="list-style-type: none"> • Encroaching development, lots are too small, creating impacts on rural area (runoff, etc.) • Urban Growth Boundary location • Need better planning to accommodate population increases
Encroaching development seems to be the biggest problem area. A high density development such as Sam Barlow View Estates threatens to defeat our purpose for living in this area. We feel very strongly about preserving the rural atmosphere that lured us to this area in the first place.
Encroaching development.
Too many apartment in Mult. Co Gresham area – too transit. We want a community that people stay in their homes for 20-30 years it builds security in families.
Increased development – lots are too small

Growth Issues Continued

The largest problem by far is threatened growth. The myth that "growth is inevitable" is such a joke. Says who?? Growth is NOT inevitable. There are plenty of communities who've had the good sense to know when enough is enough, and shut the doors. Money lines the pockets of developers who could give a damn that the commute across Gresham now takes close to half an hour. It's the developers who take their money and run, leaving us to deal with the asphalt nightmare they create.

Population increases

Need a better attitude toward future growth and development to help facilitate better planning in a more timely manner.

Population encroachment – on agriculture who is responsible to maintain the pleasant green belt around the urban area

Regulation that allow individuals to harass agriculture.

Metro turning this beautiful scenic farming area into another L.A.

I've lived out here most of my life – it's sad to see some of the land being destroyed by houses. The traffic has increased significantly over the past couple of years. Very aggravating! With all this will surely come crime and pollution.

The "blight" known as "urban sprawl".

Farm preservation. As taxes increase on the property, the income from farming does not meet those tax increases. The result is the division of the land for residential use. More taxes, more development.

The "blight" known as "urban sprawl".

Population increases

Expansion of UGB. Traffic.

I want the Urban Growth Boundary expanded. I own 10 ¼ acre on Rugner Road but can't subdivide, thus my property value upside potential is very limited.

The urban boundary is approximately one mile from my property. I own a little less than 5 acres directly across from the back side of Barlow High School. My property is zoned farm land, and therefore not divisible at this time. Less than 5 acres especially a steep sloping property such as mine is of little use to farm and the purchase of a tractor for such a small piece of property would not be cost effective.

Keep Urban Growth Boundary at its present location

Preserving what we have now, farms, scenery, wildlife, clean air free of over population.

Lot sizes should be increased, to prevent over crowding.

There are many vacant lots in NE Portland near jobs. Building your housing there. Don't ruin our area.

It is very disturbing to see all of the growth occurring over the last few years – there are laws to say it happen – where are the laws to stop it?

Too damn many people!!!

Minimize growth

Do not extend urban growth boundary east of Gresham into farmland!

Limit growth – too much traffic

Limit growth – pressure on school district

Move UGB out to the river

Plan now for future growth and development

Growth Issues Continued

Too much pressure for growth already – move UGB out to accommodate

Farms aren't profitable – should be developed properly. Need plans in place to accommodate growth

Growth inside UGB will impact rural area, we need to plan for it (garbage, traffic, recreational use, run-off, water quality, mud in streets)

Urban sprawl – control growth, isolate potential problems, due to over building, multi-family housing.

Urban growth pressures on rural area

Metro and developers will cover every space within a few years with dwellings necessitating mother and father to work to pay for their home. More children with no supervision. I pray the lust for money will not leave our beautiful Willamette Valley void of what we have enjoyed all these years. A realtor from California said we are looking like California!

Fifteen years ago we moved here for the quality of rural living, so close to Gresham and downtown Portland. To us and our neighbors, the Metro growth boundaries as proposed, will significantly reduce our livability and already is beginning to do so.

With the expected growth in the next two decades I think it to be very important that the growth be controlled and planned to the best of our ability. That housing (single and multi family) be controlled and planned in locations that won't threaten the personable community that now exists.

Sadly, I believe that Metro and Mult. Co. are greatly missing the boat. Both should be strongly and aggressively working to limit growth rather than to simply accommodate it.

Growth is not inevitable unless we allow it

UGB should move to 302nd

Keep UGB where it is!

