



## Comprehensive Plan

# Public Open Houses Appendix of All Comments

### COMMENT FORMS

The following are verbatim responses to the comment forms collected through the open houses and online open house.

#### **1) What do you value most about your community? (62 comments)**

- Wildlife habitat, rural character, sparse human population, elk herds.
- West Side: General rural neighborhood.
- We live on 20 acres on the plateau above the Sandy River. We love the solitude mixed with great relationships with neighbors who we share resources with. We've been able to live and work in the area so as to avoid commuting to work.
- The rural-ness of a Metro-based county. The beauty, quiet and forested scenery so close to downtown - Skyline 2 lane road.
- The rural-ness
- The rural character of the area and the people who live here. For the most part, people respect their land and their neighbors.
- The retention of a rural feel.
- The quality of life. Thriving livable urban areas with protected, thriving, and ideally sustainably managed farm and forest land. Access to natural areas and streams. The desire and political will to do the hard work to improve water quality to restore stream function.

- The proximity of urban and rural areas enhances both. The city would be stifling without the nearby, big open areas. And the rural pockets would not be as vibrant without the city next door. Planning needs to put this urban-rural synergy in its core. The rural spaces in Multnomah County are not like rural spaces deep in Douglas County or Wasco County. The benefits and challenges of being just a couple of miles from city and dense suburban residential neighborhoods must be incorporated into the plan. Trying to put up barriers or impede access would be not only unfair to citizens of neighboring areas, it would harm the rural sections of the county. Emphasizing the strengths of each type of area, while recognize the contributions of neighboring areas, will benefit all. Ranchers, farmers and city slickers need each other. The plan must seek ways to enhance mutual collaboration and cooperation.
- The property rights of tax-paying owners that are constantly challenged by County land use planners that over-complicate and increase the cost of what should be a simple process of compliance with code.
- The people.
- The natural beauty and the exclusivity.
- The larger property lots.
- The high quality wildlife habitat and healthy streams, farms and forestry, scenic rural quality, limited infrastructure/impervious surfaces. A county that listens to its citizens.
- The forested environment and proximity to urban Portland.
- The ethic of conservation and sustainability instilled in our culture that influences how we strive to live.
- The community historic value from the Sandy River up to and including Multnomah Falls is an integral part of this entire Columbia River Range.
- The combination of rural aesthetics and urban amenities in close proximity to each other.
- The ability to live in the county with short drive to urban life. The ability with good stewardship in mind to do what I want with my property (with reason). That my neighbors can paint their house the color they want without Multnomah County permits people telling them what color they should.
- The ability to leave my house and bicycle world class roads with minimal traffic (although over the last 20 years this has become more difficult)
- Strong ties with others in the community through the school, gardening, exercise, and recreating. The proximity to nature and open space, rural economy, living close to the land. Hardworking folks making a good life for themselves and their families. Friends with a strong stewardship ethic who want to preserve and enhance the rural area for their family and for the community at large. People engaged in sustainable farm practices. Gathering places such as the school and the grange.
- Space, nature/the environment, quiet, darkness, health, community
- Rural nature
- Rural living close to urban life where animals and habitat are more important than urbanites walking trails.
- Rural character, close to Portland.
- Rural atmosphere/Forest Park. No housing developments. No strip malls.

- Relatively quiet, clean rural nature. Good grassroots community communication. Wildlife - sense of place and the importance of this place to preserving the air and water quality of the region.
- Preservation of forest, farms, wildlife habitat and recreational areas. Value no subdivisions.
- People are not managed, but left free except where they transgress and destroy, pollute, etc environment. Personal freedoms.
- Peace and quiet, nature everywhere.
- No traffic, small town, people
- Nature
- My friends and neighbors.
- My family has owned property in Corbett for 35 years. Much of what gives this place such a strong hold on me is its small town mentality; where people know each other, much of the good and seemingly at times all of the bad. We grow up and grow old together. We grow better together. One is forced to acknowledge their past and carry it with them into their future. And they are loved anyway.... Small towns are the essence of genuine humanity.
- Low density, forest, large mammal and bird sanctuary.
- Living in a private rural area away from people and owning land for our family to enjoy and build memories on.
- livability, green space, safety, active transportation, public engagement
- Just far enough out of the city limits to feel and look pristine. Privacy and seclusion if desired. Plenty of wildlife but only 20 minutes to hustle and bustle of the city.
- Its sense of neighborhood despite distances. Its wildlife and lack of development. Its natural beauty.
- It's rural character so close to the city.
- Its rural character and beauty. The trees, fields and streams. The bird and animal habitat that it provides. The fact that it is so different from the UGLY subdivided and strip-malled part of the county directly west of the Sandy River. Our great schools. The level of community involvement.
- It is a beautiful rural area close to a larger metropolitan city. We get to live in nature and enjoy the services and cultural aspects of the city.
- In the areas of Multnomah County subject to the comp plan, sustaining rural character is most important to me. I would like to see continued protection of farm and forest lands and especially on lands adjacent to the Historic Columbia River Highway, which is a National Historic Landmark.
- I value the natural beauty, space and (usually!) peace of the rural community. East Multnomah County provides recreation, produce, timber, etc. that benefits all residents of Multnomah County. I'd like to see it kept the way it is - not overbuilt with variances galore, too much traffic, etc. It's a perfect balance for overpopulated Portland and suburbs.

- I value living in a small rural, residential area where commercial events and activities are not allowed. This keeps the surrounding area quiet and peaceful, so the Gorge remains what the Scenic Area Act intended it to be.
- I live in rural Multnomah County, east of the Sandy River. I value the rural character of the area, and the farming/timber economy.
- Having grown up in the bustling, crowded, ever-growing and congested San Francisco Bay Area, I am in love with our community's dedication to loving and appreciating the natural beauty of this area. Once urban sprawl consumes this natural beauty it is gone for the rest of our lifetime, there is no turning back. I have seen this happen first hand in California and that is why my family is here.
- Friendly, helpful people.
- Friendly, community oriented people, aware of rural interrelatedness. Quiet; dark at night. Plentiful wildlife (great learning for kids and adults). Ability to have big garden and orchard.
- Friendliness and welcoming demeanor while living in a beautiful and private setting.
- Fresh air (clean), animals, natural water, people, land.
- Forest Park trails.
- Everything!
- Diversity of population
- Cycling
- Corbett is beautiful with good schools and good farmland.
- Bike-able Roads
- Bikeability and walkability, which inevitably means having human scaled communities with pockets of mixed-use development to provide destinations to walk and bike to.
- As a resident of Corbett and part of the National Scenic Area, I like the fact that urban sprawl is limited and commercial use must always go thru the gorge commission and county scrutiny.
- Accessibility to nature, while still being close to downtown. This is a quiet and peaceful place.
- A safe and healthy environment for both people and the land.
- "Our" environment. I have been to "3rd" world countries - if something does not kill them or their animals instantly they think it is ok, wrong.

**2) If Multnomah County successfully plans for the future, how will the community change in 20 years? What would stay the same? (69 comments)**

- What would not stay the same is the traffic flow on Cornelius Pass. Intel in Hillsboro is employing thousands and prevents us from leaving our properties in as much as 5 minutes. Hate the traffic. It is a rural road not a freeway.
- Westside: Very little change in this area because of rural reserves.
- We need to foster private sector jobs together with our shared social focus - I fear that we are losing a future tax base to pay for all that is good about Multnomah County.

- Try to keep rural areas quiet.
- To be able to do what we want with our property within reason. Farm stands, bed & breakfast, CSIA's. Easy to get business license to get income from their property.
- Thoughtful addition of homes, i.e. a second family home allowed on 10+ acres and remodel of existing homes to allow for multigenerational family living. (But could not be subdivided from original property.) 15 acres or more could be used for wildlife habitat or for production of native plants for restoration lands.
- There is a need to accommodate growth without negatively impacting the way of life outside the city (UGB). Allowing for accessory dwelling units is one strategy to allow families the flexibility to accommodate other family members or to generate rental income by providing necessary affordable housing to others in the community. ADU's are a smart way to increase density and accommodate more people in the area while relieving the pressure to subdivide land to create more developable parcels. An ADU is accessory to the primary residence, is sited near the existing house (or is attached), utilizes the same road access and utility infrastructure, and is far less expense to build. The benefits would be felt immediately for families needing to house other members or provide in-care living, for folks needing long-term help on their property, or others who would benefit from having additional rental income.
- The spaciousness of private property hopefully will remain the same, as well as the friendliness of the community.
- The rural sections of the county will have the infrastructure and policies in place to welcome the growing number of visitors from neighboring urban and suburban areas. Successful planning will mean that the special characteristics of rural areas will be protected, without being isolated.
- The rural property owners who all share the same values with regards to preserving the natural beauty of our area will be free to work their land and build structures in compliance with code without the costly and time consuming interference of County officials that may mean well, but are often counter-productive. The compliance with code would remain the same, but the process will have changed.
- The rural landscape will not be visibly altered. Residents of community will be able to use their land for farming, forestry, ecosystem preservation and quiet forms of recreation.
- The problem with this question is what is the meaning of "successfully plans for the future". Many voices here want more growth and commercial events at B&B's. More options to turn farms into event centers, and a larger tax base, whatever that means. I think we should stick to the original intent of the Scenic Act and severely limit this type of thing. Growth is not always a good thing!
- The density would not change in Corbett. The amount on invasive weeds would be contained or eliminated. There would be a vibrant rural and small agriculture economy. There would be available jobs and job training for youth in rural life and small agriculture.
- There are a lot of people who could work from home without an adverse impact on traffic or land use. Given technology changes, people can sit at their computers and text and use their cell phones and have occasional visitors /clients and make a living at home. I would hope that this would be formally allowed.

