

---

1600 SE 190th Avenue, Portland Oregon 97233-5910 • PH. (503) 988-3043 • Fax (503) 988-3389

**Multnomah County Comprehensive Plan Update  
Community Advisory Committee Meeting #10**

**October 28, 2015 6:00 – 8:30 p.m.  
Room 126, Multnomah Building  
501 SE Hawthorne Blvd. Portland, Oregon**

**Agenda**

- I. Welcome /Introductions/Announcements (5 minutes) – Eryn Kehe
- II. Policy on Utility Infrastructure Serving Urban Developments (10 minutes) – Kevin Cook  
  
*Desired Outcome: Review and approve policy.*
- III. Historic and Cultural Resources Preservation Policies (30 minutes) – Rich Faith  
  
*Desired Outcome: Review and approve policies recommended by the Air, Land, Water, Wildlife and Hazards subcommittee.*
- IV. Riparian Corridor, Wetlands, and Wildlife Policies (30 minutes) – Rithy Khut  
  
*Desired Outcome: Review and approve policies recommended by the Air, Land, Water, Wildlife and Hazards subcommittee.*
- V. Natural Hazards Policies – Landslides, Floods, Wildfires (30 minutes) – Matt Hastie  
  
*Desired Outcome: Review and approve policies recommended by the Air, Land, Water, Wildlife and Hazards subcommittee.*
- VI. New Policies on Key Transportation Topics (40 minutes) – Joanna Valencia  
  
*Desired Outcome: Review and approve policies recommended by the Transportation and Public Facilities subcommittee.*

- VII. Public Comment (5 minutes) -- Eryn
- VIII. Meeting Wrap Up
  - A. Recap of any follow-up items
  - B. Confirm Next Meeting Date and Time
- IX. Adjourn

COMMUNITY ADVISORY COMMITTEE MEETING  
ROOM 126 MULTNOMAH BUILDING  
501 SE HAWTHORNE BLVD. PORTLAND, OR  
SEPTEMBER 23, 2015 6:00 PM

## **MEETING SUMMARY**

### **I. Greetings, Announcements and Introductions**

In attendance:

#### CAC

Aaron Blake  
Andrew Holtz  
Catherine Dishion  
George Sowder  
Jerry Grossnickle  
Kathy Taggart  
Linden Burk  
Marcy Cottrell Houle  
Martha Berndt  
Paula Sauvageau  
Sara Grigsby  
Stephanie Nystrom  
Will Rasmussen  
John Ingle

#### Project Team

Rich Faith  
Kevin Cook  
Rithy Khut  
Matt Hastie  
Eryn Deeming Kehe  
Allison Conkling

Absent: Tim Larson, Karen Nashiwa, Chris Foster

Others in attendance: Erin Mick – City of Portland - Multco Sanitation and Sewer, Carol Chesarek, Sandy Baker, Steve Baker

### **II. Report on Community Meetings**

Eryn Kehe gave a brief report on the survey results thusfar from the two community meetings. The comment period is open until the end of the month, so there may be more survey forms still to come.

- A. A total of 170 citizens attended the two meetings. Attendance was pretty evenly divided.
- B. There were 92 surveys completed from both meetings.
- C. Survey responses on policy direction for farm and forest lands were:
  - Satisfied or very satisfied 42%
  - Dissatisfied or very dissatisfied 49%

Significant comments:

- The regulations are too restrictive and the county should not be more restrictive than the state.
- There was lots of support voiced for allowing accessory dwelling units, particularly at the Eastside public meeting.
- There was confusion at the Westside meeting on thinking that we were requiring aggregation with this policy and so there were comments received saying don't make us aggregate, it's too burdensome and restrictive.
- In general, there was misunderstanding on the aggregation policy.

#### D. Agri-tourism, Farm Stands and Wineries

- Satisfied or very satisfied 37%
- Dissatisfied or very dissatisfied 42%

Significant Comments:

- Too restrictive and limits economic opportunity especially on the Eastside.
- A lot of people say that they want more opportunities. They felt we were limiting farm stands and limiting what people could do on their property and they thought we were too restrictive with the suggestions.
- There were a few comments in the survey saying that the West Hills should be separated from Sauvie Island in order to have these opportunities that Sauvie Island didn't want.

#### E. Rural Centers - Industrial Site Reuse

- Satisfied or very satisfied 52%
- Dissatisfied or very dissatisfied 21%

Significant comments:

- There was some confusion on the East side. People thought that we were being too restrictive when actually we were reducing restrictions on this topic. But a lot of people came to the Eastside meeting to say over and over again that the county is too restrictive, which they stated on almost every question.

#### F. Site Standards

- Satisfied or very satisfied 44%
- Neither satisfied or dissatisfied 37%

Significant comments:

- People thought that we were being too restrictive.

#### G. New Resource Areas

- Satisfied or very satisfied 47%

- Dissatisfied or very dissatisfied 28%

Significant comments:

- The county should be compensating owners when land is protected.
- There are already too many restrictions on people's properties and this adds more restrictions.

H. Riparian Corridors

- Satisfied or very satisfied 50%
- Dissatisfied or very dissatisfied 17%

Significant comments:

- There were the same complaints that we were too restrictive and that the map was too hard to read and understand.

I. Wetlands

- Satisfied or very satisfied 47%
- Dissatisfied or very dissatisfied 12%

J. Wildlife Habitats

- Satisfied or very satisfied 41%
- Dissatisfied or very dissatisfied 30%

Significant comments:

- There were the same complaints that we were too restrictive.
- The County should compensate owners and there should be better notifications to property owners.

K. ESSE Analysis

- Satisfied or very satisfied 43%

L. Natural Hazards -- Landsides

- Satisfied or very satisfied 46%
- Neither satisfied or dissatisfied 42%

Significant comments:

- There were the same complaints that we were too restrictive.
- Our data wasn't very good and we need to make sure that we have accurate data before we change things.

M. Natural Hazards -- Floods

- Satisfied or very satisfied 46%

N. Natural Hazards - Wildfires (Eryn didn't provide percentages for this)

Significant comments:

- The East side voiced concerns about road maintenance and they worry about vegetation growing on the side of the road that might be a fire hazard.

### **Transportation**

The survey question asked at the community meetings pertaining to transportation was: Do you agree or disagree with the following policy direction statements? This is the order that people most agreed with.

1. Maintain rural character when making road improvements.
2. Increase safety for all travel modes.
3. Reduce traffic pressure on county roads.
4. Support projects that improve operations instead of increasing capacity.
5. Reduce transportation impacts to air, water and wild life.
6. Support projects that increase physical activity such as walk, biking or and/or reduce adverse health impacts (eg. Pollution).

The most important topics to people were maintenance, safety and environment when making decisions on what road projects to fund.

The things that were least important to people were transportation demand management and active transportation. On the East side there was a lot of discussion on conflicts with bikes on the road, people not thinking bikes belong on the road and that this is a safety issue with bikes on the road. They would like bikes to pay their fair share to maintain road way improvement.

Here is the rank of the major transportation themes in order.

1. Safety
2. Maintenance
3. Tie between environment & overall transportation system
4. Active transportation funding
5. Health
6. Transportation demand management
7. Equality
8. Mobility
9. Freight

The demographics of survey participants were almost equal men and women with the average age being 59. The majority who attended were Caucasian.

### **CAC Comments**

A member thought that the Corbett feedback was that they didn't have a clear idea about the items that were presented. It would have been better if we broke out what the state allows vs. what Multnomah County requires. It was too vague on what was allowed now versus what the committee is looking at.

A member suggested that staff should put detailed information on the website to provide more information to the public.

Rich said he heard that the interim planning director received a couple of calls asking how the CAC members were chosen because they felt that the members on the committee from their area weren't really representing the opinion of their part of the county accurately. Rich asked, in view of the responses that we are getting and public comments at the meetings, do any members feel that we need to revisit any of the policy topics?

A member also mentioned that she spoke with a citizen who didn't feel comfortable speaking out at the meeting because of the tone of the environment of the meeting. The citizen was generally in favor but didn't feel like it was a safe environment for her to express that. The member felt that it was more balanced on paper because the citizens felt freer expressing their thoughts on the survey where it was safe.

Another member thought the only topic worth reconsideration is agri-tourism in the West Hills, not Sauvie Island, but only the West Hills.

The biggest problem right now is what citizens can and can't do on their property and better communication and clarification is needed. Perhaps staff should describe the policy and give examples on the website so people can better understand.

Rich asked Eryn when the final survey report will be available; she replied it will be around Mid-Oct.

### **III. Policy on Water and Wastewater Systems**

Rich introduced Erin Mick from the City of Portland Bureau of Development Services Septic Systems/Sanitation. He explained that the CAC was concerned that the policy as now written opens the door to development that may not be desired particularly with the connection between current requirement for in-ground or subsurface septic systems and lot sizes. There was discomfort with the language and that is why Erin is here to speak to this and to answer questions.

A member commented that if you go to page 10, sewage was changed to waste water systems. Per Rich we are not talking just about sewage, we are talking about all of waste water. The question was asked if waste water included sewage and Rich answered yes it does.

There was a comment about a lot of new technology allowing us to build in places that may be unsuitable. The member would be in favor of one of these new septic systems if it was retrofitted such as if someone is going to lose their property unless they upgrade their septic system, then do it. But there is high maintenance and risk to these types of septic systems. The concern of having this policy would be that it would open up more land to development in areas where it's unsuitable.

Erin Mick clarified that there are alternative treatment systems already in use in areas that have high ground water or the lots are too small. What that means is that you have a septic tank, a treatment unit that follows the septic tank which goes into a drain field. What that does is cleans up the water to use less soil because either the ground water is too high or there isn't enough lineal footage for treatment. But you still have to have an adequate amount of land area for a house to be built and your septic system will stay the same size. You do not get a reduction on requirements with your septic system. The gray water systems are already permitted by DEQ. They are for irrigation purposes only so for four months out of the year you would have a valve that allows you to divert your gray water for irrigation purposes. The other eight the months of the year, when it's wet and you aren't irrigating, is when you need to shut the valve off and then you would have full septic system in use. Again, there is no decrease in size on septic system requirements. The holding tanks are only allowed for commercial properties with minimal use like office use. Businesses such as restaurants or those that have way too much cooking and cleaning are not allowed to use a holding tank. They have to have a whole lot more than that. Also, holding tanks are not appropriate for residences. It's not allowed and never will be because you have to pump it and there is no outlet. You wouldn't be able to bathe or cook.

A question was asked with regards to the capacity of the soil to handle water. We have to consider the drain field capacity of the system for storm water. Is that factored into your analysis? Erin said that there is a check when you turn in your site plan making sure you are showing where your storm water is going and the setbacks but, in terms of sizing of that storm water, right now Multnomah County requires an engineer to develop plans and to analyze the site. So it's being checked on the planning side and Erin checks it to make sure there are setbacks and that you are not going to be impacting the drain field. So she would say yes that it's being handled to the best that they can. The same member went on to ask that the CAC is considering a policy that would require a lot owner who applied for a permit to build a house, for example, to have no impact on the drain capacity of land from storm water. The site has to be built on their property to handle the storm water. How does that impact, what you consider the carrying capacity, of the property? Erin says that it doesn't as long as you are meeting the setbacks.

Public Comment – None

**Action Taken** – Approval of the policy as written with two yellow votes.



#### **IV. Parking Lot Item -- Utility Infrastructure**

Can we prohibit public utility infrastructure in the rural county that is solely intended to serve urban development? This question arose because of an electrical substation built in the rural West Hills for the purpose of serving a development within the UGB in Washington County.