There seems a fine line between "accommodating predicted growth" and encouraging development and, therefore, growth. Who profits? With what result for us who live here? Our schools are being filled to the point where people are forced to choose between impacted education for those of the future or ever larger tax bills. Roads, while increasingly overcrowded, are now, what seem to be, constantly in disrepair or under repair. Drinking water from the Bull Run reservoirs becomes scarcer and more threatened more often. They dig wells along the south shore of the Columbia and they become contaminated. They threaten to use water from the Willamette and we know what else this "river" is used for. Now, an absolutely mindboggling amount of pure Bull Run water is used daily to wash microchips. Is this "accommodating predicted growth?" All for what end?

Criminal activity is a problem with increased population here.

Transportation

- **Speeding Traffic, speed limits too high, more enforcement**
- **Need for shoulders as safety improvements and to provide space for disabled vehicles, bicyclists and pedestrians.**
- **Increasing volumes of traffic and truck traffic routes**
- **Accessibility – numerous driveways, sight problems, improvements to intersections**

High speed traffic on Lusted Road and SE 282nd. A poor to bad intersection at the junction of the above streets.

some traffic problems

Increased traffic on rural roads.

Traffic

Increased traffic

My wife and I were both born in Oregon. Too much traffic past my house.

Traffic congestion due to increased housing

Automobiles with young people exceeding speed limit

Roads with no shoulders, bike or walking paths. Dangerous intersections that need four way stops, blind dips and hills where driveways enter and speed is too fast. No warning signs for these stretches of road.

Dodge Park (the park by the water bu. plant on the Sandy River). Even though it is in Clackamas County the disorderly persons (drunks etc.) on summer weekends is an attractive nuisance. They drive down Lusted Road in Multnomah County at excessive speeds. They throw trash out their car windows. It was a nice reprieve when the Lusted Rd. bridge over the Sandy River was being repaired in the summer of 1998.

High speed drivers on country roads.

Speed of traffic on SE Pleasant Home Rd. – no one pays attention to the speed limit.

Traffic pattern conflicts – general use

Heavy truck traffic routing from I-84 to Hwy 26

Too many cars on the road. People don't live close to their jobs.

I live off 282nd and my children are asked to cross the street to catch their school bus. The traffic is awful on the north bound lane. We need a stop light or sign on Lusted and Powell Valley.

The access road to the Sandy Dell area is a problem and is chane (?) to keep in usable repair.

Roads – substandards for the requirements of increased population and expanded agriculture & nursery production.

Traffic on Oxbow Drive. Used by bicyclists, too narrow through curves for them and traffic. Farm workers use it for moving farm equipment people speed, this is a very dangerous stretch of road. I don't mind the farm equipment I do mind the bicyclists.

Transportation Issues Continued

Lusted road is a fairly high traffic area, due to the school traffic and being a main route to traffic to Dodge Park. I live on a corner of a four way stop. There is a tremendous disregard for that stop in all directions as well as speeds exceed the limit posted. This is a problem primarily caused by adults not necessarily school age children. I would like speed bumps on this road to regulate speeding.

Kerslake Road is crumbling on all the shoulders because of the increasing traffic. We have called the highway department, tho, and they are working on it, bless'em.

Transportation

Traffic enforcement (speeding)

Transportation could be improved by space for bikes and pedestrians on roads. Too dangerous to encourage alternate modes as roads exist now.

Possibility of Hwy 26 arterial being built through the area.

We don't want the I-84 → Rt. 26 connection (Mt. Hood Freeway) to run through this area.

I would like to see a bike lane created somewhere other than Oxbow Drive. I would like a stop light at 302nd and Division. Far too many accidents occur there.

Insufficient traffic control on 282nd.

Transportation – make it slow & difficult to live out here & commute in to Portland.

I strongly support public transportation, for which incentives should be provided or punishment, in the pocket, for those unwilling to inconvenience themselves.

Oh –maybe a bike path on now-crumbling Kerslake Rd. (the highway dept. would LOVE that request) because we have a lot of students from Mt Hood Community College who bike out here. There is no bike path, nor sidewalk.

The lack of adequate shoulders on most of the paved roads and streets is more than an inconvenience. It's a real hazard, particularly in snow or icy weather especially with a flat tire or other mishap where one has to pull the car off the pavement.

The Sandy Dell Road committee could use some County help in maintaining the access road e.i. use of a dump truck, or grader, ditcher & brush cutter.

Traffic is increasing, nurseries are increasing, nurseries use trucks for all product – trucks are getting longer and longer and bigger – roads must get wider and thicker

Road accessibility is critical in future. Some roads should be designated as major arterials and should be improved.