- The community would remain rural with environmental overlays to support wildlife migration through to Forest Park. Multnomah County needs the diversity of rural neighborhoods as well as developed neighborhoods. It would be nice to have public transportation.
- The community needs to find a way to be viable as a rural entity, thus keeping the rural vibe that makes it so coveted. This new viability must build on the rural history. Like the people in a small town, our community must acknowledge our past and carry it with us as we formulate a new future. This will become the stratigraphy that creates a truly great place to live.
- That there are roads, good roads, for people to drive on, less walking paths in rural areas because the animals need the habitat. Less emphasis of walking paths for crime, less intrusions for animals.
- Successful planning would continue to keep commercial activities in business areas of cities and towns, not out in rural neighborhoods. As residents, we didn't move to the Gorge to live next to businesses on small private properties. Properties within the boundary of the NSA should continue to operate according to the original intent of the Act.
- Springdale and Corbett would be more commercial. Not too many new homes.
- Some growth, small businesses on Columbia River Hwy. More of a village feel. The right businesses can be an asset to the community and serve the community. Allow guest houses on 5-acre or more properties.
- Small farms will be more prevalent. The land parcels aren't big enough nor is the climate or soil or terrain optimal for large scale farming on most parcels. Recognize this and loosen up some of the allowed uses. If you want this to be a rural preserve, then allow wildlife habitat on rural residential sites. If you don't, then allow more development on smaller parcels of RR designation. Right now, the rules are in conflict.
- Preserve the character of the rural areas by ensuring that land uses and density are optimized for farm and forest use.
- Our agricultural economy would be thriving. Farming would be sufficiently profitable that there would not be an incentive to speculate on future urban conversion. Multnomah County farms would be implementing conservation practices, making money, and adjusting to climate change. Water quality in our streams would be meeting state standards. Water temperature, sediment, and coli form loads would all be low enough to support strong anadromous fish populations and maybe even some swimming and wading opportunities for people.
- Nothing has stayed the same in my 57 years here. A real goal is the only way.
- Not sure about the answer to the first question. For the second, success would insure that Portland residents have easy access (walking would be best) to open space (or at least some green space) both inside and outside the urban growth boundary. The urban growth boundary would continue to exist-- I am continually impressed with its value to Portland when I travel to other cities and states.
- Not much - maintain rural nature. Multnomah County currently does a reasonably good job of providing desirable services: road maintenance, support utility companies that provide electricity - which is nice. Glad to be on septic/well - independence important.

- Much easier to get around by foot, bike, and transit; more affordable housing; protect and improve green space and natural environment. You should be asking kids, teens, young adults who will actually still be here in 20 yrs.
- Mountain Bike trails in Forrest Park would be a nice change. I would also like to see a more bike friendly route from Forrest Heights to NW Portland.
- I would like to maintain the awesome outreach that Multnomah County strives for.
- More safe cycling options. wider roads, bike lanes, NO CHIP SEAL.
- More energy efficient homes, less hipsters, less moustaches, more tech jobs, more gentrification.
- Multnomah County has grown too fast and long-time residents have lost much of what they live here for in the first place. Let's see growth in balance with resources - water, clean air, adequate roads, schools, etc. Growth does not equal progress, quality of life does.
- Maintaining current freedoms.
- Less people will put up with rules and regulations and leave. Less freedom.
- Keep space for small farms within Portland. Open spaces/wildlife - keep and preserve.
- Keep rural land intact. Develop lands already within urban Growth Boundary.
- It would encourage sustainability practices such that people learn and take actions that conserve the land. There would be a viable transportation system that does not put commuters on rural roads. Further development of rural lands would be minimized. Neighbors would collaborate more on sharing resources, skill and knowledge.
- It would balance well-managed growth with protection of the natural resources.
- Invest resources into maintaining the infrastructure that already exists rather than focusing on growing and building new infrastructure. This is paradigm shift that has not yet occurred but is inevitable - a new focus on sustainability rather than the assumption that we must grow.
- Incorporated areas will become more dense and less car dependent. Unincorporated areas will retain outstanding rural character.
- In this (West Hills Rural Area Plan) community, modest changes such as build out to current zoning (i.e. there are still, now, a few unbuilt lots) plus a new influx of younger families in 10-20 years (as "we" age out) plus some new transportation options, via trails and dial-a-ride services.
- I'd like to see Corbett become incorporated in the hope of providing more services and economic opportunities to local residents. With thoughtful planning it could have a small village atmosphere serving tourists traveling through as well as providing basic services to local residents. I'd like to see bike paths, roadside rest stops, and improved parking at Dabney Park to keep cars off of the highway. I'd like to see opportunities for increased residential development in designated areas around the already densely populated areas of Springdale and Corbett.
- I would like to see very little change in population density. I would like to see more services, such as a cell phone tower or two to provide at least emergency cell service in the rural areas outside the town of Corbett.

- I would like to see the traffic and wait times on the freeway and side roads cut down. The Gorge area should continue to be protected - however it needs bike paths.
- I would like to see people be able to have income = farm stands, weddings, bed and breakfasts, and wineries. Ability to earn money from their activities on farm and forest zones.
- I won't be here.
- I think Corbett should have a more developed business district but should stay rural. Corbett should be welcoming of those visiting the Gorge. There should be more rural housing options such as ADU's. This will help farm the land by having more helping hands and/or income.
- I don't think the density should change much. Perhaps some of the 37 acre parcels could be divided in half, but you simply can't allow people to subdivide at will without totally changing the landscape. It would be nice to designate Corbett a rural center and allow a few more small businesses up there.
- I believe the community is growing. So many people from outside of Portland are finding and moving here. This means we should plan for increased population, however I believe that they are moving here because of our opportunities and environmental values.
- I believe all buildings, residential and business will be gone, losing all vestiges of the 100 plus years old community and their stewards of the land.
- Housing would be more affordable and continued to be built in dense neighborhood scale. We are a single-family residential city and while some dense MFH is good, we should also be considering affordable townhouse housing as well. We would have good economic opportunities and a strong local economy.
- Hopefully urban boundary growth will be controlled to a manageable level. Some areas should have growth containment (ie, any more major development on Skyline Rd would lead to user conflict and possibly become a liability)
- Hopefully there will be very little change in the housing density, but perhaps upgrades to some of the properties.
- Focus development towards areas of existing development and small lots and protect higher value areas in riparian and larger undeveloped areas.
- Do NOT increase population density of West Multnomah County.
- Do NOT allow subdivision of properties.
- Creek Waters still unpolluted. Keep skyline mostly 2 lanes. Preserve scenic areas.
- Charges = Forest Park would be healthy, with invasive species under control. Folks would be more educated about how to encourage a healthy ecosystem outside the park, with special attention paid to wildlife connections to Coast Range.
- Changes degraded wildlife habitat would be restored and impediments to wildlife movement (including roads and culverts) would be reduced or eliminated. Through traffic to/from Washington County on rural Multnomah County roads would be eliminated. Stay the same: large blocks of wildlife, county policies that support wildlife and healthy streams, county respect for citizen input.

- Burning anything like plastic tires and tarps emit Benzene gases which are cancer-causing carcinogenic "crap". I think people need to realize.
- Bicyclist using as their playground. Bad for local traffic.
- Allow landowners of Forest and Farm to make a living off their land, including B&B's, wineries, events, tree harvesting upon tree maturity - not just Christmas tree, but lumber.
- Affordable housing for families. Don't think much will stay the same.
- A success would be to keep land owners rights. Many people own 10+ acres and I am really concerned that our rights will be taken away because the "community" might not want us to utilize our land for what we intend and purchased it for. For example many acres in forest deferral with the intent to harvest the timber in the next 10 years. Taking that away could have a huge financial burden on families expecting that revenue.
- 10% more homes, add bike path on Skyline.