Kevin Cook found in his research that there are several kinds of substations such as one that powers down a level from a regional to a local grid. With a new subdivision or series of subdivisions, there will occasionally be a substation serving multiple developments. The best practices from the utility providers opinion is that you don't necessarily want these right in the middle of a subdivision and often times they own other land in an area where they foresee growth. As planners we don't know enough about the needs of the utility provider and don't know what their criteria are for siting a facility. Other infrastructure such as water storage tanks are usually positioned based off of topography. They tend to work better when they are located somewhat higher in elevation from the area that will be served. Sewer lines were another one that was brought up. Sewer lines are generally prohibited outside the urban growth boundary. An exception in rural areas is where the line is taking the shortest distance between two urban areas as long as there are no connections allowed to that portion of the line outside the UGB. You would need a goal 11 exception to be able to connect to the sewer line.

Cell towers are regulated already and we updated our codes for siting cell towers in the early 2000's. These included restrictions about locating them on EFU land for instance. An alternative analysis would have to be done that says that EFU is the best place for it. There are also screening requirements and a lot of standards on how you minimize the visual impact of cell towers.

The conclusion is that staff hasn't come forth with a policy at this point because of the multiple factors in siting utility infrastructure we would caution that any policy should be flexible enough to consider the multiple variables that are necessary and to be mindful that these types of infrastructure already require a conditional use permit which requires a public hearing and public notice. Part of the criteria that is looked at is it appropriate for the given location. A member voiced a concern that we need to make sure that it is not the default standard operating procedure that we can't throw it back over the urban growth boundary. Developers will figure out a way to pitch it so it makes sense to put it on rural land so they can maximize their developable land.

We should make it tough so that they have to come up with a good argument on why they can't locate it inside the urban growth boundary. We need to make the burden of proof heavy for whatever is proposed on rural land and require them to explain why they can't possibly come up with a solution to take care of it within the development or somewhere else inside the UGB. Kevin said that what the member was asking for is essentially an alternatives analysis and we don't have that standard for a utility infrastructure. If we want to explore policy or give parameters then maybe staff can

come back with some language, but the thing we would struggle with is how you say that in a reasonable way. You want to say that in policy instead of code and you would want to be broad about what you say.

A member asked if requiring an alternatives analysis would ease the burden and Kevin said it probably would. Another member asked if you could require an alternatives analysis for just specific uses? Kevin mentioned that it was part of the struggle just in this memo on how to write it. Another member liked the alternatives analysis idea and felt there should be a county policy that states that unless there is no reasonable alternative then the preferred siting must be inside the urban growth boundary. A staff person asked the question: what if zoning for all the land in the Bethany area did not allow substations; they would need to put a substation somewhere. Another staff person said that's when they would have to demonstrate that through an alternatives analysis showing that there would be no other place to put it. We can't tell Beaverton or Washington County to change their zoning to allow substations. Kevin said that that is where the word "reasonable" comes in and will need to be sorted out in the future. Rich ask Kevin if he will be drafting a policy statement targeting what we are trying to get at here. Kevin replied yes. A member was concerned about not making it too difficult so that better services can come into the area such as better internet service to Sauvie Island.

Regarding the second parking lot item, Rich asked the CAC about drafting a policy for the county to take the position on proposals by outside entities that may have an adverse impact on county residence? One example was dumping dredge materials in the Columbia River near Sauvie Island. It could also apply to coal and oil trains along with any number of things. Rich put this question to the assistant county attorney Jed Tompkins and his response is that it's not a wise policy for the obvious reasons and that the county commissioners are elected officials that are voted to make decisions and that they probably don't want to be hamstrung with every conceivable project that comes along that they're going to have to take a public position on.

The question for the members is: are you satisfied with his answer and want to accept that or do you want to pursue this topic further. Eryn asked if there was anything that prevents the county commissioners from taking a position on an environmental topic like these. Rich said that they would probably respond to public pressure if there were a lot of their constituents saying we don't want this and we want you to take a position on it. The attorneys don't feel that the commissioners should be bound to it every time it comes up. There was a member who agreed with this and that it's not good to bind the county to it.

The CAC was comfortable with the attorney's response on this parking lot item and agreed not to pursue it further.

## **V. Tree Protection Policy Revisit**

Rich said that several members were concerned about the changes that the county attorney was making and was wondering if it was changing the intent of the policy. Staff looked at the entire policy and how it's written and feels that it doesn't express what the committee wants very well and perhaps it would be best to rewrite it. Kevin has drafted a new and improved policy which staff believes really better expresses the intent of the policy and more clearly states it.

The first statement of the policy gets to the intent and that fire standards needs to be consistent with wildlife protection and that they aren't mutually exclusive. The second part about clearing for agricultural practices and timber harvest clarifies that staff can seek verification of legitimate farm use or forestry timber harvest. Initially the policy talked about forestry permit but there is not necessarily always a permit involved. Some people register for the forest practice and it depends on the type of harvest occurring. This clarifies that yes, if you are telling us that a farm or forest practice is occurring, then we will seek concurrence from the state agencies. The second piece also addresses the concern that ODF sometimes allows an exemption for dwelling sites even where there hasn't been an approval given for a dwelling from Land Use Planning. This clarifies that this policy could be more restrictive. The county could require replanting in an area where ODF exempts.

### **Strategies**

Some of the strategies are modified for clarity. The changes are minor except for strategy 3 where the concern was about significant views as opposed to tree protection. It was felt that it was appropriate to take that out as a strategy and make it a stand-alone policy.

### **Comments**

A member had a question about the opening paragraph's last sentence about the county fire and safety standards. She hasn't seen the fire standards in the county and asked if there was one. Kevin said that they are currently in the forest zones but plan on expanding it to other zones and there is more to come. Another member asked about penalties and staff talked about a separate code compliance that addresses these penalties. Another member liked the policy and strategies and felt that it reads nicely but her question was around the new scenic view policy and if staff was proposing this exact language. Matt said that we already recommend adopting it.

Another question was would you still have the ability to make a person replant the trees that were clear cut for a great view but without an approval. Yes, if it can be shown that the tree removal was not part of the approved landscape plan, then it can enforce replanting.

Public Comment – None

**Action Taken** – The policy was unanimously approved with one change. Add commas to the first paragraph of the policy as follows ; “... replanting of trees, in areas where tree removal has occurred, consistent ...”

## **VI. Natural Resource and Natural Hazards Maps**

### **Air, Land, Water, and Wildlife**

Rithy Khut reported that the subcommittee has had three meetings and looked at the maps and new data that have come out. They looked at where ODF&W has said to take a look at new streams and new wildlife corridors to consider protecting. The areas called out are Newberry Creek, Sauvie Island as a whole, the wildlife areas that are currently unprotected are in the red boxes. These areas are being considered: 1) to add to our inventory as natural resource areas that are protected by goal 5; and, 2) to use the current SEC protection program to protect these sites. Generally at a high level, the CAC has seen what we put out and are generally in agreement that we should protect these areas because they have been identified by ODF&W. We need to see if our current protection program is adequate enough to protect these areas. The subcommittee approved and will take this information forward to the CAC's next meeting. The CAC will be presented with the specifics of the policies. Rithy walked the committee through the maps to see the overviews and to review what is currently protect and not protected.

### **Hazards**

There are primary three categories of hazards that the subcommittee is proposing.

- 1) Areas with steep slopes and susceptible to landslides. Proposed new policy language that relates to limiting or reducing hazards associated with landslides & steep slopes and hazards associated with potential liquefaction area resulting from major earthquakes.
- 2) Hazards associated with floodways and floodplains. In looking at current policies the county is in good shape but there are a couple of things that represent new policies.
  - a. Have policies that say keep doing what you're doing because it's working and it's the right thing.
  - b. Periodically updating the county standards based on best practices.
  - c. There is an issue with channel migration and there have been recent studies with maps showing where channel migration has occurred.
- 3) Risk associated with wildfires
  - a. Generally require development in areas where risks have been identified to meet fire safety and mitigation standards and to use current mapping data to identify where those areas are.
  - b. The county has standards associated with wildfire protection that are applied to the commercial forestry zones and that's where it is in the code. However, when you look at the most recently updated maps they show areas prone to wildfire that are not only in the commercial forestry zones but in other areas of the county as well. One of the policy directions is to expand some of the

requirements into areas that have wildfire risk but recognizing that they need not just be expanded but also tailored, for instance, to balance wildlife protection with natural wildlife habitat protection. The standards need to balance those types of issues in the different types of areas. The County is also working on a natural hazards mitigation plan and the subcommittee is looking at that.

Eryn asked when the subcommittee will share more information on the slopes. She said that some of the citizens at the community meetings felt that 20% was arbitrary. She asked if data was coming to explain that. Matt said yes and no and gave an overview on what he presented to the subcommittee earlier in the day. Right now there are differing policies or standards that the county has. The hillside development overlay zone requires certain things for slopes that are over 25%. There is a policy in the West Hills rural area plan that talks about protecting or restricting development in areas with over 25% slope. However, there's a policy within the county's comprehensive framework plan that talks about avoiding development of areas that are over 20%. So, there is 20% vs. 25% and one of the initial proposals from a previous meeting of the subcommittee was to use the 20% and be more conservative. We asked the geotechnical consultant if 20% is a number that the state uses. His reply was that this percentage number is rule of thumb and he sees lots of variations within municipality codes. He also said it's not just the slope but the character of the soil and the inability of the soil to withstand pressure and movement.

A member asked how slope is measured; does the county look at the slope where the development will be located or does it look at the slope of whole parcel. Staff said it's the property as a whole with one caveat though. It talks about the average slope which Rich said is a problem because when you talk about the average slope that means a person could be building on the bottom and have a steep slope behind them. He doesn't like the use of the verbiage "average slope".

## **VII. Public Comment**

Sandy Baker said that she still would like people who comment in these meetings to say who they are and the identity of the speaker should be reflected in the meeting summary. Eryn mentioned that stating your name was optional and cannot be forced. Sandy asked how many comments were received via the mail from the East and West side. Eryn said there was a total of 92 and that there was not a question on the survey of where people lived. Eryn stated they can separate what response came from each meeting but cannot separate what was mailed in. They received about 40 from each meeting and we are still taking internet surveys through the end of the month.

Sandy also felt that the West Hill residents aren't being represented by the CAC. Another member of the public liked the suggestion of an alternatives analysis for placement of public utilities. Her concern is that the opportunity for public comment on where the utilities are going in is in name only and by the time you can comment, the decisions have already been made and it's virtually impossible for the public to alter

them. It's very frustrating for people. A CAC member also commented that she felt that in rural areas the county should notify the land owners within 400 yards rather than only 750 feet as now required.

**VIII. Meeting Wrap Up**

Next CAC meeting is October 28th

**IX. Adjourn**

**The meeting adjourned at 8:20 pm.**



# Summary of Public Meetings

September 2015

## **Prepared for**

Multnomah County

## **Prepared by**

JLA Public Involvement

## OVERVIEW

Multnomah County held two public meetings and an online feedback opportunity in September 2015 for the Multnomah County Comprehensive Plan Update process. The purpose of these events was to:

- Demonstrate how community feedback informed the identification of policy changes and the direction for those changes. Reflect on the community values expressed at the public meetings last fall.
- Share information about Land Use, Farm/Forest and Rural Economy policies developed by the CAC - focus on overview, not specific policies
- Seek feedback on the policy directions recommended by the CAC; collect thoughts and ideas to share with the CAC.
- Involve CAC members in the presentation and discussion of information at the events.

In total, 169 people signed in at the two public events (84 at the West side event, and 85 at the East side event). A total of 255 responses were provided to questions online through the project website.