Poor access to Salem – Oregon City & Willamette Valley – increasing road deaths

Need better signed route for traffic trying to get from I-84 to Hwy. 26. Dangerous intersection at 302 and Division. Need 4 way stop, another serious accident 10/19/98.

Too much traffic on Dodge Park/Lusted in summer

Need more enforcement along Dodge park for speeding/drinking

Need shoulders for pedestrians/bikes

45 mph too fast on most roads (also enforcement)

More mass transit availability (linkage to Gresham/Troutdale) Tri-met bus should serve Barlow

More traffic enforcement on Lusted – Dodge Park

Increase in traffic impacts the area farms – example the school makes the surrounding area un-farmable

Parking on shoulder/roadway w/ 302nd ave on Division (north side) county facility for children

Transportation Issues Continued

302nd Ave/ Division St. Intersection – safety concerns, perhaps needs better signage let people know it's not a 4 way stop

Transportation – accessibility for all, limit congestion

Stone Rd. Intersection 2/ US 26 isn't safe, needs overcrossing

What can be done to reduce traffic speeds: Chase Rd., Lusted rd., Powell Valley Rd., Pleasant Home Rd.

Widen shoulder on Troutdale Rd. North of Division especially at the sharp turn

One access from development onto Rook Road. Intersections confusing with some as 2-way/4-way stops

Chase and Lusted need shoulders for bikes

L-turn at 302nd and Kerslake very dangerous: speeding and missing the turn

Make every major road a bikeway (everyone pays fair share)

Need ramp at US 26/282nd Ave

Equestrian use as well as bike use on shoulders (pay fare share)

No new roadways

Bus service (Lusted Road)

Lots of semi-trucks on Cottrell; roads not built to accommodate – keep trucks off local roads (that don't have destination in area)

Speed limit not posted on Cottrell and people driving too fast – lots of driveways

Chase Road – reduce speeds

Make roads more safe for animals

282nd / Chase Road – light or better traffic control

Modify intersections that are V's or Y's to enter perpendicular or better sight line

Transportation issues – high speed drivers on country roads. The ability of the current road system to handle the increased traffic flow from residential developments.

Bike lane on Kerslake/302nd for use by MHCC students runners and bike riders

Transportation Issues Continued

Truck traffic on division (perhaps should be arterial)

Parking in triangle at 302nd / Lusted should be prohibited

Dirt berm on Division Drive E / 302nd

Loud, noise vehicles drive at high speeds during the day and late at night. Speeding right up to a 4 way stop. No speed limit signs on Pleasant Home Road.

We don't know if we're included in Troutdale or not – they will not maintain our one-way gravel road off Stark St. and serving approx. 14 permanent homes. In the past they graded and graveled it periodically. It is in bad shape with many pot holes. Service vehicles are threatening to discontinue service.

Services

- **Lack of Sheriff's presence and increase in suspicious activity.**
- **Overcrowding in schools, parks, etc.**
- **Sewer issues around school facilities (currently not on sewer line).**

The lack of Multnomah County Sheriff attention to the area at night, with the increasing population.

There is actually an abandoned car left out in the middle of a raspberry field up the street that the sheriff's dept isn't too interested in, but that's hardly major. This is an unfortunate new development, tho -- a sign of encroaching "civilization" perhaps?

No fire protection for residences on Lusted Road on the properties overlooking the Sandy River.

concern for drug activity going on
trash dumpers

Overcrowding in schools – increased population

Concern about the possibility of overcrowded schools, parks, etc.

Not enough code enforcement

We need the sewer system extended out here.

The sewer needs to be extended up Kelly Creek so Barlow HS, Orient grade schools and the Fire Dept. can make use of it – think of all the tax payers dollars it would save – they wouldn't have to pump the tanks every day and the fire dept. wouldn't have to move.

With those developments come a strain on our roads, school and other public service facilities. Developed and new company's coming in to the area should pay for the needed expansion to accommodate this growth.

The rapid development puts incredible pressure on our schools. East Orient School has gone from 200 students 12 years ago to over 400 in the same facility.

winter power outages too frequent – cable very inadequate.

Power – subject to electrical failure annually due to normal Oregon storms.