### **3) What transportation issues need to be addressed to achieve your vision for the County's future? (62 comments)**

- Wouldn't it be nice to have a bike path separate from car traffic that moves people by bike to Tualatin Valley and Columbia River. Not in my lifetime, mind you, but "someday". I don't think I want to live through the acrimony of acquiring the land and building it. Do not build more roads. The increase necessary traffic. Tackle safety issues with "use" policies i.e. speed limits, signage, shared burden, not wholesale rerouting of traffic.
- While traffic will be a problem, more roads/lanes ultimately achieve the same congestion levels. We'll need to address how to move the growing population around without substantial increases in roads. We'll also have to chart a path that substantially reduces the climate change footprint of our transportation system. Either through alternative fuels or fewer cars running more efficiently. Truck, rail, barging systems also need to be addressed.
- West Side: It may be necessary to widen Cornelius Pass Rd Germantown. Key for Germantown is to make East and West ends work better.
- Upgrading and repair of infrastructure, more convenient and affordable (and safe) public transportation for all residents, and encouragement of low gas use cars. Limit drivers who are too young, unqualified or too elderly to be driving through use of easily accessed public transportation. Continue to expand walking and biking corridors. Limit or delete use of ATVs and off road vehicles that ruin the peace and landscape.
- Traffic, especially across to Washington County, over to the rural roads (Germantown, Cornelius, etc) over the Tualatin Mountains will have been calmed and restricted, with improvements made to help wildlife passage and adequate alternatives for this traffic.
- Too much car-dominated road use, hazardous for walking/biking/horses etc. More trails and some on-call transit could help. Consider providing pedestrian/bike lanes within existing road widths, and make drivers slow or wait at times.
- There needs to be good roads. Need one more road over the hills. Build a bridge over Columbia North of Hazel Dell and route traffic around Portland connecting I5 south, south of Wilsonville.

- There needs to be a freeway/highway from I84 to 214 going through Gresham - perhaps at 242nd? or 223rd? Also the Columbia River Hwy needs to be widened. There is no shoulder in many spots - and yet hikers and bikers are on it.
- There is an urgent need for a bicycle lane (especially on the uphill side) of NW Cornell Road from the residential area where it meets NW Westover to the intersection with NW Thompson Road. This is a dangerous section (for both cars and cyclists) with heavy bicycle use. There are existing bicycle paths around the tunnels, but the rest remains primarily shared. The greatest conflicting use is during the rush hours and on the weekends (when Cornell & Thompson are used by recreational cyclists to access Skyline). Hopefully it won't take a fatality to get action on this.
- The Westside Trail will be completed. So will Gateway Green and additional trail and multi-use path systems. We will continue to incent people to use public transportation. Traffic is getting worse in the metro area so we need to find a way to increase frequency and connectivity for bus/light rail.
- The Scenic Highway should have generous dedicated bike lanes for safety and to develop tourism.
- The Scenic Highway should have a slower posted speed limit; say 40mph. Right now few areas are posted, and cars drive upwards of 50 in some places (in front of our house). The increase in tourist traffic throughout the Gorge, makes a dangerous mix, of bicyclists, tractors, horses, locals, tour buses, etc. Also, pedal bike traffic should be on certain roads only. Some roads through the Springdale/Corbett area are extremely narrow, and dangerous for cars, let alone bicycles.
- The roads are falling apart, traffic has quadrupled in the 30 years I have lived in Bridal Veil.
- The establishment of a bus service from the rural areas, such as Corbett and Multnomah Falls to the TRIMET station in Gresham would certainly help reduce traffic and the environmental impact of traffic.
- The control and limiting hazardous materials trucks from using Cornelius Pass on regular daily use. The pass is not suited for bicycle safety. So many times I've been behind a cyclist. No shoulder for them to use to allow traffic build up to pass. Very unsafe.
- Skyline needs to be widened to provide for bike lanes. There is considerable danger for bicyclists and motorists alike due to blind curves, bikes on the road and no shoulder.
- Skyline Blvd - no city buses. Create a bike lane on Skyline.
- Schools bussing children "out of district" need to find other home - their own locals.
- Safe intersections and the ongoing hell of Cornelius Pass Rd
- Roads have more traffic than designed. Probably need to be wider, have shoulders and bike paths on some.
- Reducing through traffic (not local) on rural roads, including Cornelius Pass Rd. Consider tolls or congestion pricing for non-residents using roads in West Hills. Take action to make road crossings safer for wildlife and drivers.
- Recognize that we are a magnet for Portland bikers and install more bike paths, facilities and road shoulders. It's dangerous now to have bikers on the road with the amount of

traffic we have. Look at making the Scenic Highway from Vista House, one way. Roads are way too narrow for the number and size of vehicles.

- Providing more accessible and safe alternative forms of transportation. This includes creating safer streets and sidewalks in East County. And considering in each new development, "how might drivers, walkers, and cyclists utilize this road in the most safe way for all?"
- Our street is (Thompson Road) is being used more and more as a transit corridor for commuters. Keeping its current rural character is important to me.
- Once again, invest into maintaining and optimizing what we have (rail, metro, roads, bike lanes) rather than adding more services. There needs to be some focus on stabilizing growth on the roads rather than building to accommodate more. Once again, a paradigm shift away from the focus on growing to accommodate more. If we continue down that path we will be like a cat trying to catch its tail. More people, more cars will result in more infrastructure that needs to be fixed.
- On demand traffic signal at Cornelius Pass NW Skyline.
- None locally except maintenance and that is significant. Thanks for all the work that is currently being done.
- More broadly coal transport is a looming issue and barge traffic -- generally pressures for transport up and down the Columbia.
- None
- None
- No public transportation, to preserve rural character.
- Need a functional bike path all along Skyline Blvd.
- Mountain Bike trails in Forrest Park would be a nice change. I would also like to see a more bike friendly route from Forrest Heights to NW Portland.
- More law enforcement in the rural areas. Some roads need a little law enforcement present that will hopefully slow people down and make them drive a little more careful.
- Major highways should not intrude on residential values.
- Living on the scenic highway out of rural Corbett is getting crazy. Speeding traffic, straight pipe log trucks with engine brakes at 5 A.M., and massive amounts of peddle bikers all over the road, speeding thru stop signs surely needs to be addressed. The Speed limit should be limited to 45 MPH., and Jake Brakes should be outlawed.
- Lightrail closer to the Columbia corridor would provide an opportunity for travel to Portland for people who don't want to travel to inner Gresham.
- Less dependence on cars. Better pedestrian and cycling facilities.
- Lanes for bicyclists need to be added and regular maintenance of roads and side streets.
- Keeping growth manageable, and work on reducing congestion in high use areas by improving traffic flow (not just widening roads).
- Improve road shoulders to accommodate bike and pedestrian lanes/paths. Promote the gorge towns to trails initiative and improve the route through Corbett. This has big economic benefits for the community and the county. Bring light rail closer to East County (MHCC?) to improve mass-transit access to Portland.

- I would like to see Cornelius Pass Rd widened.
- I live off Cornelius Pass Road - I understand the need to alter it to allow for the need of increased traffic. However, I am concerned the needs of the neighborhood will be ignored. Families live on that road - their safety is as important as any commuter.
- Good roads. I-5 connection which skirts Portland easing the traffic within the metro area. Bike user fee for a bike lane paid by bikers.
- Get the bicycles off the road. Someone is going to die.
- Division of land 3-4 acre parcels in Forest area. - Less restrictive to build expanding.
- Discourage trucks (heave trucks) from using Skyline, Springville and Cornelius Pass.
- Discourage commuter patterns through rural land.
- Cornelius Pass Road needs significant investment and long term planning to address the forthcoming growth in traffic due to growth in Washington County. Growth of traffic is making the road a barrier for habitat and community on each side.
- Corbett, due to its proximity to Portland proper makes it an ideal weekend day get-a-way for many outdoor enthusiasts, a.k.a. bicyclists. I would like to see a way where these week-end tourists, as well as local citizens, and agricultural and forestry workers can share the roads safely.
- Bike/walking lanes on Skyline.
- Bike lanes would be great IF paid for through a bike user fee. Widen Cornelius Pass Rd.
- Bicycle rules of road enforced.
- Bicycle riders need accommodations, but smart ones (accommodations, that is). Bikes are a significant issue only on the Scenic Highway and on Larch Mountain Road. But, dedicated bike lanes are only needed on upgrades and on flat areas and they must be swept frequently for cyclists to use them. If there is gravel on the lanes they will not get used. On downgrades, cyclists are going too fast to stay in bike lanes so would not use them. In addition, the time bikes spend on downgrades is much shorter than upgrades, so there is less inconvenience to automobiles.
- East of the Sandy County roads, for the most part, should be adequate as they are for the next 20 years with adequate maintenance. They are not getting adequate maintenance at this time. Regular chip sealing and prompt pothole repairs are not happening. Ask for volunteers to help crews in flagging and other non technical duties to save on maintenance costs. Regular crews have too many people doing not much.
- Better planning on skyline. safer routes from NW portland by kaiser/springville to downtown.
- Better maintenance of county roads. We used to have the best and now they are the worst. Some areas are real hazards.
- There are more recreational bicyclists than ever before. Bike paths on some roads would be helpful especially on Larch Mt. Road.
- better bikeways and sidewalks EVERYWHERE.
- Better bike lanes on the scenic highway (but not everywhere else!!). A tri-met run to Springdale. A fast bus to downtown Portland would be a boon to commuters, because, let's face it, the drive to MAX and the slow ride in takes a LONG TIME. An express bus

that left from Corbett once a day and took I84 would be wonderful. There used to be one, 27 years ago.