## COMMUNITY MEETING DETAILS

Public meetings were held on the east and west side of the County:

- September 9, 2015, 6:30-9:00 p.m.  
West County Meeting  
Skyline Elementary School Gymnasium  
11536 NW Skyline Blvd, Portland, OR
- September 16, 2015, 6:30-9:00 p.m.  
East County Meeting  
Barlow High School Cafeteria  
5105 SE 302nd Ave., Gresham, OR

### Meeting Format

The two public events were organized around a presentation that started about 15 minutes after the official meeting start time. Attendees were asked to sign in at the welcome area and received project handouts and a comment form. They were told when to expect the presentation to begin and directed toward the project information and transportation displays. Posters provided project information for attendees to review in advance of the presentation. Transportation-specific information was also available and participants were encouraged to share their feedback and ideas while talking to staff at the transportation display boards. The transportation displays included several ways for participants to provide comments.





Staff people were available to interact with participants and answer questions.

## Agenda

- |   |                  |
|---|------------------|
| 1. Arrival, Refreshments and Display Boards | 6:30 – 6:50 p.m. |
| 2. Presentation                             | 6:50 – 8:45 p.m. |
| a. Welcome/Overview                         |                  |
| b. Six Topic Overviews & Comments           |                  |
| c. Comments and Questions                   |                  |
| 3. Wrap-up                                  | 8:45 – 8:50 p.m. |
| 4. Opportunity to Visit Display Boards      | 8:50 – 9:00 p.m. |

## Presentation

The presentation was approximately two hours long, including discussion time, and consisted of the following information:

1. Welcome
2. Process Overview
  - a. Project Purpose
  - b. Schedule
  - c. Explanation of the CAC and Subcommittee Roles
3. Summary of the Policy Topic Areas Addressed by the CAC
  - a. Farm Lands and Farm Dwellings (EFU)
  - b. Agri-tourism, Farm Stands, and Wineries
  - c. Rural Centers
  - d. Natural Resource Protection and Natural Hazards (includes tree protection)
  - e. Transportation
4. Questions and Answer

## Comment Forms

Participants were invited to complete a comment form during the presentation. The comment form included questions on each of the five policy topics addressed during the presentation. The forms provided an opportunity for participants to share their reaction to each CAC recommendation by indicating their level of satisfaction or dissatisfaction. A total of 66 comment forms were submitted during the two public meetings. An additional three were received by mail after the meetings.



## ONLINE COMMENT FORM

In addition to the public meeting, the project team hosted an online comment form to allow people to learn about the project and provide their comments online at their convenience.

The online comment form provided similar information as the presentation at the public meetings, and invited members to answer the same questions through an online survey format.

The online open comment form was available from September 9, 2015 through October 1, 2015 and 255 comment forms were received online.



## NOTIFICATION

The following forms of notification were used to invite people to the two events and the online questions:

- **Mailing:** An invitation and information sheet was mailed on August 26, 2015 to 6,242 property owners in the rural parts of Multnomah County.
- **Email Announcements:** Several email announcements were sent to members of the interested parties email list, as well as to Neighborhood Associations (Skyline Ridge Neighbors, Forest Park Neighborhood Association, Sauvie Island Community Association, and Northeast Multnomah County Community Association).
- **Posters:** Posters were hung at the Multnomah County planning desk and distributed to community members to post in their community.
- **Social Media:** Multnomah County posted tweets and Facebook posts through the official Multnomah County social media channels to encourage people to come to the meetings and participate in the online comment form.
- **Press Release:** A press release was sent to various media outlets and posted on the Multnomah County website homepage on September 8, 2015.
- **Website Announcement:** Meeting information was posted on the project website starting August 17, 2015.

## PUBLIC COMMENT SUMMARY

Participants at both public meetings had opportunity to speak with staff before and after the presentation. There were transportation displays which encouraged feedback from attendees. In addition, during the presentation, comments and questions were recorded on large pieces of paper (flip chart) in front of the room. This document summarizes all comments received, including:

Source	Number of comments
Comment Forms	324 <i>(69 from public meetings, 255 received online)</i>
Transportation: Prioritization activity and Flip Chart Notes	<i>(West public meeting: 14 comments, East public meeting: 20 comments, Online: 21 comments)</i>
Presentation Flip Chart Comments	72 <i>(West public meeting: 42 comments. East public meeting: 29 comments)</i>
General Website Comment Form	1

The following is a summary of comments from these sources. An appendix of transportation and other flip chart notes is included.

## TRANSPORTATION PRIORITIZATION ACTIVITY AND COMMENT SUMMARY

### Transportation Displays and Questions

At this station, staff invited participation and feedback from attendees. One such display showed a list of 86 transportation projects in rural area of Multnomah County and asked participants how they would prioritize these projects. Participants were given sticker dots to mark a project High, Medium or Low Priority.

#### West County Overview

In total, participants at the West County meeting used 26 stickers to identify 13 high priority projects. The four with the most dots are shown in the table below. Seven additional projects received one or two dots. Seven projects were identified as low priority. The two which received more than one dot are shown below, and both have additional dots in another category which demonstrated some difference of opinion. Five projects were identified as a medium priority.

Project Name (#)	High Priority	Medium Priority	Low Priority
Cornelius Pass Road (46) – Safety Improvement – pullouts	4 dots		1 dot

for speed enforcement			
Cornelius Pass Road (38) – Safety and Capacity Needs	3 dots		
Daily Trip Survey (18)	3 dots		
Skyline Boulevard (45) – Safety Improvement -- Traffic Calming	3 dots		
Skyline Boulevard (40) – Speed Zone Study	2 dots		2 dots
Springville Road (41) – Safety Improvement – Add shoulders		1 dot	2 dots

Additional Comments were invited about this list of projects. The following is a summary of the comments received at the meeting:

- Roundabout on Cornelius Pass – good idea
- Roundabout not good
- Bridge Route to St Johns Bridge – Long backups all directions, return to 2 lanes approaching bridge, more storage needed, fix congestion at slow lights on Bridge Ave and Germantown and Cornelius Pass.
- Cornelius Pass – do a full improvement, not “bandaid”
- Germantown and Old German Town (upper intersection) safety improvement needed
- Project 33 – Newberry Road – Add back vertical reflectors
- Project 38 Cornelius Pass – Photo radar (like Sauvie Island) and more Police/Sheriff patrols needed
- Project 39 - Mirror is not a good idea- Speedbumps needed in uphill direction

#### *Comments Received About Bicycle Maps*

- Streets on maps shown in Portland and Washington County to show connectivity
- Germantown is a dangerous road for bicycles
- Cornelius Pass is a dangerous road for bikes
- McNamee is a good route for bikes
- Show Haleman (connection between proposed off-street bikeway and Thompson near Cornell)

## East County Overview

In East County, sticker dots were used primarily to indicate low priority projects. In total, 94 dots were used to identify 55 of the 86 total projects as low priority. The projects with the most low priority dots were all shoulder bikeways and are shown in the table below. A few of these received dots in another category indicating some difference of opinion. One person used a significant number of dots to identify projects 45-86 as a low priority indicating her lack of support for any project on that particular display board.

The activity identified three high priority and six medium priority projects. None of the medium or high priority projects received more than one dot.

Project Name	High Priority	Medium Priority	Low Priority
302 <sup>nd</sup> Avenue (71) – Shoulder bikeway			5 dots
Hurlburt Road (53) – Shoulder bikeway		1 dot	4 dots
Woodard Road (55) – Shoulder bikeway			4 dots
Dodge Park Blvd. (70) – Shoulder bikeway	1 dot	1 dot	4 dots
Oxbow Park Road (73) – Shoulder bikeway			4 dots

Additional Comments were invited about this list of projects:

- Project 59 - Lusted/Powell Valley realignment will be difficult with new subdivision
- Speed limit on Lusted is too fast – how can we slow it down?
- Project 60 - Stone/282<sup>nd</sup> – needs turning radius improved
- Need policies related to “platted” public local streets through private property that owners aren’t allowed to improve but would like to.
- Oxbow Drive – needs a posted speed limit

### *Comments Received About Bicycle Maps*

- Hurlburt is a dangerous road.
- Put speed signs on more rural roads. Some have no signs or are too fast
- Narrow logging roads are not a safe place for bicyclists – tight, blind curves, and trucks
- Oxbow Road is narrow, with fast drivers

- There needs to be an education to let both the community and cyclists know about narrow roads, fast drivers, wide agricultural equipment, etc
- The roads are public and should be open and safe for all users
- I love cycling as an alternative to the polluting car. But, I agree with the gentlemen that out here in Corbett, it is primarily for recreation, NOT transportation. I've never seen a bike commuter ride by, but see lots of recreational riders
- Why can't the bicycles pay a permit fee for use of trails?

This photograph shows a printed table titled "List of Proposed Projects" from Multnomah County. The table has columns for "Project Name", "Project Description", "Source Plan", "Initial Priority", "Medium Priority", and "Low Priority". It is populated with numerous project entries. Red dot markers are placed in the "Initial Priority" column for several projects, while yellow dot markers are placed in the "Medium Priority" and "Low Priority" columns for many others. A legend at the bottom left indicates that red dots represent "West County Open House Comments" and yellow dots represent "East County Open House Comments". The date "September 2015" is printed at the bottom right.

This photograph shows another printed table titled "List of Proposed Projects" from Multnomah County, identical in structure to the one on the left. It also features columns for project details and priority levels. Red and yellow dot markers are used to indicate community feedback. In this version, there are more red dots in the "Initial Priority" column and more yellow dots in the "Low Priority" column compared to the first image. The same legend and date are present at the bottom.

*Photo of the completed Transportation Projects Prioritization activity. West meeting responses shown in red and East meeting responses shown in yellow.*

### Online Comments

Additional Comments were provided online about the list of roadway projects and the Bicycle Map projects. Those included the following:

#### *Comments Received About Roadway Projects*

- A good portion of Laidlaw Road is now inside Washington County. Not sure if that portion is even eligible to be a project?
- Northern Burlington Cornelius Pass Rail Trail – Fantastic.
- As a resident of Old Germantown Rd, I think shoulders should be added from lower intersection of Germantown/Old Germantown Rd to Kaiser and from upper intersection of Germantown/Old Germantown to Skyline for bike safety as the number of bikes using Old Germantown is often >100 per day. I think the shoulders should not be added to the

rest of Germantown Rd between the 2 Old Germantown/Germantown Rd intersections as it would encourage more bikes to use Germantown Rd - I think it is safer for them to use Old Germantown Rd. Also, I think it is a critically needed safety upgrade to include a speed bump on the uphill Rd approaching Old Germantown Rd intersection on Germantown Rd (upper intersection) near Skyline. This is an incredibly dangerous intersection - I fear for my life every time I take a left turn onto Old Germantown coming down the hill from Skyline as it is very easy for cars unfamiliar with the intersection to accelerate to up to 60 mi/hr around the blind curve. A school bus had this very accident several years ago. This speed bump is only necessary in the uphill direction and is counter-productive in the downhill direction as there are no houses here. Another safety proposal that has been suggested here - a convex mirror for cars coming uphill on Old Germantown Rd may be useful for cars taking a left hand turn onto Germantown Rd but the speed bump would probably take care of any issues there as well and probably make the mirror unnecessary - the mirror is not useful for cars merging onto Germantown Rd going towards Skyline as vehicles will generally roll slowly and determine whether to stop or accelerate depending on their view of traffic coming up the hill on Germantown Rd.

- There is a well used Elk Crossing here (on Germantown Road) that is incredibly dangerous as it is in the middle of blind curves in either direction (Please see the "erosion" on the uphill side of the crossing where the elk have cut a well worn "path" in the hillside. Please, please place elk crossing signs in both directions on the blind curves. They have a tendency to cross here during commute time around 7 AM especially in the fall - I know I and at least one additional neighbor have come close to hitting one before we were aware of the crossing.