No fire protection. Nearest fire hydrant is a mile away from homes on the bank overlooking the Sandy River. Many fir and maple trees on the hillside overlooking the Sandy River are dying. They are very likely to attract lightening strikes and cause a serious fire. The whole area of the Sandy River and Dodge Park and Oxbow Park could be destroyed by fire.

The schools & roads are getting crowded.

We have well water down here – living near the Sandy (on the river) we're very concerned about preservation of natural resources, water quality. The Troutdale sewer issue is a serious concern – no more building capacity and bad odors at Columbia Gorge Outlet Stores area.

There is some criminal activity now and I would appreciate more police patrols.

We need more schools in Gresham-Barlow District – too overcrowded.

West Orient School is at capacity. I am concerned about more growth in the area.

Sewage needs to be extended to Sam Barlow High – Orient Grade Schools – Fire station #7

Don't extend sewer lines out here

More schools to keep up with growth

Dodge Park needs more Sheriff enforcement

Land Use

- **Farm and nursery preservation, rural lifestyle**
- **Improper zoning exists on some properties**
- **Lack of farm help housing**

Some improper zoning. Some areas zoned forestry when they should have zoned agriculture.-

Well, you've given us this opportunity to vent, and we're grateful. Will you tell us how to keep this area from being paved over? Could you do that for us? Are we alone in this pitiful little cry?

You see we sit on a narrow strip of land and it's zoned EFU – well there isn't enough land to farm – and the way it is zoned we can't sell any either. It needs to be rezoned out here.

No decent regional mall in East Mult. Co. Gresham has become the city of restaurants but must drive to either Clackamas or Lloyd Center Malls.

Conflicts between agricultural practices and homeowners.

Farm preservation definitely. Would encourage senior retirement community as the need is there. Fairlawn retirement center is great.

Hire more code enforcement inspectors/ planners

Should be no logging allowed along river

Protect nurseries

We want the farm and nursery land preserved for future generations.

Open space, including farms, should be preserved. A moratorium on high density dwellings should be enforced county wide until voters vote on this issue.

I've been here a long time and the numbers of people and houses has grown tremendously. I moved here (1954) to get away from the crowd.

Responsible planned growth in the area that in the past was developed so that existing agricultural ground has been left isolated in small pockets. Farming is no longer profitable because of decreased markets in Portland, and a lack of competition between fruit processing plants leading to process near or below production costs for many years.

Farm preservation. We have grown virtually all our produce, including most fruit for 32 years and shared with friends and visitors.

No apparent air pollution here.

Please do not cover our beautiful fertile soil with concrete and homes.

Land Use Issues Continued

In order of importance:

farm preservation

transportation – already we are experiencing crowded roads & streets.

Water quality – okay now but will it continue to be?

Declining quality of housing, living.

Good farmland should be protected and used for farm purposes.

Farm and forestry preservation. No further subdivision. There appears to be or has been a lot of rural subdivisions in the area of Dodge Park Blvd. & Pleasant Rd.

Wells – water supply – if farms are to be preserved they must be allowed to be viable then the environment will be preserved – if farm preservation is not a high priority then the whole “West of the River” should be designated future urban growth.

Zoning to maintain quality of living out here and to prevent overcrowding.

The area should remain rural & agricultural and should not be converted into “MacMansions” style housing development such as in the Tualitin/West Linn area.

Farm preservation – less houses hence less people.

Farm Preservation. As more homes are built in our valley, the more degradation to the river by fun seekers.

The urban boundary is approximately one mile from my property. I own a little less than 5 acres directly across from the back side of Barlow High School. My property is zoned farm land, and therefore not divisible at this time. Less than 5 acres especially a steep sloping property such as mine is of little use to farm and the purchase of a tractor for such a small piece of property would not be cost effective.

Conserve farm land!

Make sure any development conforms to all land use laws and limit any lot size to 15000 sq. ft. or above

Seemingly, at random zone changes with little or no consideration for values plus or minus affects to property owners interests, or user rights.

Believe East Mult. Co. agricultural, i.e. Food production, is no longer economically practical.

Farm preservation is top issue. These soil types out here are unique in that although fairly heavy – they hold an abundance of water and nutrients and are very well suited for the type of crops grown here.

Far above anything else, farm property must be preserved. The little left west of the Sandy River is very productive, mostly nursery stock. I sometimes wonder, however, exactly how much water is going to continue to be available for the heavy irrigation.