- Beaverton/Washington County commuters through far West MultCo are destroying livability in that region. The St. John's Bridge/Germantown Road/Hwy 30 interchanges are parking lots of idling cars from 4:00 to 6:30 pm. There has to be some traffic flow improvements that can be made here - for example, it makes no sense to have Germantown traffic about an already clogged interchange.
- Ban kombucha in public places.
- Adequate transit.
- Population growth has largely meant increased car and truck traffic through and into the rural areas. Simply widening roads would threaten the special nature of the rural zones. First, we need to better understand not only how people get around now, but what their underlying transportation needs and goals are, so that we can encourage new options for people to do what they want to do without merely trying to squeeze more cars onto roads that were designed for a bygone time.
- Multnomah County needs to work with Washington County and Portland to study growing commuter and other traffic that cuts through the west hills. We can't simply continue to put more cars and trucks on Cornell, Germantown and other east-west routes. The county needs to push for options including better transit, and infrastructure that encourages drivers to use 26 and arterials, rather than neighborhood and rural collectors.
- The open spaces in rural areas are priceless to the city and suburban areas. The plan needs to recognize and accommodate the demand for recreation. While county policies should try to mitigate the growth of car and truck traffic coming into rural areas, innovative designs and policies are also needed to provide safe sharing of the roads by people who are driving, walking, riding horses or bicycles.
- 1 person can affect many by poor judgment. Just look at 14515 NW Rock Creek Rd DEQ and any other environmental agency.

#### **4) What land use issues need to be addressed to achieve your vision for the County's future? (59 comments)**

- Zoning along the Historic Columbia River Highway that supports historic character while improving life for those who live, work, play, and make their livings along the road.
- Would like a level hiking trail on the sunny side of the Tualatin Mountains, i.e., on the other side of Skyline Blvd from Forest Park.
- We need to hold our city and county accountable to affordable housing goals. And we need to find a way to protect culturally rich neighborhoods and balance growth and prosperity while not just gentrifying.
- To ensure the Gorge remains the majestic place it is, land use should continue to be strict. Areas within the NSA boundaries should abide by the limitations set in the Act. Otherwise, commercialization would ruin the reason the NSA was set up. People don't come to the Gorge to see and experience another city, or mall, or noise. They come for

peace, and quiet, and beauty and nature, and panoramas to die for. We didn't move out here to have our neighbors have commercial events that ruin our lives.

- There are a lot of "outlaw" improvements that get done because of difficulties (real and anticipated) in getting County permits. The permitting process needs to be made easier and folks with outlaw improvements need a mechanism to get them legal.
- The National Scenic Area plan and the rural plan need to both be updated and then integrated into a concise plan that provides citizens and county planners alike a straightforward single source of land use requirements.
- Some provision for subdivision down to 10 acres - keep rural aspect and not increase traffic and water/septic issue.
- So many businesses can operate via cyber communication and limited store front or street-side presence. To the extent that such businesses have barriers to operation. The barriers should be eliminated or reduced (judiciously).
- Rural MC needs to remain rural - the urban growth boundary should not be expanded, as it would ruin the quality of life that is Portland's biggest draw. We need to be discriminating about expansion - no more strip malls, more city centers, like Gresham's. Keep farming, especially locally grown organic farms, alive in the county and keep trees as a valued treasure in the county.
- Roadway improvements must give adequate consideration to the needs of wildlife passage.
- Re-zoning.
- Reduce development in outlying areas to fewer house on larger plots of land.
- Providing a rural center at skyline/Cornelius pass to provide basic services for local residents in the already built up area to reduce the number of longer trips needed by local residents.
- protect farm land and green space; increase density in close-in neighborhoods; reduce amount of land wasted on parking
- Proper zoning for existing rural land.
- Promote clustering of houses along existing roads (and using existing infrastructure) by allowing for large track dwelling sites to transfer development rights to small acreage sites in exchange for placing the large tack into perpetual conservation easement. Allow for ADUs. Encourage sustainable and economically beneficial resource extraction in and near communities (quarry, logging). Discourage clear cutting. Improve regulations to increase buffer zones along roads and streams. Enforce noise restrictions on heavy trucks that travel through the residential areas of our community.
- Preserve the rural reserves from pressures from adjoining urban areas. That means addressing transportation problems within the urban routes so that people don't abandon the main corridors (ie Cornell Rd commuters to downtown). There should be incentives rather than penalties for taking care of the environment (free recycling of yard debris).
- Please do not weaken current rules that protect farm and forest lands. Prevent land divisions in rural areas, increase density within existing urban areas.
- Open up and loosen building restrictions.

- No subdivisions of properties that would allow for more homes being built. Leave it agriculture and farms.
- Need to educate these people (old timers are set in their ways) and do not change unless they have to.
- My vision for the future looks a lot like what I see today. It would be nice if the potholes were filled. It would be nice if the county would be more assertive about people who graze their cows in streams, and enforce riparian rules. It would be nice if the county would enforce building codes. It would be nice if there was a limit to the number of log trucks and gravel trucks that could come in and out of the area daily.
- More park land - expand Forest Parks. Restrict building housing developments. Protect wildlife, streams and forests.
- More flexibility on what people can do with their land in Forest and Farm zones.
- Make the permitting process much more transparent and simple. There should be an interactive online process that helps you find the permits and fees associated as you are planning your project.
- Make it easy to open small businesses such as restaurants.
- Maintaining the positive role that the Soil and Water Conservation District currently has.
- Maintain the UGB and adopt policies and implement programs that support the Rural Reserves. Start building the land use policies, regulations, and support programs that maintain working lands, support systems, and implementation of practices that maintain soils. Agricultural water quality impacts will need to be addressed. The State's agriculture water quality program has not been effective. To succeed, the County will need to represent its interests and play an active role in reducing water pollution.
- Continue to discourage non-farm uses and support programs that encourage farm uses.
- Limit expansion of the road system, but maintain roads. Maintain land use policies favoring preservation of working lands. Increase protection for wildlife habitat (oak woodlands), streams, and water quality.
- Work with urban jurisdictions to support policies that maintain urban boundaries.
- Lower taxes, better parking and mountain bike trails in Forrest Park
- Lower my property taxes or I will move out.
- Let people do with their own property what they will.
- Let me live in peace.
- Leave West Multnomah County with large tax lots. Increased density brings crime, pollution, noise, congestion and dense development - unwanted. If Multnomah County increases density it is tantamount to criminal behavior by destroying a unique ecosystem.
- Introduce more flexibility into your rules and processes. Right now, you're despised and hated by landowners. I suspect that most folks want to preserve the spirit of their land, but your processes and seemingly arbitrary rules upset folks and do not create a feeling of cooperation. Especially when the rules don't agree with the smaller units we have in Corbett.
- Incent the behavior of preservation and restoration through tax incentives to not develop and plant native, indigenous trees and plants.