#### *Comments Received About Bicycle Maps*

- Hurlburt Road: This is a major route for metro area cyclists, but they go EASTBOUND only. It would be nice to add pullouts, signs etc, but a real bike lane would be very intrusive on a rural road like this. It would certainly ruin my property which is already right on the corner. I can't see that locals would use it for their transportation needs, because really, where is there to go? Unless you are riding for exercise, which you will certainly get with all the hills out here. The school bus picks up kids on Hurlburt. So yes, it would be nice to make the route safer for Portland cyclists, but not at my expense and not by diminishing my enjoyment of my property.
- Springville Road: More of a question re: Springville Rd: Will front yards and driveways shrink, trees be removed and power poles moved to facilitate this? Is it 4 feet taken from each side of the road, or 4 feet in total?
- Thompson Road: This route already has signs indicating it is a bike route. It gets heavy use from recreational cyclists, and a few bike commuters. This road is not low volume car traffic during rush hours.
- Thompson Road: Thompson is a really nice ride. The level of traffic is relatively low although many of the drivers that do take it drive like absolute maniacs. Speeding being

the least of their offenses. Thankfully there are few enough cars that you can enjoy the beautiful climb in relative peace. The final stretch into Skyline at the top is a definite challenge even for the strongest cyclists but it's well worth it. Biggest problem is the bottom end connects to Cornell and that's not what anyone would consider a safe road to ride on.

- NW Cornell Road: This would be a great bikeway for commuter bikes, but it has no shoulder, has heavy car traffic particularly at rush hour and is a dangerous road for bicyclists. Traffic is backed up when cyclists are using this section. Existing bike pullouts and intermittent shoulders are gravel and not suitable for bicyclists traveling at higher speeds during rush hour. A bike lane is needed in order to consider this a bikeway. This area also gets used by recreational cyclists.
- NW Cornell Road: I live just off Cornell just past the county line so ride this on a regular basis. It's dangerous. There's little to no shoulder most of the way from downtown to Thompson. The spots where there is a little shoulder it is usually filled with gravel/sand/other debris so you can't ride in it (particularly on the bridges). The paths around the tunnels are so coated with stuff and decayed so much from neglect that they're almost unusable when wet. To add to this the pullouts are rough gravel you wouldn't even consider riding into on a road bike and there are spots where the edge of the road has crumbled in past the fog line. The worst of which is on a blind corner between the tunnels. You can ride this if you're super confident and able to shut out the cars whizzing past you within inches but it's not something I'd ever recommend in its current state. The tragedy is with just a few more inches of pavement on the uphill side and a little sweeping where there's already a shoulder it could be a really nice ride and we wouldn't see the current levels of conflict between bikes and cars.
- Sandy River Greenway: Great location for a pathway to open / improve access to the Sandy River Delta.
- NW Portland Willamette River Greenway Trail. I would love to see this! Riding "Dirty 30" right now is admittedly plenty doable, but not terribly pleasant with the speed of traffic and amount of debris that's always present in the shoulder/bike lane from all the gravel driveways. You have to choose between riding through gravel and risking a crash from blowing out a tire or go onto the fog line and risk getting hit. Add to that the percentage of traffic that is large trucks and you finish riding Hwy30 feeling kinda lucky that you made it despite there being a lane the whole way.
- NE Jordan Road: This stretch will need significant roadway, drainage and right of way improvements to allow safe access for a bike way. Any roadway improvements or some annual maintenance would be helpful.
- East Woodard Road: This stretch will need significant roadway, drainage and right of way improvements to allow safe access for a bike way. The sheer drop along the southerly side of the road may be an expensive challenge. Guard Rails would be a minimum for safe bicycle traffic that would need to share the road.
- East Woodard Road: Really?? I want to see you people ride up this hill. You may not walk your bikes!



- East Historic Columbia River Highway: For its entire length through East-Sandy area, this is a heavily traveled highway that is in desperate need of widening, maintenance, pull-off improvements and sign improvements to help the congestion that this already popular bike route sees on a weekly basis. Sinking shoulders, crumbling asphalt and a large volume of traffic make this popular route a challenge to navigate and fairly dangerous gamble on a bike.
- Saltzman Road: A great route but not really an option for road bikes right now. I would love to use this if it was paved from Hwy 30 up to Skyline as Germantown is extremely hazardous with everyone crossing centerline and Cornell tends to be a rough ride with the way traffic has gotten.
- NE Cornelius Pass Road. Not appropriate at all for bicycles in its current state. Traffic is very fast and there is no shoulder. I'm a very confident bike racer and would never ride this road as it is now.
- NW Newberry Road: A great ride for a strong rider. The lower half is a lot steeper than your average rider is going to want to take on but if you race/are a strong rider it's absolutely lovely. Only problem is getting to it.
- Germantown Road: Definitely never suggest this part of Germantown for riding. I know many cyclists enjoy it but despite being an avid bike racer and bike commuter I can't understand why. I won't even drive this road anymore because the volume of severe violations of the double yellow is so high.
- SE Evans Road: There is no reason to make Evans a designated bikeway. While it does go to the schools, it has a section of very steep, blind, curves. I can count on one hand the number of cyclists I see using this route in any one year, and I live right on Evans. The school bus picks up any kids living on Evans.

#### COMMENTS AND QUESTIONS RECEIVED DURING THE PRESENTATION

A total of 72 comments and questions were received at each of the two public meetings. The following is a summary of the comments and questions received by topic. A full list of comments is contained in the appendix.

##### **1) Farm and Forest Lands** (*12 comments*)

Several people at the meeting expressed concern about any policy which could reduce a property owner's ability to build on their land to support their family or business. A few comments received expressed confusion about whether this policy would require people to aggregate properties (no change to aggregation requirements for property owners is suggested). At the east meeting, several people voiced support for changing State Law to allow accessory dwelling units in rural Multnomah County. Other people asked clarifying questions including if this was related to the Urban-Rural Reserves Process (that is a separate process).

##### **2) Agri-tourism / Farm Stands / Wineries** (*11 comments*)

Again, many people expressed concern that proposed policies would restrict how businesses can use their property for events that supplement their income or promote their

farm, particularly at the meeting on the east side of the county. Some questioned the choice to make county policies more restrictive than the State of Oregon requirements. There were several questions received on this topic at the west side meeting. Questions included whether wineries could host weddings, and what the requirements were for establishing a farm stand. One person questioned why policies were different in the east and west part of the County and why the policy in the western part of the County was based on Sauvie Island / Multnomah Channel.

### **3) Rural Centers (7 Comments)**

At the west meeting, there were questions about where the county's "rural centers" are located and discussion about Plainview store (at Cornelius Pass Road). Some felt that the store was a benefit to the community and therefore a land use change was needed to allow it to remain and rebuild as needed over time.

One the east side, people shared concerns about the challenges of selling or reusing commercial property in Orient because of current county requirements. Another individual expressed concern about industrial sites on Orient Drive that do not serve the local community, but cause traffic that impacts neighbors.

### **4) Natural Resources Protection (12 comments)**

The majority of comments received on this topic expressed concern about additional restrictions and resulting limits to what property owners can do. Some suggested that the county should purchase property that requires protection. There were also several comments about the need for adequate notice before new rules are established so owners can participate in decision-making. One person asked about the relationship with acquisitions of property for protection by Metro (there is no connection). At the same time, a few people expressed support for wildlife protections, particularly related to a proposed mountain bike trail in the western portion of the county. One comment expressed frustration with the State of Oregon's Wildlife Habitat tax deferral program because the application process is currently closed. Another individual asked if it is possible for a property to switch from forest protection to wildlife protection.

### **5) Natural Hazards (8 comments)**

The primary concern in this topic area was also how proposed policies might limit what people can currently do on their property. Several people expressed concern about the ability for people to rebuild their home after a natural disaster.



Questions in this topic area focused on slope and why the recommendation was to reduce the slope requirement. In addition, one attendee mentioned concerns about the hazard caused by fuel trucks on Cornelius Pass Road. Another individual shared a concern about the wildfire risk caused by county maintenance of roadsides.

#### **6) Transportation (22 comments)**

There were a variety of different transportation issues raised during this discussion. On the west side, the majority of comments were about congestion and traffic. Several people expressed concern about roads in the county used by through traffic traveling from Portland and Vancouver to Washington County. Other comments included an interest in more public transit options and increased enforcement of traffic laws, concern about increased railroad traffic and back-ups at Burlington Road.

On the east side, the predominant comment shared was a concern about conflicts between cars and cyclists. There was a call for bicyclists to pay for improved bicycle infrastructure through permits or taxes. At least one person said that most cyclists in the area are there for recreation and not commuting. There was concern about the closure of public streets for private cycling events on Airport Way. Someone at this meeting also supported expanding public transit options.

#### **COMMENT FORM QUESTIONS**

The comment forms were an accompaniment to the presentation given at the public events. Participants were invited to use the comment form to share their level of agreement or disagreement with the policy direction of the Community Advisory Committee (CAC). If someone said they dissatisfied or very dissatisfied, there was space to write a few words explaining their reasons.

The same questions were asked in an online version. This version included information from the presentation given at both public events. The people who responded online only had very similar information, but didn't benefit from the explanation provided by Multnomah County staff at the meetings. The online questions were available from September 9, 2015 through October 1, 2015.

In total, 324 comment forms were received. Of that total, 69 were received from one of the public meetings (paper surveys were received at the meeting or mailed after the event), another 255 were received online. On September 28, 2015 a popular local bike advocacy organization promoted the comment form on their website. Before the blog post, 82 people had participated in the survey online. After the site was promoted, an additional 173 people participated.

Results are shown below for each question. Most participants were satisfied or very satisfied with all of the policies presented. For comparison purposes, results are shown for all responses received and for only those respondents who indicated that they live or work in rural areas of Multnomah County (123 people). In general, responses from people who indicated that they live

or work in the rural area of Multnomah County are very similar to the full results. There is one exception and that is the final transportation question where respondents ranked topics differently.

Results are presented by topic area, Farm and Forest Lands; Argi-tourism, Farm Stands and Wineries; Natural Resources; Natural Hazards; and Transportation. The most popular answer is indicated in red.

## **Farm and Forest Lands**

### **1) How satisfied or dissatisfied are you with the policy direction on farm and forest lands and allowances for new dwellings? (324 total responses)**

- **All Comments Received**

Although over a third of respondents were neither satisfied nor dissatisfied, the majority said they were satisfied or very satisfied with the recommended policies on farm and forest lands and allowances for new dwellings.

<b>Satisfied or very satisfied</b>	<b>47.23%</b>
Neither	34.26%
Dissatisfied or Very Dissatisfied	18.51%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were satisfied or very satisfied was similar for those who indicated that they live or work in rural areas. People who don't live or work in rural Multnomah County were more likely to provide a neutral response (neither satisfied nor dissatisfied) to this question.

<b>Satisfied or very satisfied</b>	<b>54.47%</b>
Neither	17.07%
Dissatisfied or Very Dissatisfied	28.46%

When asked why they were dissatisfied with this policy recommendation, people said

- Concern that policies are too restrictive (most popular response)
- Support for ADUs (most popular response)
- Suggestion to allow more dwellings to be built
- Feedback that existing rules are confusing
- Concern that policy would require aggregation that isn't required currently
- Concerns that too many small parcels cause damage to environment, habitat, traffic
- Prefer State standard; do not exceed

## Agri-Tourism, Farm Stands and Wineries

### 2) How satisfied or dissatisfied are you with the policy direction on agri-tourism, farm stands and wineries? (309 total responses)

- **All Comments Received**

The results for this question were very mixed with nearly a third falling into each category. A slight majority, 35.93%, indicated they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	35.93%
Neither	33.98%
Dissatisfied or Very Dissatisfied	30.10%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were satisfied or very satisfied was slightly higher among people who indicated that they live or work in the rural area of Multnomah County. People who don't live or work in rural Multnomah County were more likely to provide a neutral response to this question (42.86%).