Most of East Mult. Co. tax lots are of 4 ac. or less – we are not talking agricultural food production in any real sense here. We have a small nursery industry in what is left of the County, however, it's of no more real value than a golf course or cemetery.

I've lived in Pleasant Home for 15 yrs. and enjoyed every moment due to its rural nature. Don't let our rural farm land be destroyed by development. Keep open farm land open.

Land Use Issues Continued

About 200 ft. from my property 15 acres is being developed to accommodate 50 homes. My property should be zoned the same as this 15 acre plot.

new laws for labor heavy nurseries will require housing. It should not be an impossible task to get housing approval – more people and more law enforcement will be necessary – the town of orient and pleasant home should be more clearly defined.

I would like to be able to divide this property for five houses which I believe would not take away from the rural atmosphere of this area.

I'm disheartened by the evidence all around me of the disparity of incomes in our so-called prosperous state. Since much of the property around me is scenically attractive, contractors' dream houses, ostentatious absurdities, loom on the surrounding hills, overlooking (in both senses) rows and rows of jerry-built low cost housing and dismal trailer parks. Can responsible land use planning do anything about this disgraceful situation? Money, I suppose, triumphs over everything.

The increase in property taxes forces farmers to sell the farmland. The prices for farm produce are very low and cost of raising crops is high. No profit for the farmer. He sells the land for development.

Building sites limited to one acre or more. No multi-dwelling houses.

Keep the zoning the same – Farm & Forest

Protect the agriculture

Keep zoning the way it is now

No change

Keep Rural Residential areas along roads **if** they're expanded, but don't want them expanded

Keep the area the way it is – protect the farms (i.e. nurseries)

There is a demand for 2nd units out in rural areas (2 houses – 1 lot)

Need more enforcement for any plan

Need to be stricter with permits to allow farm help dwellings. They should be temporary but they convert to rental units often.

Do not rezone around High school for lunches ..put it on existing campus in the existing buildings

Retaining the existing zoning (large lots) will help facilitate future development once UGB moves (easier to develop large lots).

Need more commercial uses in the area

Need more flexibility in lot sizes in Rural Center zone (smaller than 1 acre)

Protect farmland

Inform property owners of stream wetlands locations & regulations

Keep the area the same for open space, rural living

Zoning to maintain quality of living out here and to prevent overcrowding.

Protect berry & nursery crop land from urban/dense housing

Parks/open space

- High value on recreation and open space

The Sandy River Gorge between Dodge Park and Oxbow Park is being loved to death. There should be limited access to the area and something done to address the sewage generated by users of the Sandy River for recreation.

Keep Oxbow Park the way it is – a treasure

Environmental/water quality

- Stream/watershed protection
- Soil erosion

Water quality especially. The Forest Service plan for Bull Run Lake doesn't match the real need for the future. No fish habitat should be allowed. No modifications to the lake. Only impoundment of drinkable water should be allowed.

soil erosion needs to be addressed

Streams such as Beaver Creek have been degraded.

Water and air quality are very important.

The land in the Sandy River drainage area North of Division is too steep and highly erodable, making any kind of cultivated crops either farming or nursery, detrimental to water quality in the nearby streams and rivers. But not enough farm land to keep in permanent pasture for profitable livestock production.

clean air & water

Water quality

Proper drainage from new developments.

Water quality

Some areas where logging accomplished were not replanted adequately. When logging permit was issued, they did not meet the condition of the permit. State failed to follow up on the permit to see if they replanted properly. timing of site prep spraying & release sprays was not done properly. OSU extension forester not available to landowners. Land owners of forested areas not knowledgeable. Need to be educated to the permit requirements. Erosion off some horse pastures unacceptable. Heavily overgrazed. Some farm & forestry lands left open and not seeded in the fall causing erosion. Silt erosion off land by far the biggest water quality problems compared to phos. & nitrogen runoff.

Water quality

Preservation and improvement of the Sandy River Watershed.

Every time a canoe, raft or floating group goes down the river, there is a trail of trash and a disturbance to the wildlife that live along the banks of the river. No toilets and excrement is found on the banks off the river. Need to charge to use the river and provide toilets.

There is a development going in above our acreage. They want permission to drain their run-off and storm drains into our creek (Beaver Creek mid-branch) Can they do that?

Certainly water & air quality are vital to us. We do our part out here to protect it.