- I'd like there to be more opportunities to work and live in the same community. Where I live, businesses have been actively cut out of the landscape.
- I would like to see the exploration of Senate Bill 960 as it relates to agro-tourism in East Multnomah County (EMC). We are in a prime position to learn from counties such as Marion and Washington that have successfully implemented such allowances. As the demographics posted state, EMC median income is less than other unincorporated Westside areas, unemployment is significantly higher and yet family size is, on average, the highest: The sustainability of the rural lifestyle that is the essence of Corbett is dependent on the small family farm, or at least the five acre or better parcel and family business. I believe that expanding income limitations in our area via argo-tourism will allow EFU, and hopefully CFU, family farms and family forestry businesses to reinvent themselves to achieve sustainability in current times. Agro-tourism has been successfully managed in the aforementioned counties. We need to allow the denizens of our Corbett Community to manage their land in a competitive and sustainable way or, I fear, we will be morphed into nothing more than a glorified suburb with five acre parcels in which owners cannot afford upkeep.
- I think the biggest issue is being more helpful with land owners building issues. The county has been doing a good job maintaining the rural atmosphere in East County but needs to be more receptive to landowner concerns. Most of us don't want and would not advocate for denser housing, but we have been restricted on building beyond what is reasonable.
- I think that the rules regarding Bed & Breakfasts should be explicitly defined. We already have these here that are flagrantly violating the laws with the events that go on now. People who convert their houses to multi-family dwellings without the proper permitting etc. Again, let's get back to the original intent of the N.S.A.
- Grandfather protection for all us landowners based on age of homesteads and land developed in any way already.
- Finding ways to expand roadways to include bike paths and sidewalks. Also, incorporating ways to manage storm water, through rain gardens.
- Expand the Urban Growth Boundary. It seems to get adjusted for people with enough money over the years - make it fair for everyone.
- Energy efficiency requirement on new home construction.
- Encourage property owners to plant and replace native trees. Logging is OK if land is replanted, but conversion of forest to vineyards will create problems in the long term for wildlife and streams and eventually for roads if wineries open to public.
- Ease up on what people can do with their property, existing building or new buildings. Let farmers farm. Develop commercial operations on small properties without huge permitting process. Let existing driveways even if over neighborhoods property to get business permit in driveway is existing not new.
- County advocacy for ample buffers within Washington (and Clackamas) counties, to protect Multnomah County rural uses.
- Corbett needs a FEW places for people to gather. Hopefully the County recognizes this and can help anyone trying to navigate the system to make that happen -- and I am NOT

talking about getting away with anything. Simply, recognizing the "rural town center" zoning and helping to facilitate what is possible.

- Continued support and maintenance of our urban growth boundary and incentives for forest/land preservation and disincentives for building high density structures/communities. We also need to support agriculture as this is what sustains us.
- Columbia Gorge Scenic Area: I agree with the need for it (and appreciate the end result) but parts of it are poorly executed. There needs to be some common sense: Property that is 100% screened by trees should not be subjected to the same requirements (such as the max sq ft limitation on outbuildings). However, if for some reason the screen is removed and the property becomes visible then have those limitations apply at that time.
- To hear "if a forest fire wiped out all the trees your property would be visible" so we are going to require you to tear down your shop is such a miscarriage of justice and it makes me sick. Seriously? The fire is going to jump around my shop and only wipe out the trees?!? It is such a lack of common sense by the laws and the people enforcing them.
- Buffering Forest Park from development pressure. Keep the rural character of neighborhoods nearby to provide an added measure of protection for the park. Keep housing densities lower near the park.
- As I understand it, current land use rules will allow me to keep horses and eventually build an equestrian facility. I would want this understanding to be a factual truth now and in the future.
- Allow people. Multnomah County permits people learn retail skills to be of service in which they are hired to do. Instead of obstacles. Stop wasting money, we have serving problems to solve.
- Allow guest houses to be here legally, built on huge properties (i.e., 5-10 acres or more). If they are used by some as rentals, at least they will be permitted, safe structures. You can continue to monitor that people do not rent them out and have them sign an agreement that they won't rent them out. The County will make money from permits and prove that structures are safe.
- Allow farm zoning to be converted to wildlife habitat or production of native plants to gift seeds of native plants (such as lupine) to organizations such as the Xerces Society - to improve habitat for native pollinators (bees, butterflies).
- Agro-tourism, conservation of natural areas (including important wildlife corridors) on private lands and other variations on traditional land uses in rural areas must be understood and accommodated. The rural areas here are not like those far away from the city. Our rural and urban areas need to be understood as components of a larger unified system.
- Again - no dividing or additional use of land.
- A little more flexibility would allow folks to make minimal changes with little to no impact on rural character.
- A little less control on what property owners can do on their land.
- A compromise between the residents and visitors must be achieved. Definitely traffic, parking, restroom availability must be addressed.

**5) Is there anything else you would like to tell us about present conditions or future trends that should be addressed by Multnomah County? (49 comments)**

- Young people, people of color, low income communities should be driving this process, not just showing up as a tiny slice of overall participation. They've been neglected but will be the majority and should have THE say in how the region grows.
- You need more helpful people at the County Building Office. Teach them how to say "Can I help you" instead of, "No, go away."
- Work with homeowners. We have only lived here for 2 years but we hear comments like: Planning Desk personnel telling a colleague that they really put them through the ringer. Construction is discouraged in this area or at least people seem to feel that way. Why? There appears to be a lot of animosity.
- Wildlife experts should be invited to participate in both Comp Plan and TSP committee work.
- Why do we have 2 property tax bills for 1 partial?
- West Multnomah County should remain rural! Outside lighting to a minimum.
- We value having local options for food, services. We highly value the wildlife that migrates through our area, including the amphibians and birdlife etc that are not as ""visible"". We don't want herbicides sprayed along roads. We need help with invasive plants while preserving the old growth trees such as the oaks and firs.
- We have a unique opportunity. Portland and the surrounding smaller cities are not sprawling megalopolises that are disconnected from their surroundings. The county's rural areas are not isolated and impoverished. Both the urban and rural areas are better because of their proximity to each other. The mutual benefits of these interrelationships should be celebrated and enhanced.
- Very little of Multnomah County is rural any more. Expand the Urban Growth Boundary so various companies, businesses and homes can develop.
- Two anecdotal stories about building in Multnomah County that demonstrate a broken system: 1) I recently built my home at 9342 NW Skyline. As part of the construction process I was required to build a sidewalk along Skyline that connects to nothing. I protested the requirement saying that it was ridiculous to build a costly sidewalk to nowhere. After multiple appeals, Multnomah County officials said F\*\*\* you, build it. Now I have a \$15,000 sidewalk to nowhere. Awesome. 2) A colleague of mine at Intel recently left Multnomah County to move to Banks because building regulations on McNamee Road were overly restrictive. If/when I move it will be out of Multnomah County.
- Truly listen to public input.
- Trends in support of multigenerational family houses on larger properties (20+ acres) to allow for family support without need of subdivision. Consider division of land into 10 acres for family members to build while preserving the rural character. Increase parking lots for parks and no over flow parking on roads. Increase road shoulder to allow for greater safety for cyclists.
- Tired of having city folks needs detract from me enjoying my own property.

- There are run down properties that need to be cleaned up -- In front of the school and on NE Benfield Road to name a couple.
- The West Hills area is a unique jewel in urban areas of this size, and a real benefit to its (lucky) residents and to the region (buffer for Forest Park, for instance). Let's NOT "mess it up" - there's plenty of that happening throughout the rest of the region.
- The open house is very well laid out and informative. Job well done staff. Allow infill in small communities as long as they do not expand outside their boundaries.
- The county has over stepped in many ways. They have alienated many people who actually side with many of the goals the county wants to attain. Do not let the permit process be the guard dog.
- The challenge, as you know, is working with people who generally disdain regulation. Many need to be convinced that change will benefit their lives. I'd create a vision of what an incorporated area could look like, what services it could provide and how local residents could participate (i.e. small business loans, entrepreneurial coaching).
- Resident's rights need to be protected as well as ours visitor's rights and needs of the final plan must encourage the use of the local residents as stewards, gate keepers, custodians and tax payers. If any plan works we must use what is here, people and land alike, must be consulted. We need to hurry before everything we now have is ruined for the future.
- Reduce the OBSCENE and expensive permit process! Simply want farm and forest equipment storage buildings costs too much, is even lucky to be considered.
- Please consider including someone who is an expert on wildlife impacts of roads and land use on the TAC. A few folks to talk to/consider: Lori Hennings, who working for the county on their Goal 5 plan. Leslie Bliss-Ketchum, who has worked on planning and monitoring wildlife crossings, including ODOT - 503-481-6753, bliss.ketchum@gmail.com, leslie@talloaks-environmental.com
- Other counties and areas that are rural allow people to do a lot more with their land. Again like to see wineries, farm stands, income activities, wedding, bed and breakfasts, etc. allowed on property. Also like to see a lot more help in getting things permitted when building or adding a barn or any other building.
- No presentation of direction or ideas other than charts. Should have stated no comments either way verbally in meeting. Observe, write comments.
- My main concern is safety on Skyline. I also am concerned that I frequently hear gunfire and would like to see firearm use not allowed near residences, roads and parklands. Assuming this is already the case, I would like to see enforcement of this safety standard.
- Mountain Bike Trails in Forest Park would be my only wish.
- Many people have lived here for many years and have done things the same way - it is a biohazard the do not know is real (I'm a robologist).
- Many people complain about how Multnomah County maintains the roads, just bike ride from Washington into Multnomah County and you can feel the "quality" in Multnomah (good) vs. Washington (poor) roads.
- Keep business in urban areas and living/residents in the rural.