Satisfied or very satisfied	41.46%
Neither	22.76%
Dissatisfied or Very Dissatisfied	35.77%

The following is summary of what people said when asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policies are too restrictive (most popular response)
- Concern that policy limits economic opportunity
- Opinion that Multnomah County land use regulations should not be more restrictive than the State's
- Suggestion to separate West Hills from Sauvie Island (most popular response)
- Suggest allowing easier permitting for farm stands at 3-5 AC not 1 AC

## Rural Centers

### 3) How satisfied or dissatisfied are you with the policy direction on industrial site reuse in rural centers? (294 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies on industrial site reuse in rural centers

Satisfied or very satisfied	50.00%
Neither	35.37%
Dissatisfied or Very Dissatisfied	14.62%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County provided very similar answers to this question with more dissatisfied responses.

Satisfied or very satisfied	49.59%
Neither	28.46%
Dissatisfied or Very Dissatisfied	21.95%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concerns about possible detriments to the community if not required to serve needs of the rural community
- Concern about any industry in the rural area and negative impacts such as traffic and pollution
- Support for the Plainview Store
- Support for small business coming back to Springdale (coffee shops, bakery, gas station)

#### 4) **How satisfied or dissatisfied are you with the policy direction on site standards in rural centers?** (294 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies on site standards in rural centers.

Satisfied or very satisfied	52.38%
Neither	34.35%
Dissatisfied or Very Dissatisfied	13.26%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County provided very similar answers to this question with fewer neutral responses.

Satisfied or very satisfied	54.47%
Neither	28.46%
Dissatisfied or Very Dissatisfied	17.07%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concerns about being too restrictive and not necessary (most popular response)
- Desire to restrict the size and type of business (No Walmart)
- Concern about industrial growth in rural centers and increased in traffic
- Desire for public review
- Lack of interest in “city-style” restrictions

- Would like the industrial zone to exceed 15,000 sf
- Concern about design standard to enhanced rural - more cost to someone wanting to develop
- Interest in tight restrictions to maintain rural character—does the County have the resources for this?
- Concern about the difficulty of defining “rural character”

## Natural Resource Protection

### 5) How satisfied or dissatisfied are you with the policy direction on new natural resource areas? (276 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	59.79%
Neither	24.64%
Dissatisfied or Very Dissatisfied	15.58%

- **Respondents who Live or Work in Rural Multnomah County**

The percent of people who were dissatisfied or very dissatisfied was higher among people who indicated that they live or work in the rural area of Multnomah County although the high level of support was fairly consistent.

Satisfied or very satisfied	59.35%
Neither	18.70%
Dissatisfied or Very Dissatisfied	21.95%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feeling that the county should compensate owners when land is protected
- Desire for better notification of property owners when changes take place
- Request that the county explore expanding/allowing farm deferral to change to wildlife deferral
- Desire for broader wildlife protection on west side, particularly related to mountain bike abuse of natural area
- Desire for an overarching goal for these policies
- Concern about allowing recreational uses in natural areas
- Concerns about limiting recreational uses in natural areas



**6) How satisfied or dissatisfied are you with the policy direction on riparian corridors and streams? (276 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	59.42%
Neither	32.25%
Dissatisfied or Very Dissatisfied	8.33%

- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County answered the question very similarly with just slightly less neutral responses.

Satisfied or very satisfied	60.97%
Neither	29.27%
Dissatisfied or Very Dissatisfied	9.76%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Suggestion to define streams in terms of water flow (cubic feet per minute), and define "streams" that need protection in those terms.
- Feeling that the public doesn't understand or know enough
- Concern about adequate notification to existing property owners
- Suggestion to add protections for smaller streams and headwaters not currently protected by the county
- Feedback that planning staff don't understand SEC requirements and make subjective decisions about what is allowed
- Concerns about pesticide and herbicide use by the county on roadsides that travels to streams
- Concern about this policy direction limiting recreational biking near Newberry Creek

**7) How satisfied or dissatisfied are you with the policy direction on wetlands? (276 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	62.31%
Neither	32.25%
Dissatisfied or Very Dissatisfied	5.07%



- **Respondents who Live or Work in Rural Multnomah County**

Participants who indicated that they live or work in the rural area of Multnomah County were slightly supportive, but answers were very similar.

Satisfied or very satisfied	59.35%
Neither	34.15%
Dissatisfied or Very Dissatisfied	6.5%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Interest in more protection -- Marine Dr 223-Troutdale and wetlands outside Sauvie Island
- Desire for adequate notification to existing property owners
- Concern about unnecessary building restrictions in areas where there has been rural development for a long time

#### 8) **How satisfied or dissatisfied are you with the policy direction on wildlife habitat? (276 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	58.89%
Neither	32.25%
Dissatisfied or Very Dissatisfied	14.13%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy. However, the majority were satisfied or very satisfied with the recommendation.

Satisfied or very satisfied	55.29%
Neither	23.58%
Dissatisfied or Very Dissatisfied	21.14%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- County should compensate owners when land is protected
- Desire for better notification of property owners

**9) How satisfied or dissatisfied are you with the policy direction on ESEE analyses? (276 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	50.36%
Neither	39.49%
Dissatisfied or Very Dissatisfied	10.14%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	48.78%
Neither	37.40%
Dissatisfied or Very Dissatisfied	13.82%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feedback that current protections are adequate
- Better notification and involvement of property owners
- Desire to know costs of this analysis process—want to keep cost down

## **Natural Hazards**

**10) How satisfied or dissatisfied are you with the policy direction on landslide hazards? (275 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	62.91%
Neither	26.18%
Dissatisfied or Very Dissatisfied	10.09%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	56.91%
Neither	28.46%
Dissatisfied or Very Dissatisfied	14.63%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Feedback that current protections are adequate
- Better notification and involvement of property owners
- Concern that the 20% requirement is arbitrary
- Suggestion to use sound engineering information to identify the right slope
- Belief that engineering can overcome slope issues so this is not necessary
- Question the elevated risk associated with 25% slope compared to 20% slope

#### 11) How satisfied or dissatisfied are you with the policy direction on flood hazards? (275 total comments)

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	66.18%
Neither	28.73%
Dissatisfied or Very Dissatisfied	5.09%

- **Respondents who Live or Work in Rural Multnomah County**

Slightly fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and slightly more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	63.41%
Neither	30.08%
Dissatisfied or Very Dissatisfied	6.51%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Concern that many of the federal studies and updated FEMA maps have been shown to contain gross errors in data-suggestion that code policy is able to fluctuate as flood zones do
- Concern that maps are not accurate
- Suggestion to do more than the minimum

**12) How satisfied or dissatisfied are you with the policy direction on wild fire? (275 total comments)**

- **All Comments Received**

The majority of people who answered this question said they were satisfied or very satisfied with the recommended policies.

Satisfied or very satisfied	66.36%
Neither	28.00%
Dissatisfied or Very Dissatisfied	11.64%

- **Respondents who Live or Work in Rural Multnomah County**

Fewer participants who indicated that they live or work in the rural area of Multnomah County supported the proposed policy, and more indicated they were dissatisfied or very dissatisfied with the policy.

Satisfied or very satisfied	54.48%
Neither	26.83%
Dissatisfied or Very Dissatisfied	18.07%

The following are concerns and comments shared when participants were asked to explain why they were dissatisfied or very dissatisfied with the policy direction:

- Concern that policy is too restrictive (most popular response)
- Concern that existing limitations on the removal of underbrush in natural areas makes this a challenge
- Suggestion to leave decisions to the Fire Marshal
- Suggestions to clear brush from the roadways and ban fuel tankers in the West Hills
- Concern about ability to rebuild a home after a disaster
- Suggestion that standards should be less restrictive for buildings that are not habitable
- Preference to severely limit all development in fire prone areas
- Suggestion that encouraging more logging would reduce fire danger

## **Transportation**

The transportation questions asked participants to provide feedback on general policy direction statements and then asked them to identify how important each was.

**13) Do you agree or disagree with the following transportation policy direction statements?**

A total of 251 people answered this question. Results are similar between all respondents and the 118 participants who said they live or work in rural Multnomah County.

Policy Direction	Agree or Strongly Agree	
	All respondents (251)	Live or Work (118)
Maintain rural character when making road improvements	67.89%	71.05%
Increase safety for all travel modes	83.61%	77.88%
Reduce traffic pressure on County roads	59.41%	66.37%
Support projects that improve operations instead of increasing capacity	77.36%	72.56%
Reduce transportation impacts to air, water and wildlife	75.82%	68.14%
Support projects that increase physical activity (walking and biking) and/or reduce adverse health impacts (pollution)	76.30%	66.67%

**14) In your opinion, how important are each of the following topics in the selection and prioritization of transportation projects?**

Next, participants were provided a list of criteria for the prioritization of future transportation projects. A total of 252 participants answered at least some of this question. They identified the following as the least and most important issues.

**Most Important:**

- Maintenance (75.82% Very Important / 4.00% Not Important)
- Active Transportation (69.23% Very Important / 15.79% Not Important)
- Environment (67.21% Very Important / 8.5% Not Important)
- Safety (59% Very Important / 4.10% Not Important)

**Least Important:**

- Mobility and Freight (37.04% Not Important / 17.70% Very Important)
- Transportation Demand Management (19.42% Not Important / 59.50% Very Important)
- Funding (11.16% Not Important / 46.69 Very Important)

The 120 participants who said that they live or work in rural Multnomah County and answered this question provided similar preferences. Maintenance and safety were the two most important topics for this group with 71.43% and 68.38% of participants listing these as very important. Only 2.52% of these respondents said that maintenance was not important, and 5.98% said the

same about safety. Instead of active transportation, the next topic with high levels of importance for this group was environment with 58.26% of participants expressing that it is very important to consider environmental impacts when making transportation decisions. Active transportation and funding were very close with 49.57% and 49.12% of participants identifying these topics as very important. Mobility and freight was the least important topic amongst this group with 34.21% responding that this topic was not important.

**15) Please rank these topics in order of importance from 1 to 10 with one being most important and ten being least important.**

In the last question, participants were asked to rank the same list of topics in order of importance from 1 to 10 with one being most important and 10 being least important. A total of 241 people answered this question. The results are shown below.

	<b>Rank</b> All respondents (241)	<b>Rank</b> Live or Work (113)
<b>Safety</b>	<b>1</b>	<b>1</b>
Maintenance	4	2
<b>Environment</b>	<b>3</b>	<b>3</b>
Overall Transportation System	6	4
Active Transportation: Bikes, Pedestrians, Safe Routes to School	2	5
Funding	8	6
Health	5	7
Transportation Demand Management	9	8
Equity	7	9
<b>Mobility and Freight</b>	<b>10</b>	<b>10</b>

Respondents who said they live or work in rural Multnomah County answered this question differently than the group of all respondents. Although both groups ranked safety and environment as most important, and mobility and freight least, the other rankings differed among the two groups. The people who said they live or work in rural areas put a higher priority on maintenance and a lower priority on active transportation. They also put a higher value on the overall transportation system and funding. The complete respondents put a higher priority on

active transportation, health and equity than the group that identified as living or working in the rural area of Multnomah County.

## DEMOGRAPHIC DATA

The comment form asked participants to answer a few demographic questions, but made them optional. About 230 people or 71% of participants provided some responses to these questions.

### Race

Almost all participants who answered this question (224 responses) identified as Caucasian (84.89%). Eight people identified as American Indian or Alaskan Native and five people identified as Asian/Pacific Islander. Three identified as Black or African American and two identified as Hispanic or Latino. 11% of respondents said they preferred not to answer this question.

### Language Spoken

Of those who responded (225 responses), 99% said that they mainly speak English at home. Two people reported that they mainly speak Spanish.