Drinking water from wells is poor quality (high iron)

Bull run exposed waterlines cause erosion, abandoned pipes are big problem

Miscellaneous

A) Noise from jet aircraft

B) Nurseries won't tell us what pesticides they are applying

Mexican immigrants who use facilities such as schools, police, fire at a much accelerated rate. My property taxes are at 4500 per year, I've never had the police out nor fire.

Families in transition (divorce, loss of job) are moving in to the new houses and apartments. We have had a stable population – these kids change our schools.

Increased social problems – mailbox bashings, etc.

Good community input process – but who is listening? Will our opinions matter?

Miscellaneous Issues Continued

You people are a bad joke; you don't even enforce the existing zoning laws. My neighborhood is no longer a neighborhood, it is now more like an industrial park, because of people operating manufacturing businesses in violation of zoning. One neighbor has added buildings and additions at least five times and has a large parking lot full of employees vehicles; yet the county claims they know nothing about the business. They said they would do something months ago, but nothing's been done. I'm convinced by now that someone is getting paid off, so I won't sign this for fear of reprisal. This may help to explain why people are bitter and cynical about government.

Lots of trespassing causes property damage result is more gates/fences due to vandalism and tree theft.

Need to know who to call when trash dumping occurs (Metro).

Not enough legal dump sites in area.

Illegal trash dumping is a problem. Need dumpsters/enforcement. Construction waste from inside city gets dumped in rural areas.

Poaching of deer is evident and there should not be guns discharging in the area that has so many people living and playing on the river. We no longer see deer in our yard or fields due to poaching.

Better enforcement of forest practice act

The most important issue is keeping the government regulations out of the area example "Columbia River Gorge".

Problems for park activities in Clackamas Co.

Cougars in area causing loss of domestic pets/ fear for children

Stray dogs packing up causing farm animal loss

Provide youth activities to reduce crime, educate them

Concern about coyotes taking cats & small dogs

constant litter to pick up along our 1,000' road frontage.

Periodically some jerk dumps his rubbish in a creek bed on my property – a deposit from suburbia?

Overabundance of immigrant workers (illegal)

This is due to farmers livability to attract U.S. Citizen laborers.

As mentioned above, the rural climate is of utmost importance to us. We are raising two sons in the setting we feel best suits their needs. We are not city dwellers although we work in cities. We come home from our city jobs to a more fundamental and slow-paced existence. It allows us to turn the pressure of the city completely off at the end of the day.

less government controls – not more

Property owners who are clueless concerning debris and cast offs left to mar the neighborhood.

Too much light pollution is bad for the area

Stakeholder/Agency Scoping

Issues below are the results from scoping stakeholders/agencies for issues. The issues were gained during interviews with the Transportation and Land Use Planning Staff. Agencies/stakeholders scoped include: City of Portland Water Bureau, Metro, Natural Resources Conservation Service, Clackamas County, Cities of Troutdale and Gresham, ODOT, the Department of Agriculture, the Farm Bureau, the Division of State Lands, the Army Corps of Engineers, Oregon Parks and Recreation, Local Fire Districts and the Multnomah County Sheriff's Office. The issues below that can be dealt with during the plan are included in the list of common issues on p. 7.

Metro – growth management, transportation and parks
Tier 2 of the Urban Reserve most likely won't be brought in for 6+years, Tier 1 including the Persimmon area will most likely be brought in this year.
Protection of streams – particularly Johnson and Beaver Creek, must comply with Title 3 and other federal requirements (ESA, etc.)
There has been an unfulfilled commitment on the Sandy River protection program with both federal and state that should be addressed through the plan
Oxbow Master Plan – would like some type of overlay/base zone for the park
Increased protection of steep slopes (20%)
Nursery trucks and traffic – need to address their needs through the plan, is air freight involved as part of their operation, other farm transportation issues
Hwy 26 is designated a "green corridor" and policies in the Functional Plan should apply through this plan.
Natural Resources Conservation Service
Construction on steep slopes creates water quality problems, too much occurring currently in the area
Explore timing restrictions to allow all construction during dry parts of year and limit during wet seasons
Clackamas County – Transportation and Land Use
Currently updating Functional Classification System. Plan to examine minor arterial classification to reduce the number of minor arterials. Probably no changes otherwise.
No real development activity occurring in that area.
Clackamas County has a Weighmaster Program in place that identifies truck use on roads and roads where load limits are in place. The County is trying to upgrade roads to reduce the load limits.
City of Troutdale
The Sandy Dell Road area could be simplified, can it be fewer zones?
ODOT
Should not increase current level of access to US 26.
Department of Agriculture
Gave input into key farm bureau members and others to participate in the plan and would be able to give assistance in technical aspects throughout the plan.
Portland Water Bureau
Conduits are currently going through earthquake analysis to cover footing/support structures and everything from Bull Run into town. Need coordination regarding educating property owners who