- John Orlando's commercial enterprise is an invasion of the West Multnomah County ecosystem! Shut him down!
- It would be nice to create more jobs, but no idea how you would do that. Our area is a playground for Portland. I'm retired, but had a job in Portland. A lot of the rest of the community doesn't have a good job.
- It would be more productive if there was a sit down Town hall type meeting, rather than hoards milling around - not sure of actions to take.
- If growth equals economic health, why has Multnomah County growth led to more potholes, more crime, etc. I think that we need to look at our current treasures - rural countryside, farms, forests, communities that work together, etc. and see how we can support those treasures and expand them. More people, more McMansions, more traffic on the freeways and roads does not improve the quality of life here. Let's take leadership in keeping our cities and farming and logging communities, our recreational areas in good shape - environmentally, locally economically and for the good of the people and the earth.
- I think you know about the housing crisis.
- I think Multnomah County is a unique place in its environmental consciousness. I hope we can maintain this as we make policy decisions in the future.
- I think Multnomah County has done a great job. My concern is personal. I purchased a single wide mobile home with well and septic in 1996. I am grandfathered in for a replaceable dwelling. I need to be assured I will retain that ability. I love where I live and hope to do so when finances allow.
- I am a bit worried about law enforcement issues that may result from legal pot growing operations. Will those operations attract law-breakers?
- Growing population will put stress on services.
- Future trends are always to expand, and grow larger. Please don't let that happen in the Gorge. Commercialization would ruin the quality of life for those who live here. It would ruin why the Gorge is the special place it is. Bigger is not always better.
- First warn and educate people. Second fines usually loss of money is the only way to get peoples attention. I see black smoke all the time, year around. I try to nicely tell them what they are doing, but it NEVER works. Yet there are others (usually newer neighbors) who really care and would never bio-hazard pollute.
- Buses in snow. Local fire station 24 hours. Street lights on Skyline every mile. Divert bikers to streets with bikes lanes. Skyline is very dangerous with blind curves every 1/2 mile!!
- Biggest risk to this area is huge increase in traffic on Germantown as North Bethany is built and also as huge traffic increase on Sunset from 10,000 homes in south Hillsboro (or in general the 27,000 homes in major projects)
- Be sure the right-minded people are employed in the decision-making role. The people I have met reflect the right thinking. Think Green.
- Assuming that the urban population will be encouraged to grow should be evaluated. Maybe to preserve our current high quality of life, we need to not encourage housing development as a given.

- Am okay with large parcels - building homes people with lots of acreage should be allowed to build more than 1 home - but restrict size of lots to no less than 5 acres.

### **East County Open House Comment Forms (17 comments)**

- I am concerned about proposed hiking trails going through my acreage in my property. 18 acres.
- The application of rules must be reviewed for relevance in better detail and by more specific area. I believe that most frustration and problems come from the broad application of zoning rules to places where they do not apply. Though front end work to define exceptions and special conditions more effectively will take longer, reduced cost of enforcement and improved public acceptance will result in the long term. Our current zoning laws have too many obvious and ridiculous situations in which they do not apply. This is the most frustrating point for most people. Thank you.
- Leave it the way it is!
- I think you need to be innovative in use of land. I can see allowing some more housing in some areas, but not the tired old 5 acre parcel and definitely not subdivisions a la Troutdale. Perhaps a 10-acre parcel with a cluster of 5 homes? Key is allowing flexibility without ruining the aesthetics of the area. As far as bike trails, yes, but...often no roadside space without chopping down trees, taking people's property, etc. Pick your routes carefully!
- Look at the opportunities such as small-scale farming (organic or otherwise) and other businesses that could be allowed/supported by the plan without detrimental affect on the local beauty and environment.
- Don't overlook the affect changes might have on local schools. (population too high or too low, etc)
- I'd like to see a traffic study on the scenic highway during visitor season. Kirby's Farm Stand (parking on highway), entrance/exit for Women's Forum (on a blind corner), traffic continually turning around before and after that entrance on the highway, cause grave concern for bicyclists, pedestrians as well as vehicles.
- Bring forward the trails plan for EMC that was done years ago. Will take users of the main roads. Love living here. We need no land use changes, just better visitor management.
- We built our house 40 years ago on a tract when it was legal to do, but without a permit. Our zoning has changed several times since then (with no notification to us) and now it is no longer legal to site a dwelling. How do we get it legal?
- Planners are public service office – Why don't they help local land owners. All requests are a "no". Even contractors don't want to do business with Multnomah County because they are so difficult. Work with us – not against us!
- Support small farms, not tear down agricultural buildings.
- I have concerns that the designation of National Scenic Area is meaning less and less as there doesn't seem to be adequate personnel to enforce. House color, lack of natural

screening, changing uses of land, carrying out non licensed commercial events (large) all happen with regularity and no enforcement.

- The preservation plan is pretty good – don't change much. Transportation – fix the potholes!!
- If tourism is promoted, we need support for that. Porta-Pottys at Women's Forum would be good. The fire department responds to tourist emergencies. How can the County help them (and local taxpayers) with that? The shoulders on the scenic highway need frequent sweeping so that bicyclists can ride there rather than in traffic lanes. I know that is ODOT, but it should be part of the plan.
- Please don't change the Comprehensive Plan. We don't want more density so don't need more roads or widenings – just maintenance for what we have.
- Corbett: For the most part, the land out here is able to absorb incredible amounts of water without any runoff. (It rains about 2x Portland amounts) Please don't get carried away with stringent provisions for storm water or even septic systems. Water soaks right down.
- Develop a "Quick Reference Guide" for landscaping, building poles buildings, clearing land, logging, etc. for residents in Corbett and east of Sandy River. Too often we are told several different answers to the same question by several different employees. This simple guide needs to be in print and online. Don't make landowners second guess any improvements they want to make based on employee's feeling!

## COMMENT WALLS

The following are all comments made on the seven topic areas on the comment walls at the two open houses and the online open house.

### Land Use (23 comments)

- Zoning: no urban housing. Forest: divide land in 3-4 acre parcels. School Zone: keep Skyline with Lincoln. Keep in mind Multnomah County, West Hills and other dense parts of the county have very different needs.
- This is the last close-in rural land in metropolitan area. Preserve it as rural.
- The National Scenic Area plan is currently separate and discrete from the plan for rural Multnomah County. It should updated and integrated.
- The County should create a system that allows transfer of development rights from areas needing protection to areas already built up.
- Speed up the permit process. It takes years in some instances.
- Soil erosion and water quality impacts from farms. Shadow conversion and loss of farm land. Habitat connectivity and protection.
- Simplify land usage policy. I should not pay \$1,200 to place a \$300 shed on 18 acres of property and wait for 60 days for a county decision.
- Provide better instructions (on web) on how to proceed with land use planning. Clarify what county and cities and responsible for (with public and within your staffs).

- Preserve rural Portland. No massive housing developments.
- Preserve farm and forest use, and maintain rural character.
- Maintain and protect forest and farm owners' rights. Please do not take more away or make it more complicated.
- Local property rights should be considered with more weight.
- It would be interesting to know the average property size in East County. I suspect that most are small. Maybe there should be looser rules.
- I live in Corbett. My main interest is to keep Corbett rural, but to also allow residents more housing options such as ADU's or granny flats.
- I do not want Corbett to become a suburb. I agree with land use policies but streamline the process to account for all the costs and steps!
- I am concerned about the pressure from urban development in adjacent areas, particularly North Bethany. We need Boundary Zones!
- Greater consideration must be given to the recent survey results showing 80%+ of the population wants a single family detached home.
- Develop a rural center at Skyline/Cornelius Pass to better serve the most basic needs of local residents to reduce the need for longer trips.
- Columbia Gorge Scenic area: Property that is 100% screened by trees should not be subjected to to the same max sq ft limitation on outbuildings.
- Clearly state what your goals are of this Comp Plan. What is the reason for doing it? What will guide the decision making process (other than public input)?
- As a property/forest owner I am very concerned about relaxation of the urban growth boundary. We cannot lose the natural beauty that is Oregon.
- Allow leeway if a land has multiple restrictions (such as wildlife, streams, "clusterings," and driveway location).

### **Transportation (28 comments)**

- Would like some TriMet service in East rural area.
- Use traffic calming measures to try and reduce speeds on Skyline, Kaiser/Brooks, Newberry, and Germantown. Use signage, chicanes, pedestrian crossing points, and rumble strips.
- Parking at Angel's Rest needs to be expanded. Too many hikers on the highway, reducing traffic down to one lane. This is dangerous.
- Noisy motorcycles and trucks ruin the tranquility of the beautiful farms and forest. Restrict them except for 1 route.
- Need speed enforcement on Cornelius Pass Road! And prohibit truck jake brakes.
- Multnomah Falls is a traffic nightmare on a sunny day. Pedestrians walk in the lanes of vehicle traffic. There are too many people.
- Look at making the scenic highway one way in the summer. It is too narrow for the traffic it gets. We have a lot of bikers on specific roads near Corbett that have no shoulders or bike paths. Very dangerous.
- In Denmark I was told cyclists are cited for anything. Violations go against their drivers license. Good idea! Rules of the Road are followed there!