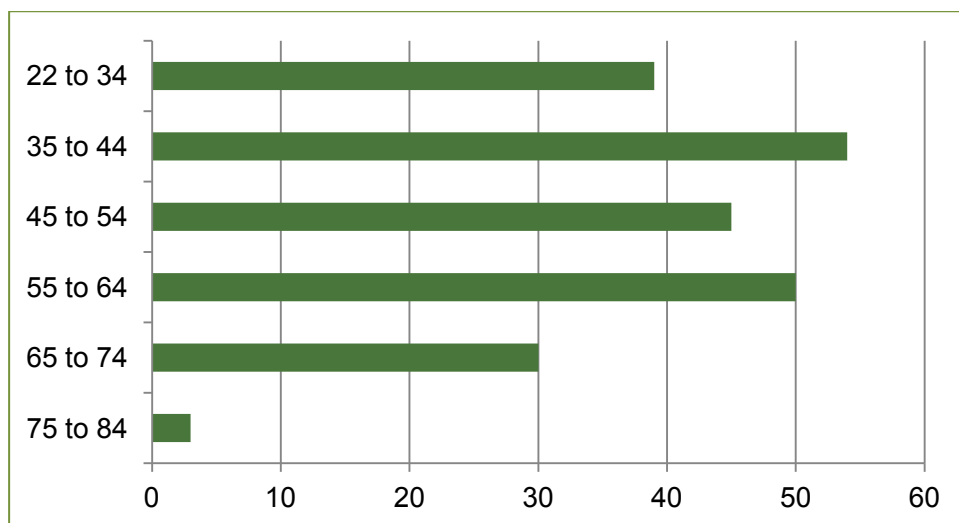
### Gender

Nearly 60% of people who answered this question (233 responses) identified as male, 34% as female, and 6% declined to answer.

### Age Range

Participants were asked to indicate their age. Ages ranged from 22 to 84. The average age reported was 49 years old, the median was also 49. The two largest age groups represented were 35 to 44 and 55 to 64.

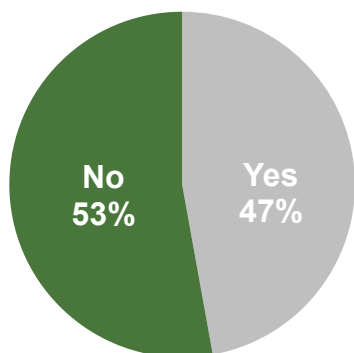
*Age range of participants*



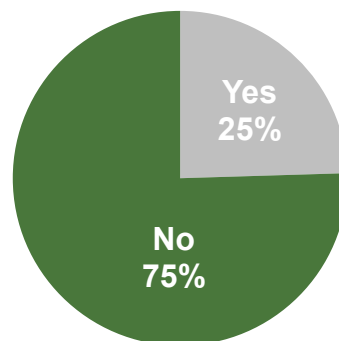
### Residency and Employment in Multnomah County

Participants were asked whether they live or work in rural Multnomah County. Just under half (47%) of those who responded (229 responses) said that they live in rural Multnomah County. Fewer people answered the second part of the question (208 responses). Of those, only 25% said that they work in rural Multnomah County. A total of 123 people reported that they either work or live in rural Multnomah County.

***Do you live in Rural Multnomah County?***



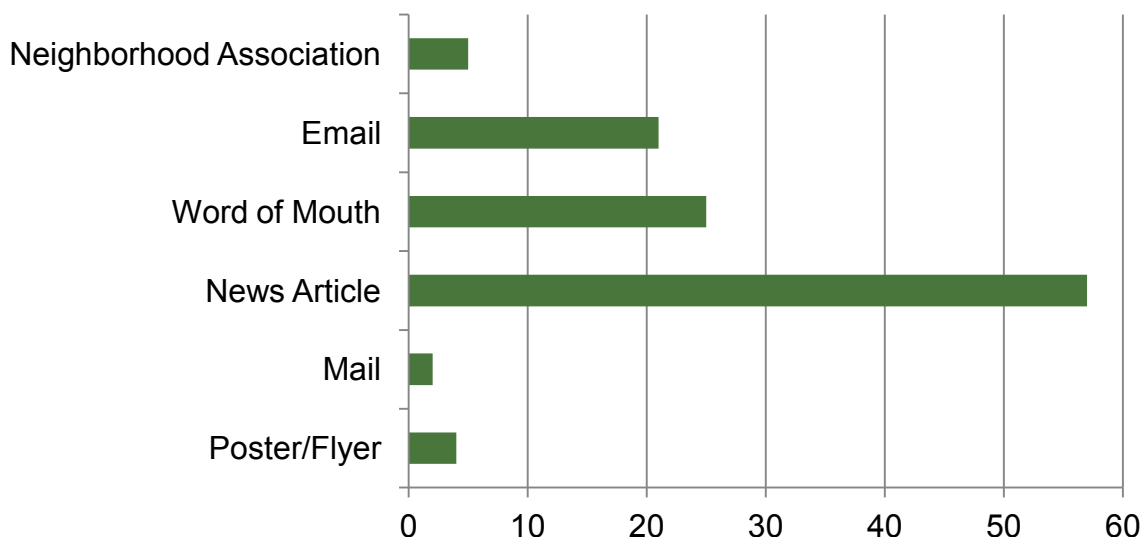
***Do you work in Rural Multnomah County?***



### Notification

Participants were asked how they found out about the events or online comment form. Of those to answer this question (107 responses), most said they were notified via a news article, email or word of mouth.

***How did you find out about the Community Event and this survey?***





# Memorandum

## Comprehensive Plan Update

October 21, 2015

**To:** Community Advisory Committee  
**From:** Kevin Cook, Multnomah County Planner  
**Re:** Draft Policy addressing Parking Lot Item #19 (utility infrastructure in the unincorporated county serving urban development).

### OVERVIEW

19	6/24/15 CAC	Can we prohibit public utility infrastructure in the rural county that is solely intended to serve urban developments?
----	-------------	--

At the last CAC meeting (Sept. 23, 2015) the Committee discussed this parking lot topic and asked staff to draft a policy that requires an alternatives analysis for locating certain utility infrastructure outside the UGB if it will solely serve development inside the UGB.

Staff specifically listed local electrical substations and water system storage tanks or reservoirs in the policy in order to minimize confusion about the type of utilities subject to the policy.

The policy requires a finding in the land use permit decision that there is no practical alternative site for the infrastructure.

### POLICY

#### **Policy:**

Except as otherwise provided at law, new electrical substations and water system storage tanks or reservoirs intended to solely serve uses within the urban growth boundary shall not be located outside the urban growth boundary unless it can be demonstrated that there is no practical alternative site within the urban growth boundary that can reasonably accommodate the use.

#### **Strategy:**

Amend the County Zoning Code to require a finding that all reasonable alternatives to the location of the electrical substation or water system storage tank or reservoir have been explored and that all of the alternatives are impractical. The cause for an alternative to be impractical shall not be of the applicant's own making and shall not be based solely on financial grounds.

# Memorandum

## Comprehensive Plan Update

October 20, 2015

**To:** Community Advisory Committee  
**From:** Rich Faith, Senior Land Use Planner  
**Re:** Historic Preservation Policy

### INTRODUCTION

This memo presents policies pertaining to historic and cultural resource preservation that are being recommended by the Air, Land, Water, Wildlife and Hazards Subcommittee. The subcommittee discussed these policy topics at its Sept 2 and Sept 23 meetings. The policies are derived from existing policies in the County Comprehensive Plan and the recently adopted Sauvie Island/Multnomah Channel Rural Area Plan.

New text being added to existing policy language is underlined. Text being deleted is ~~struckout~~.

### HISTORIC PRESERVATION POLICY

#### ~~POLICY 16-1:~~ HISTORIC RESOURCES

~~It is the County's policy to r~~Recognize significant historic resources and ~~to~~ apply appropriate historic preservation measures to all designated historic sites.

#### STRATEGIES

- A. Maintain an inventory of significant historic resources which meet the following historical site criteria: ~~outlined below~~.

#### HISTORICAL SITE CRITERIA

1. Historical Significance – Property is associated with significant past events, personages, trends or values, and has the capacity to evoke one or more of the dominant themes of national or local history.
2. Architectural Significance (Rarity of Type and/or Style) – Property is a prime example of a stylistic or structural type, or is representative of a type once common and is among the last examples surviving in the County. Property is a prototype or significant work of an architect, builder or engineer noted in the history of architecture and construction in Multnomah County.

3. Environmental Considerations – Current land use surrounding the property contributes to an aura of the historic period, or property defines important space.
  4. Physical Integrity – Property is essentially as constructed on original site. Sufficient original workmanship and material remain to serve as instruction in period fabrication.
  5. Symbolic Value – Through public interest, sentiment, uniqueness or other factors, property has come to connote an ideal, institution, political entity or period.
  6. Chronology – Property was developed early in the relative scale of local history or was an early expression of type/style.
- ~~B. Utilize the National Register of Historic Places, and the recommendations of the State Advisory Committee on Historic Preservation in the designation of historic sites.~~
- B. Use the National Register of Historic Places, the Oregon Historic Sites Database, and local historical society databases in compiling an inventory of historic resources.
- C. Develop and maintain a historical preservation ~~process~~ program for Multnomah County which includes:
1. A review of and compliance with, the laws related to historic preservation.
  2. ~~A program for o~~ Ongoing identification and registration-inventory of significant sites, working with area citizens groups, local historical societies, the Oregon Historical Society, the State Historic Preservation Office, the Oregon Natural History Museum and other historic and archeological associations.
  3. Developing a handbook on historic preservation to assist County staff, area citizen groups, land owners and developers in understanding and using applicable federal and state programs.
  4. Fostering, through ordinances or other means, the private restoration and maintenance of historic structures for compatible uses and development based on historic values.
  5. Encouraging the installation of appropriate plaques or markers on identified sites and structures.

D. The Zoning Code should:

1. Amend the Historic Preservation overlay district to include a process for the owner of a historic resource to obtain a historic landmark designation.
- ~~1. Include a Historic Preservation overlay district which will provide for the protection of significant historic areas and sites.~~
- ~~2. Include conditional use provisions to allow new sites to be established to preserve historic structures and sites.~~
2. Amend the Historic Preservation overlay district to provide opportunities for owners of historic landmarks to preserve and maintain the resource by allowing as conditional uses, where possible, a use which can be shown to contribute to the preservation and reuse of the historic landmark.
3. Provide for a 120-day delay period for the issuance of a demolition permit or a building permit that substantially alters the historic nature of ~~the site or building~~ a historic landmark. During this period, a review of the land use permit application to demolish or substantially alter, including the impacts and possible means to offset the impacts, ~~should~~ would be undertaken.
- ~~4. On-site density transfer in order to protect historic areas and protect unique features.~~

## CULTURAL RESOURCE PRESERVATION POLICY

### ~~POLICY 16-J~~: CULTURAL AREAS

~~It is the County's policy to p~~Protect cultural areas and archeological resources and ~~to prevent~~ conflicting uses from disrupting the educational and scientific value of known sites.

#### STRATEGIES

- A. Maintain information on file regarding the location of known archeological sites. Although not made available to the general public, this information will be used to insure the sites are not degraded through incompatible land use actions.
- B. Coordinate with ~~the State Archaeologist in~~ the State Historic Preservation Office regarding the identification and recognition of significant archeological resources.

C. Encourage landowners to notify state authorities upon discovering artifacts or other evidence of past cultures on their property.

~~D. — Work with the LCDC Archeological Committee in devising equitable and effective methods of identifying and protecting archeological resources.~~

**Policies from the adopted Sauvie Island/Multnomah Channel Rural Area Plan for Countywide application**

Policy 3.9 Coordinate with Native American tribes and the Oregon State Historic Preservation Office (SHPO) to adopt a program to inventory, recover and protect archaeological and cultural resources and prevent conflicting uses from disrupting the scientific value of known sites. Adopt a process that includes timely notice to tribes and SHPO of applications that could impact cultural resource sites, and develop standards to evaluate comments received from the tribes and SHPO.