have conduits on their property that may conflict with right of ways over lines

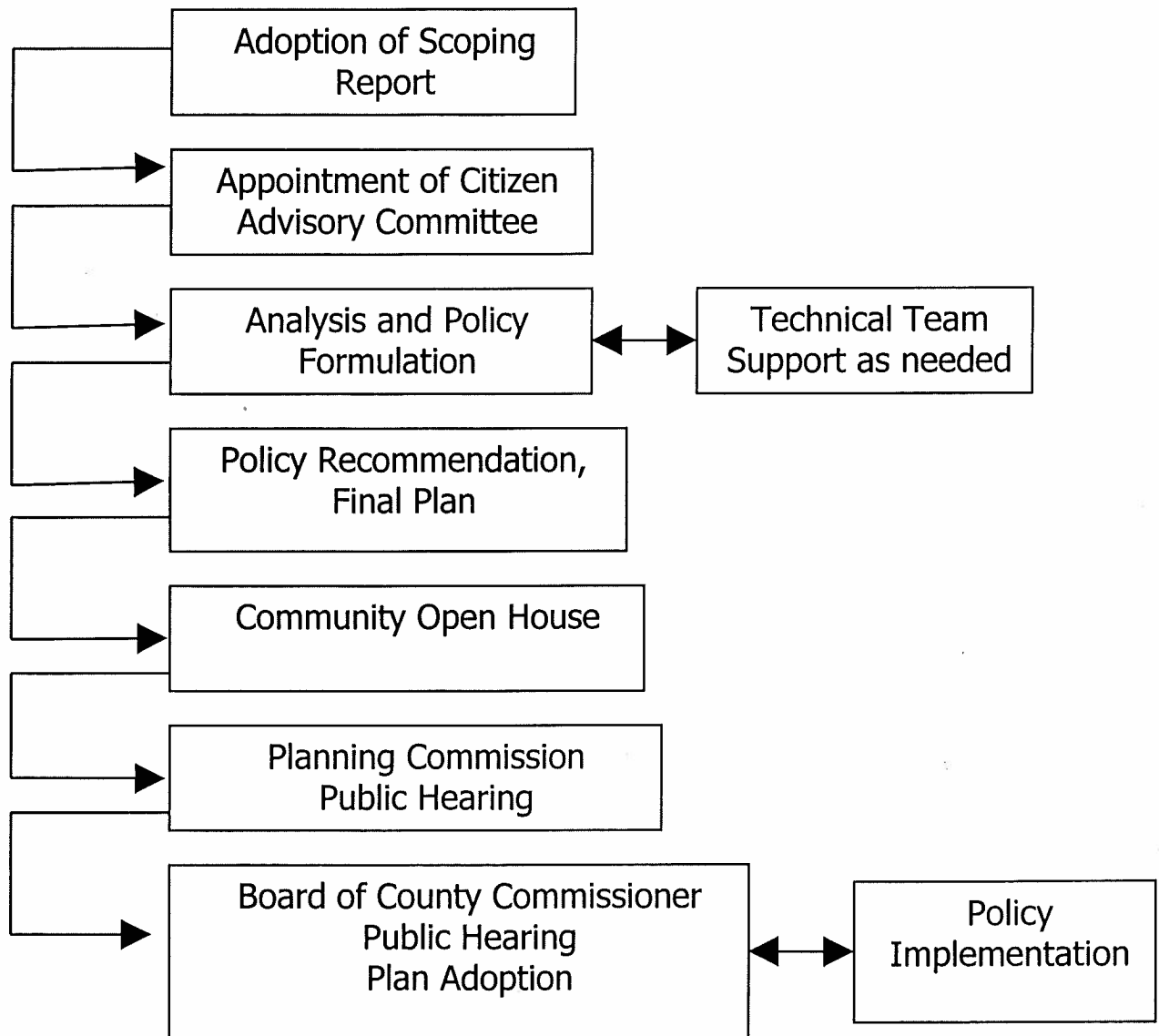
State Parks

Scenic Waterways – administrative rules are in place to protect scenic values in the waterway corridor. Should work on local code standards, with the state, to achieve the same goals to make a “seamless” approach for citizens.