- I agree, bicyclists are hard to see and difficult to pass. They have no personal accountability (i.e. license plate). We used to be able to ride our horse on the gravel side of the road, now all of the shoulders are paved for bicyclists.
- High Speed limits encourage drivers to drive faster than safe for wildlife, farm vehicles, and walkers and bikers who don't have shoulders/lanes.
- Get the bikes off the road. They are dangerous. Create off-road bike and walking trails like Washington County has. At least bike and walking lanes!
- Bike riders should have a license. They should pay for improvements for their pleasure.
- Bike lanes on Skyline and walking paths are dangerous for all.
- Bicyclists from the city seem to have no regard that rural people work on weekends. Cyclists do not follow the rules of the road and have NO courtesy.
- Bicyclists are large users of East County roads. They need to help pay for the roads.
- Bicycle lanes are welcome. Regular road maintenance is necessary/doesn't occur on my road (Clara Smith). Are there plans to bring public transit to Corbett?
- Angels Rest Parking is unacceptable! Cars parking all over the road is dangerous for bikers, hikers, kids, and motorists. There is a perfect spot downhill from the trail head to cut in a large parking area to get the cars off the road.
- Add bike lanes to Skyline! It is heavily used by cyclists and is dangerous for bikes and cars. Also pedestrians could use the bike lane.

#### **Public Facilities (4 comments)**

- Allow public service providers the courtesy to get permits to enable the protection of their service district (i.e. fire department)
- Do no fix what is not broken.
- It would be nice to have public restrooms for bikers. Could we have a public park for Corbett?
- Make decontamination of adequate water supply a condition of development.

#### **Farm and Forest (2 comments)**

- I believe in restrictions for more of the area, but some are too rigid.
- Land use law and tax systems should support small independent businesses which are consistent with agricultural goals but protect the environment.

#### **Environment (8 comments)**

- The weed control is an issue, along streams, wetlands and forests. Regulations in place now are not enforced! Where is the soil and water department?
- Is it any wonder National Grassland enforce and require certified weed free hay if camping, etc.? East does not want what we already have. Smart!
- How about weed control of noxious weeds along county right-of-ways? I am not happy about private lands also spreading tanzy seeds, etc.
- The County should preserve historic buildings and encourage remodel and purchase of them. Why was Bridal Veil church torn down? A huge loss.
- Rural residents should be allowed to do the Wildlife Habitat Plan.

- Development puts too much pressure on wildlife and resources. We need boundaries and safe zones across the west hills.
- Air traffic should be much higher during foggy conditions.
- "Historic" should mean something, not just old. When will the County answer to submitted plans for the future Crown Point historical building in Corbett?

#### **Natural Hazards Concerns (7 comments)**

- Regulate and restrict building on steep slopes. Earthquake and slide failure is a great hazard.
- Landslide and earthquake hazard is real and needs to limit building on street areas.
- People with existing land with a replaceable dwelling and well and septic in potentially hazardous areas should be grandfathered in for development.
- It would be great to get resources in place to support rural homeowners in case of a disaster (workshops on generators, etc.).
- In the winter of 2008, the county would not come across the Sandy River with a snow plow. Locals cleared the road. The same thing happened in 1996. Organize locally.
- Concerned that DOGAMI Lidar surveys will be used to restrict buildable areas due to landslide hazard. People should have information and make their own decisions on the risk of The Big One.
- Appreciate the snow removal. Buses during snow would be appreciated.

#### **Rural Economy (8 comments)**

- We should be able to make money off the tourists by small scale development in Springdale and Corbett.
- Tourism and low environmental impact business should be encouraged.
- Tax plans currently encourage development rather than conservation. Consider tax credits for preserving trees, wildlife, and watershed.
- Having land use planners working with businesses to allow economic development.
- If the smart growth goal is to reduce how far people drive to work, then people should be able to live and work here in the community. There used to be several mechanic shops, stores, hotels and restaurants in Springdale, Corbett and Chanticleer Point.
- I hope that the County can figure out how to allow people to work out of their homes, especially when it constitutes an email, phone number and mailing address and UPS deliveries, etc.
- Encourage home occupation uses in rural areas.
- Cottage industries should be encouraged.

### **OTHER COMMENTS**

Comments made through other sources are included below.

#### **Open House Flip Chart Comments (6 comments)**

- Please communicate with your public – it would reduce anger levels greatly. Be responsive and timely.
- The consensus with Corbett neighbors is that planning us unreasonable and tenacious when dealing with them. This should change and why is this happening?
- Portland should remove themselves from ICLEI (International Council on Local Environmental Issues). This organization's goals lead to communitarianism.
- We would like to see more opportunities to work/farm in our own community. We would like to see fewer bicyclists or at least have better services for them like restrooms and places to get water. Our family does NOT support more bike paths. There are already too many cyclists/tourists to ride our horses safely on the road anymore.
- Too much traffic/tourists go to Multnomah Falls on a sunny day, you will see.
- Ethnicity should have nothing to do with planning land development.

**Website General Comment Form (4 comments)**

- To: Multnomah County Land Use Planners re: Comprehensive Plan Update/Rural Area Plan

As a resident of Sauvie Island for nearly 30 years, I have some thoughts on the Comprehensive Plan that I would like to share, specifically concerning the Rural Center, and Rural Residential, areas of MUA lands. On Sauvie Island, our Rural Center (as designated in the previous Rural Area Plan) is Charlton Road - where my home is. Charlton Road is also the site of our community school - Sauvie Island Academy, and our Grange - Sauvie Island Grange. It is also the most densely populated road on the Island - which makes it a Rural Residential Area, as well as MUA land (according to the previous Comprehensive Plan). These designations are important for our community in guiding the kinds of development and activity that occur in our Rural Center on Charlton Road. Over the years, many strange and controversial ideas have been suggested as "Conditional Uses" for our Rural Center- including a 60 foot cell phone tower, and a county jail! Luckily, zoning laws and community action have helped to protect Sauvie Island, and its Rural Center, from these intrusions on the visual, communal, and rural character of Charlton Road. Please be sure that commentary on the limiting of visual blight and industry at the Rural Center continue to be included in the new Plan. The Rural Center is designed to bring community members together to celebrate, educate, and assist the residents (and visitors) of Sauvie Island. An example of this was during the 1996 flood when the National Guard was stationed at Sauvie Island School, landing their helicopters on the school playground, and assisting residents as they worked to shore up the dike. The Rural Center is not there to benefit one community organization over another. Neighbors have, and must continue to, work together for the benefit of all, without forgetting that Charlton Road is also a residential community, with many homes on less than 2-5 acres of land. In that regard, Charlton Road is unusual. Neighbors work together to keep livestock, and domestic animals from intruding on each other's property - both physically in crossing boundaries and fences - as well as being considerate about noise and air (smell) pollution. For example, too many cows on too little acreage can create a feed lot environment with the accompanying foul odors of cow dung and silage. Good neighbors are able to discuss these problems and come up with

creative solutions to the benefit of all parties, and for the most part, that is the overriding process that Island neighbors practice. However, it is helpful to have land use laws that can resolve questions of appropriate use if there is prolonged disagreement between community members. Appropriate use of rural lands requires thoughtful consideration of small acreage (MUA) land use as well as large (EFU) preservation. Proximity to residential and school lands requires special consideration. Guidelines and commentary by the County on suggested limits to the number of cows and other livestock per acre (in the same way the number of domestic dogs are limited per property/acreage), especially on or abutting MUA, Rural Residential, and Community Center lands, could help resolve future conflicts. As more families move to the Island, the community is enriched, as well as homes and properties improved. These things are good for the community, but we must continue to be guided by what is best for the long term benefit of the land and its residents and visitors. Barns, outbuildings, homes, greenhouses, and light grazing are common on MUA land. However, we must remember that human beings live and work in closer proximity on MUA (than EFU) lands. If greenhouse lights are not dimmed in the evening, the family on a property next door might not be able to sleep. Sometimes, we build, plant, or graze on our own properties, forgetting how our activities might be affecting our neighbors. In a rural area with both MUA and Exclusive Farm Use properties, the two designations sometimes get lumped together. However, MUA acreage is usually smaller than EFU lands - and a fence line on a MUA zoned property might literally abut a neighbor's backyard - where the chickens of one neighbor meet the dogs of another - at the fence. This situation often differs greatly from EFU land that frequently abuts acres of a neighbor's open agricultural field. I ask the County to address the expectations of these separate zoning areas. Taking into consideration that MUA zoned areas often include Rural Residential Areas and Rural Centers, where acreage is much smaller and therefore livestock, kennels, industry, and development must factor in the human component, as well as land, agricultural, and livestock uses. By addressing these issues in the Comprehensive Plan, we will have clear expectations and regulations to guide us in the development and maintenance of rural lands into the future. Please respond to this email and let me know that it has been included in the record.