Policy 3.10 Require reporting of the discovery of Native American artifacts and other cultural resources to SHPO and the Native American tribes.

Policy 3.11 Where development is proposed on areas of cultural significance, encourage evaluation of alternative sites or designs that reduce or eliminate impacts to the resource.

# Memorandum



October 28, 2015

**To:** Community Advisory Committee  
**Cc:** Project Team  
**From:** Rithy Khut, Land Use Planner  
**Re:** Goal 5 Policy Recommendations

---

## POLICY DEVELOPMENT HISTORY

This memo presents proposed policies and strategies related to protection of riparian corridors, wetlands, and wildlife habitat that are being recommended by the Air, Land, Water, Wildlife and Hazards Subcommittee. The subcommittee discussed these policy topics at its September 2<sup>nd</sup> and 23<sup>rd</sup> meetings. The subcommittee was supportive of adding policy language and strategies that directed the County to add riparian areas and corridors, wetlands and wildlife habitat to the County's natural resource inventories and subject to SEC overlay zone protections. The subcommittee was also supportive of having the County conduct Economic, Social, Environmental, and Energy analyses for those added resources, if required.

## RECOMMENDED AIR, LAND, WATER, WILDLIFE AND HAZARDS POLICY

### GENERAL GOAL 5 POLICY

**Policy:** Review Goal 5 inventories and programs periodically in order to consider any new data and, if necessary, initiate amendments to the inventories and protection programs.

### RIPARIAN CORRIDORS AND WETLANDS POLICIES

**Policy 1:** Designate as areas of Significant Environmental Concern, those water areas and adjacent riparian areas, streams, wetlands and watersheds that warrant designation as a protected Goal 5 resource or have special public value in terms of the following:

- A. Economic value, including ecosystem services value (the benefits people derive from ecosystems, including but not limited to: nutrient recycling, air purification, climate regulation, carbon sequestration, water purification, food, temperature regulation and aesthetic experience);
- B. Natural area value (areas valued for their fragile character as habitats for plant, animal or aquatic life, or having a state or federally listed plant or animal species);
- C. Recreation value, where compatible with underlying natural area value;
- D. Educational research value (ecologically and scientifically significant lands), or;
- E. Public safety (municipal water supply watersheds, water quality, flood water storage areas, vegetation necessary to stabilize river banks and slopes)

Strategies:

- A. Maintain inventories and continue to protect all significant riparian corridors and wetlands in accordance with applicable ESEE Analysis Reports.
- B. Update the inventory of riparian corridors, including water areas and adjacent riparian areas, to include significant riparian corridors identified in Metro's Urban Growth Management Functional Plan Title 13, Nature in Neighborhoods inventory within unincorporated Multnomah County.
- C. As appropriate, rely upon the findings contained within Metro's analysis of "Economic, Social, Environmental and Energy" (ESEE) consequences to apply the Significant Environmental Concern overlay for streams (SEC-s) to riparian corridors that have been added to the updated inventory.
- D. Utilize the Statewide Wetlands Inventory (SWI) to identify the location of wetlands within the County.
- E. Update the County's wetland protection program to comply with Goal 5 safe harbor criteria and Oregon Department of State Lands (DSL) requirements.
- F. In addition to safe harbor protection program criteria, apply the Significant Environmental Concern overlay (SEC-w) to significant wetlands located on Sauvie Island and Multnomah Channel as required by the Wetlands Inventory/ESEE analysis conducted in 1988 and as adopted by Ordinance 801 or as revised by any subsequent ESEE analysis.

**Policy 2:** Periodically review and consider any new data to update, adjust and more accurately show riparian corridor centerlines.

**Policy 3:** Work with State and local agencies, Soil and Water Conservation Districts and other public and private conservation groups to:

- A. Educate people about best management practices to protect streams, wetlands, headwaters and watersheds.
- B. Incorporate headwaters management strategies into County planning activities with the understanding of the importance of headwaters and their critical ecosystem role.

**Policy 4:** Update erosion and stormwater management regulations to include Low Impact Development (LID) standards to reduce the impact of built areas, promote the natural movement of water within an ecosystem and better protect riparian areas, streams, wetlands and watersheds.

#### WILDLIFE HABITAT POLICIES

**Policy 1:** Designate as areas of Significant Environmental Concern, those habitat areas that warrant designation as a protected Goal 5 resource or have special public value in terms of the following:

- A. Economic value, including ecosystem services value (the benefits people derive from ecosystems, including but not limited to: nutrient recycling, air purification, climate regulation, carbon sequestration, water purification, food, temperature regulation and aesthetic experience);
- B. Natural area value (areas valued for their fragile character as habitats for plant, animal or aquatic life, or having a state or federally listed plant or animal species);
- C. Recreation value, where compatible with underlying natural area value;
- D. Educational research value (ecologically and scientifically significant lands), or;
- E. Public safety (municipal water supply watersheds, water quality, flood water storage areas, vegetation necessary to stabilize river banks and slopes)

Strategies:

- A. Maintain inventories and continue to protect all significant wildlife habitats in accordance with applicable ESEE Analysis Reports.
- B. Periodically review and consider any new data to update significant wildlife habitats.
- C. Update the inventory of wildlife habitat and associated wildlife corridors in accordance with Statewide Planning Goal 5.
  - 1. Designate wildlife habitat and corridors mapped by Oregon Department of Fish and Wildlife as significant.
- D. Conduct an analysis of “Economic, Social, Environmental and Energy” (ESEE) consequences on wildlife habitat that has been added to the inventory.
  - 1. If warranted by an ESEE analysis, apply the Significant Environmental Concern overlay for wildlife habitat (SEC-h) to any newly identified significant wildlife habitat.

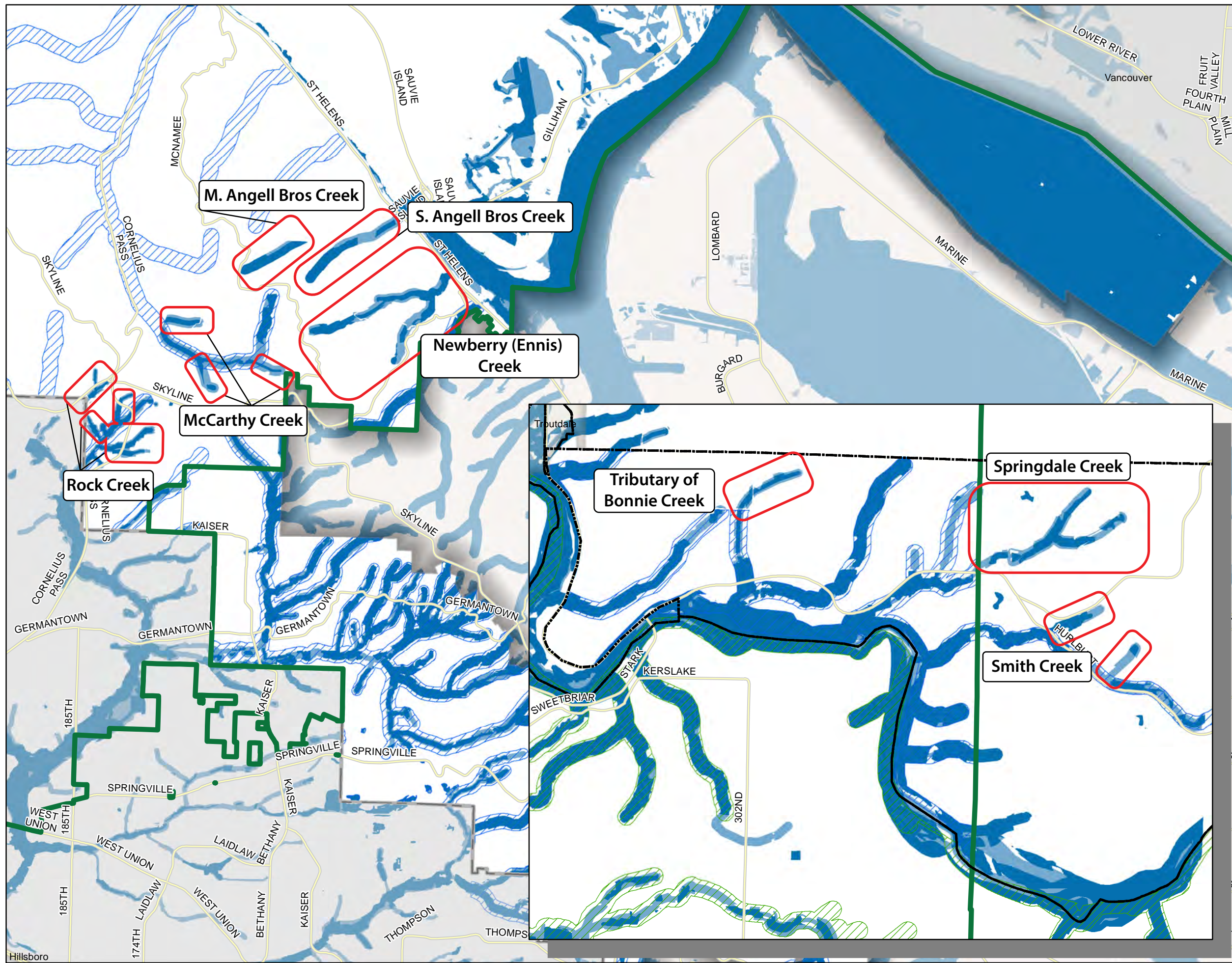
**Policy 2:** Work with State and local agencies, Soil and Water Conservation Districts and other public and private conservation groups to protect high value habitat such as, but not limited to, oak woodlands and old growth forests.

**Policy 3:** Work with and coordinate with the Oregon Department of Fish and Wildlife (ODFW) and local Soil and Water Conservation Districts to administer the Wildlife Habitat tax deferral program for lands that are eligible by administrative rule or statute.







**Policy 4:** Encourage voluntary conservation efforts such as conservation easements and community-based restoration projects that complement Multnomah County’s Goal 5 (Natural Cultural Resources) and Goal 15 (Willamette River Greenway) regulatory programs, and if possible, extend the Wildlife Habitat tax deferral to all lands that are eligible by administrative rule or statute within the County. (Taken from the SIMC plan and expanded to include all eligible lands within the county)


**Policy 5:** Explore amendments to the Significant Environmental Concern overlay for wildlife habitat (SEC-h) to limit the size and building footprint of houses in order to minimize harm to wildlife habitat in significant habitat areas.





## Legend

-  Metro Boundary
-  SEC-Water Resources
-  SEC-Streams
- Riparian Wildlife Habitat Quality**
  -  Class I
  -  Class II
  -  Riparian areas for possible inclusion into inventory

0 0.225 0.45 0.9 Miles 

**Prepared By:** Rithy Khut, Multnomah County  
**Date:** 10/19/2015

**Coordinate System:**  
NAD 1983 HARN State Plane Oregon North FIPS 3601

**Disclaimer:**  
This map is intended for informational purposes only. While this map represents the best data available at the time of publication, Multnomah County makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.



# Memorandum

## Comprehensive Plan Update

October 21, 2015

**To:** Community Advisory Committee  
**From:** Matt Hastie, Angelo Planning Group  
Rich Faith, Multnomah County Planning  
**Re:** Natural Hazards Policy Recommendations

### DRAFT NATURAL HAZARDS POLICY AMENDMENTS

This memo presents policy language pertaining to natural hazards that are being recommended by the Air, Land, Water, Wildlife and Hazards Subcommittee. The subcommittee discussed these policy topics at its Sept 2 and Sept 23 meetings.