Dabney State Park – over-development/encroaching development is impacting the park. Would like to maintain rural setting surrounding park (buffer zone).

Planning Process

The next phase of the planning process is to develop a citizen involvement process including a Citizen Advisory Committee (CAC), appointed by the Board, to work through the agreed upon issues. Once members of the community have been selected for the committee, the staff will begin holding monthly meetings addressing the issues within the framework of the statewide transportation and planning goals. The "CAC" will recommend policies along with the completed plan and forward those on to the Planning Commission. There will be a public open house in the community prior to the Planning Commission public hearing. The Planning Commission recommendation will then be presented to the Board of County Commissioners at a public hearing for their approval. The development of the plan is anticipated to take a year to complete. The following chart outlines the recommended procedure:



**BEFORE THE PLANNING COMMISSION
OF MULTNOMAH COUNTY, OREGON**

In the matter of accepting the West of Sandy River)	
Rural Area Plan Scoping Report and directing)	RESOLUTION
the Transportation and Land Use Planning Divisions)	C 14-98
of the Department of Environmental Services)	
to implement a work program to prepare)	
the West of Sandy River Rural Area Plan)	

The Multnomah County Planning Commission finds:

- a. In 1993, the Multnomah County Board of Commissioners directed the Planning Division to begin the Rural Area Planning Program to address land use issues faced by the rural areas of Multnomah County,
- b. The Statewide Planning Goals require a 20 year transportation system and land use plan consistent with state rules,
- c. The Board of Commissioners requested five rural area plans, one being the West of Sandy River Rural Area,
- d. The Transportation and Land Use Planning Divisions conducted the following activities in order to gain input on issues to be addressed in the West of Sandy River Rural Area Plan;
 - Mailed out approximately 1,100 questionnaires and notices
 - Conducted a community open house
 - Conducted scoping meetings with agencies and individual stakeholders
- e. The Transportation and Land Use Planning staff synthesized all information gathered and prepared a Scoping Report, identifying issues raised during the scoping process, recommended issues and a process for moving forward with a rural area plan; and
- f. On December 7, 1998, the Multnomah County Planning Commission held a public hearing on the draft scoping report for the West of Sandy River Rural Area Plan attached as Exhibit A and has the following changes:

The following issues will be added to the list of issues to be addressed in the plan starting on p. 12.

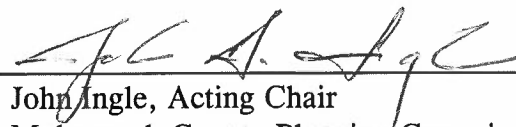
1. **Cultural Resource Preservation** – The rural landscape and the value of cultural resources should be included in the issues to be addressed in the plan.
2. **EFU** - There were problems during the adoption of the Exclusive Farm Use Zone and some areas should be checked to see if any “mis-zoning” occurred.
3. **Tree cutting** – The County should restrict tree cutting in residential areas where possible.

4. **"Night Sky"** – This plan should look at the possibility of adopting a "night sky" ordinance which limits the amount of outdoor lighting that can detract from the character of the area.
5. **River Ownership** – The issue of public ownership of the river should be looked at through this plan due to some differences in the high and low water lines and some past confusion.
6. **Metro** – all of the specific points provided by Metro should be included in the scoping report and they include generally: watershed scale protection measures, avoiding impacts from transportation and development projects that may impact fish and wildlife habitat, re-evaluation of hazard areas such as floodplains and steep slopes, and the Wild and Scenic River and State Scenic Waterways policies should be protected. The letter is attached to this addendum.

It is hereby resolved:

That the Multnomah County Planning Commission hereby recommends that the proposed scoping report attached as Exhibit A be adopted by the Multnomah County Board of Commissioners.

APPROVED this 7th day of December, 1998.

By 
John Ingle, Acting Chair
Multnomah County Planning Commission
Multnomah County, Oregon