- Need a safe walking & biking corridor linking East Gresham residential areas and Barlow HS.  
Need to preserve the rich soil in East County for agricultural use, not housing. Efforts to make areas like Rockwood safe and add new housing there makes more sense. Keep Multiple Use Ag zones as agriculture; we need these close to urban areas for horse boarding, small farmers raising fresh produce, etc. These Ag uses are not a good mix with next door neighbors engaged in non-Ag business activities.
- I would like to see preservation of the Oregon forest and natural resources. Many recent hot environmental topics in the news are strong evidence that we need to be extremely proactive in protecting the residual natural resources we have. Oregon has done an excellent job in preserving the forest and I would strongly like to see we continue the effort as a community. Rather than expanding the urban growth boundary, we should focus our efforts in making our current infrastructures more efficient.

- The best plan for Multnomah County might be to build a Berlin Wall around Portland City proper to keep those people in their communist paradise utopia. The county will then need a nice secret police force to accomplish that. The best thing Multnomah County can plan for is a tax revolt with a popular state wide measure to limit property taxes as happened before. I am tired of seeing the public forced to pay park use fees after already paying to keep areas in a natural state. Makes no sense calling that public! The expansion of the state ultimately may lead to a reversal as historically usually is the case. Let's plan on that. It is difficult at the moment to discern any great benefits from the previous existing county plan. I remember how the last time around the emphasis was on preserving farm land and preventing strip malls, pushing public transportation and more. What happened? Exactly what they said they were trying to prevent often more in neighboring counties at the expense of industrial jobs in the Portland area leading to this wonderful reversal where Portland is now the bedroom community. Maybe we need less planning and more community involvement of property owners who have a direct interest instead of all the stake holder nonsense. The sustainable lies have gone far enough already. Start building the new Berlin Walls to protect the ideology at the core. Let's have a major state wide tax revolt and see government start shrinking in to a tiny fraction of its size.

#### **Phone Calls and Emails (2 comments)**

- It should be easier to place a dwelling on large acreage tracts of land.
- My concerns quickly are the amount of traffic on the Corbett roads. With increased students at the Corbett schools it has become increasingly crowded and dangerous, especially early in the morning and mid-afternoons.  
Bicycle traffic on the roads is busy and dangerous. How do you get it across to a bicyclist that they need to also obey "rules of the road". It isn't going to matter who has the right of way if someone is seriously hurt or killed. These have many blind corners and are not designed for bicycle traffic.  
The Stark Street Bridge is a joke. At the very least the trees (alders?) on the north end need to be removed - removal needs to be on. Granted, many motorists do not even look before they turn into the bridge. However, it is difficult to see if someone is on the bridge sometimes before turning. At least if the trees were removed you could see better, looking at or coming from either direction on the Scenic Highway. I would estimate maybe 25 feet on either side. When the leaves are on the trees it is especially bad. I have not measured it myself. Car drivers could also see if they should attempt to make the turn to get on the bridge if something big is already on it. Removal of trees (not just trimming) looks like a win-win situation no matter what direction or what vehicle a driver is operating.  
The Springdale School zone is not marked with a speed limit related to the school from any direction. There are signs indicating student crossings, or end of school zone but NONE to say 20 MPH because of the school. This is not acceptable. This is an intersection of several roads that come together and I don't know which State agency is responsible, but SURELY someone is!! We need some speed signs ASAP. I have lived here almost 40 yrs and think that a speed sign is a wakeup call for most people to check

their speed. I do not know why the school is has not been required to have these signs before renovating the school a few yrs ago for public school use. I think it is reprehensible that this has never been taken care of. I brought this up at a School board meeting and was told that some roads are County and some are State. I don't particularly care whose roads they are, it just needs to be done and soon. And by the way, I am contributing taxes to BOTH!!"

### **Staff Notes (West County Open House)**

- How can we protect our investments in the forest resources on our land? Many of us purchased land with timber with the expectation that we will be able to harvest it and that is consistent with statewide and County goals. However, County policy and regulations related to forestry can change over time. How can we make sure we don't lose the ability to harvest timber on our land in the future if we are able to do so now?
- I have replanted trees on my property in the last 20 years and want to harvest it in the future. How can I make sure we can do that?
- People here don't call the "West Hills" area on your maps the West Hills. It should be called Forest Heights, Forest Hills or Skyline Ridge.
- Working with the County, including the Soil and Water Conservation District (SWCD) has not been a partnership for me. It should be a partnership and I have been approached by the SWCD to partner on things but they have their own agenda and ultimately haven't wanted to partner on things. More often their goals have been the opposite of mine and they have opposed what I wanted to do.
- County building permit staff not helpful and often don't know or understand their own regulations. They need to be more knowledgeable and take a more customer service oriented approach. For example, I want to be able to improve and use my barn for agricultural activities but also have bedroom there, but not a dwelling unit. The County won't let me do that. If we are in an agricultural zone then the County should allow agricultural activities and uses there.
- County staff are difficult to work with. They should be more flexible and take more of a common sense approach to things.
- I know of people who have had issues with parcel lines and boundaries. The County's electronic maps don't match up with what is on the ground out here. This has caused people problems with land use permitting and development issues.
- I hope this process can present an opportunity for fewer restrictions in this area. The bulk of County resources seem to be devoted to urban areas, while this area get fewer resources and is over-regulated.
- I'm concerned about increased traffic from development in Bethany that will impact Germantown, Cornelius Pass and other roads here. While there may be little population growth or development in the rural areas, we can expect potentially significant traffic growth on our roads due to development and growth in surrounding urban areas and recreational use in this area by urban residents.
- Is it possible for a portion of Multnomah County to be shifted into Washington County? If Washington County has more money to pay for transportation improvements, would the County line shift to accommodate that?

- Why did the Cornelius Pass Road planning process stop? We need more information about why and what is next for that process. We will be very interested in seeing what will happen next.

### **Staff Notes (East County Open House)**

- Is Metro buying land near Oxbow Park for a future expansion of the park? Are they likely to condemn my property near Buck Creek or force me to see them my property if the expansion is planned for that area.
- By not allowing me to log my land (by denying me a logging permit), the County has the ability to essentially take my land without compensating me.
- The biggest concern for people in this area is how they can use their land and how the County regulates it.
- When the County requires or encourages property owners to consolidate parcels, the property owner ends up with less ability to use or develop the land. The consolidation changes what people can do, usually resulting in the ability to build fewer houses or other structures.
- Need opportunities for people to verbally voice their opinions and understand the regulatory framework that County works within.
- County goals, policies and regulations should be streamlined to reduce regulations on land use.
- Soil type shouldn't totally dictate farm use requirements. Often the soil type doesn't have much of a bearing on the value of the land, especially if people can plan things in greenhouses or otherwise above ground.
- Most of the people in this area are land rich but cash poor.
- The best judges of what someone should be able to do with their land are their neighboring property owners. They are better judges than County staff. If everyone simply asked their neighbors if they thought their plans were OK, we'd be better off.
- It should be easier to farm in this area if land is zoned for farming. We should be able to sell our agricultural products and have events in the area. We need other activities and other opportunities to earn a living here in ways that support farming businesses and households.
- I have had an issue with my ability to build a barn on a rural residential property. I plant and grow things on my property but can't build a barn to support that because of the rural residential zoning.
- Are there term limits for Planning Commission members and County staff?
- People here perceive that there is different treatment for different people. It seems to happen a lot here. Some people with money or sway or the ability to hire an attorney or consultant seem to get different treatment.
- Customer service at the County Planning Department is often not good. For example, when I tried to relocate my driveway, the planners were not helpful and didn't seem to understand the regulations. The secretary had more knowledge about the issues and gave me better customer service.
- Focus on what's important to people here.

- It can be very difficult to get information and land use permits here.
- The County needs to use more discretion and flexibility to address specific conditions for individual property owners or permit applications.
- We need wider roads here to accommodate large trucks and farm equipment, especially with all the bicycles on the road out here.
- The County has paved all the shoulders for bicycle traffic but that actually makes it less safe for cars and difficult for people with horses. People who live here need to use the roads for day-to-day needs and commuting. Bicyclists don't respect that in terms of how they use the roads in this area.
- There is too much accommodation of recreation at the expense of the people who live and work here. Cyclists here should reflect the conditions, including the needs of residents, farmers and others who work here daily.
- I'm not always happy with what the Multnomah County Soil and Water Conservation District people are doing.
- Will wedding receptions be allowed here in the future? Is that something that will be discussed during this planning process?
- I have heard that there is a mini-mall going in near the intersection of 282nd/Powell Valley and Lusted Roads. Is that true?
- We recently went through a lot line adjustment process that was extremely difficult and costly. That should not be a Type 3 land use permitting process.
- Is anything off the table for this process? Can we talk about or propose things that are more in keeping with the rights of property owners even if they are contrary to existing regulations?