For policies that call out the slope percentage that is the threshold for steep slopes requiring protection, the subcommittee was evenly divided on whether to use 20% or 25%; therefore, no specific recommendation is given and the CAC is left with a choice of which percentage number to include in the policy language.

### STEEP SLOPE AND LANDSLIDE HAZARDS

**Policy 1:** Direct development and land form alterations away from areas with development limitations related to potential hazards associated with steep slopes (over [25% or 20%]) and other areas shown to be susceptible to landslides or their impacts based on available County and state data associated with these hazards. Allow for exceptions based upon a showing that design and construction techniques can mitigate any public harm or associated public cost and mitigate any adverse effects to surrounding persons or properties.

**Strategy a:** Update the County's regulatory slope hazard map, as needed, to more accurately reflect the location of steep slopes and areas vulnerable to landslide hazards.

**Strategy b:** Evaluate and revise the Hillside Development and Erosion Control Overlay zone, as needed, to implement up-to-date regulatory approaches for addressing landslide hazards.

**Policy 2:** Protect lands having slopes greater than [25% or 20%] and lesser slopes shown to be susceptible to landslides from inappropriate development.

**Strategy a:** Designate lands with slope greater than [25% or 20%] and lesser slopes determined to be susceptible to landslides as having development limitations and apply appropriate standards to any new development on these designated lands.

**Strategy b:** Investigate the advisability of requiring property owners to record landslide-related limitations as deed restrictions.

**Policy 3:** Direct development away from areas with hazards associated with potential liquefaction resulting from major earthquakes.

**Strategy a:** Determine the types of uses or improvements and the extent to which they should be restricted within areas subject to liquefaction.

#### FLOODPLAIN PROTECTION AND CHANNEL MIGRATION

**Policy:** Reduce potential hazards related to flooding and channel migration through the following approaches:

- Limit the types of land uses allowed in floodways, floodplains and channel migration areas to minimize any public harm or associated public cost due to flooding.
- Establish development standards for development in flood prone areas to mitigate potential adverse effects to surrounding properties and to maintain or increase flood storage and conveyance capacity; periodically update standards based on best practices for minimizing damage and risks from flooding.
- Meet minimum requirements to be eligible to participate in the National Flood Insurance program.
- Update mapping of floodways and floodplains based on established channel migration data from state or federal agencies or other sources, as needed or as initiated by the County.

#### WILDFIRE HAZARDS

**Policy:** Require development in areas prone to wildfire risks to meet fire safety and mitigation standards.

**Strategy a:** Use current mapping data related to wildfire risk in determining the location of fire prone areas, supplemented by on-site assessments, if needed.

**Strategy b:** To reduce wildfire risk and associated impacts while protecting wildlife habitat, expand and tailor requirements to areas identified as prone to wildfires but not currently subject to regulations.

**Strategy c:** Ensure that agencies responsible for fire protection are provided an opportunity to comment on development applications prior to approval of the application.

**Strategy d:** Investigate and consider updating County development code requirements to address areas with multiple hazards in an integrated manner.

# Memorandum



July 8, 2015

**To:** Community Advisory Committee  
**From:** Rithy Khut, Land Use Planner  
**Re:** Fire Safety Zones Analysis

---

## SUMMARY

The purpose of this memo is to provide information regarding fire safety zone requirements within the commercial forest use (CFU) zones in the county. This analysis will provide background information and suggestions toward possible policy or regulatory changes by comparing the county's regulations to Oregon Revised Statutes, Oregon Administrative Rules and other Oregon counties.

## BACKGROUND

The siting of dwellings and accessory structures on forest land presents unique challenges towards wildfire protection. Structures within the forest resource zones can conflict with forest operations and are susceptible to wildfire threats. To mitigate those issues, the State created rules to establish setback, buffering and fire safety requirements. Oregon Administrative Rule (OAR) chapter 660, division 6, rule 29 requires counties to create siting criteria, which may include setbacks from adjoining properties and clustering of structures to minimize risks associated with wildfire. The Oregon Department of Forestry (ODF) provides guidance in their publication, "Consideration for the Siting of Dwellings on Forest Land" to assist counties in determining specific siting criteria. Additionally, OAR 660-006-0035 sets fire-siting standards for dwellings and structures. Counties are required to adopt the fire-siting standards in the OAR and the fuel-free break area (fire safety zone) provisions in the publication, "Recommended Fire Siting Standards for Dwellings and Structures and Fire Safety Design Standards for Roads" developed by ODF.

## FIRE SAFETY ZONES

The County's fire safety zone requirements are consistent across the CFU zones. All CFU zones in Multnomah County require the owner to establish a primary and secondary fire safety zone around their dwelling and accessory structures. As a requirement of OAR 660-006-0035, the county has adopted fire safety zone requirements and ODF's, "Recommended Fire Siting Standards for Dwellings and Structures and Fire Safety Design Standards for Roads." At minimum, all new, replacement or restored dwellings must have a fire retardant roof, a spark arrester in each chimney and access to a perennial water source of 4,000 gallons or more within 100 feet of the driveway or road on the lot.

Depending on the size and location of the replaced or restored dwelling, mobile home or accessory structure, a primary and/or secondary fire safety zone is either required or encouraged. For dwellings, mobile homes, and accessory structures that require a primary fire safety zone, the minimum distance is 30 feet in all directions surrounding the dwelling or structure. Within this zone, trees are required to be spaced at a minimum of 15 feet between the crowns and pruned to remove low branches. Additionally all other vegetation should be kept less than two feet in height. For the secondary fire zone, the minimum distance is 100 feet in all directions around the primary fire zone. Within this zone, vegetation should be pruned and spaced so that fire will not spread between crowns of trees and small trees and brush growing underneath larger trees should be removed to prevent the spread of fire up into the crowns of the larger trees (see Table 1).

Table 1 – Simplified Fire Safety Zone Requirements

Use	Fire Safety Zones
Description of use and location	Fire Safety Zone Requirements (FSZ)
Replaced or restored dwelling in same location &/or less than 400 sq. ft. additional ground coverage	Property owner is encouraged to establish Primary to the extent possible
Replaced or restored dwelling in same location & greater than 400 sq. ft. additional ground coverage	Primary is required to the extent possible within the existing setbacks
At least a portion of the replaced or restored dwelling is within 100 ft. of existing dwelling	Primary required; Maintenance of vegetation in the Secondary is required to the extent possible
Template, Heritage, Large Acreage Dwelling or replaced or restored dwelling over 100 ft. from existing dwelling,	Primary & Secondary required
At least a portion of the Temporary Health Hardship Dwelling or mobile home during construction or reconstruction of a residence is within 100 ft. of existing dwelling	Primary required
Temporary Health Hardship or Mobile home during construction or reconstruction of a residence farther than 100 ft. from existing dwelling	Primary and Secondary required
Accessory structures within 100 ft. of the dwelling	Primary required
Accessory structures located more than 100 ft. from the dwelling	Primary & Secondary required
Addition to an existing structure	Primary is required to the extent possible within the existing setbacks.
Other Structures or Accessory structures	Primary & Secondary required

In addition to these zones, if the land is on a slope of 10% or greater, the primary fire zone must be extended down slope from the dwelling or structure. The increased distance of the safety zone is based on the property's slope. Additionally, a building site cannot have a slope greater than 40% (see Table 2).

Table 2 – Fire safety zones distances in relation to slope

Percent Slope	Distance In Feet
Less than 10	No additional required
Less than 20	50 additional
Less than 25	75 additional
Less than 40	100 additional

## COMPARISON WITH STATE REQUIREMENTS

The county's fire safety zone requirements match most of the requirements outlined by state law and Department of Forestry guidelines. The basic requirements for forestland dwellings are found in ORS 215.730, OAR 660-006-0029 and 0035, and ODF guidelines within, "Recommended Fire Siting Standards for Dwellings and Structures and Fire Safety Design Standards for Roads." The county matches the requirements for roofing, chimneys, siting, water supply, and fire protection. The county has also established standards to meet OAR requirements and the recommendations from ODF's, "Considerations for the Siting of Dwellings on Forest Land. In approving dwellings and other structures on forest lands, the state requires counties to apply the following siting criteria:

4. The risks associated with wildfire are minimized.

The County satisfies these siting criteria by setting standards addressing:

1. Setbacks from adjoining properties
2. Clustering near or among existing structures
3. Siting close to existing roads and siting on that portion of the parcel least suited for growing trees

To meet the state's fire safety requirements, the county requires fire safety zones as discussed earlier. These requirements are taken verbatim from the OAR and are consistent with ODF rules.

## COMPARISON WITH COUNTIES IN OREGON

Multnomah County's requirements for fire safety zones are similar to other counties in Oregon. Analyzing the development and zoning codes for Clackamas, Washington, Marion and Deschutes counties, the fire safety zones requirements are similar.

## CONCLUSION

The County's requirements for fire safety zone standards align with OAR and Department of Forestry requirements. In addition, the county's regulations are similar to regulations from other Oregon counties. Therefore, it does not appear that changes are needed to update fire safety zone regulations. Additionally, the Community Advisory Committee has already addressed the topic of strengthening the clustering requirements to reduce potential impacts of wildfire.

From a policy perspective, the Comprehensive Plan and Rural Area Plans have a limited number of policies regarding forest fire hazards. Policy 56 of the East of Sandy Plan requires development to meet fire safety standards, including driveway and access standards. Although County regulations match state requirements, there is the opportunity for the Community Advisory Committee to discuss the need for stronger forest fire protection policy language in the commercial forest use zones or if fire protections should be expanded to cover other zones.

# Memorandum

## Comprehensive Plan Update

October 21, 2015

**To:** Community Advisory Committee  
**Cc:** Project Team  
**From:** Joanna Valencia, Transportation Planning and Development Manager  
Jessica Berry, Transportation Planner  
**Re:** Recommended New Transportation Policies from the Transportation and Public Facilities Subcommittee

### OVERVIEW

This memo presents proposed new transportation policies and strategies related to topics discussed by the Transportation and Public Facilities Subcommittee at their subcommittee meetings. The policies reflect revisions based on the conversation and recommendations from the subcommittee.

Note that some of the transportation policy issues presented here were also relevant to Sauvie Island and were discussed extensively during its recent RAP process. Therefore, policy recommendations below reflect applicable policies from the SIMC RAP that can be applied countywide, either unchanged or with revisions.

### POLICIES

#### 1. Policy

Maintain and improve the transportation system for all modes of travel with the following goals: reducing vehicle miles travelled, minimizing carbon emissions, reducing conflict between travel modes, and improving the natural environment by minimizing stormwater runoff and facilitating wildlife movement. Ensure that the transportation system reflects the community's rural character while ensuring efficiency and local connectivity. (*Modified version of existing County Framework Plan and SIMC RAP policies*)

#### Strategies:

- a. Explore implementing measures for traffic calming, traffic diversion, and speed enforcement.
- b. Address climate change impacts and the Climate Action Plan's recommended actions when planning transportation investments and service delivery strategies.



## 2. Policy

Identify, prioritize, and implement short- and long- term solutions to safely accommodate multiple modes of travel on County roads including on-road bikeways, separated multi-use paths, and explore funding options. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy, modified to apply county-wide*)

### Strategy:

- a. Apply context sensitive roadway improvements and evaluation of projects

## 3. Policy

Implement context sensitive design when reviewing rural road standards to determine appropriate paved shoulder widths to preserve the rural character of roads. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

### Strategies:

- a. Explore options for bike pull outs and passing lanes to allow for resting and passing
- b. Consider bike-friendly road treatments, especially in regards to maintenance of the road
- c. Consider bike and environment friendly materials and treatments such as pervious asphalt
- d. When widening, shoulders should aim to achieve a minimum 3 foot paved width.
- e. Explore services and facilities to support multimodal uses that reflect rural character and reduce impacts on surrounding land uses and wildlife connectivity.
- f. Prioritize use of centerline rumble strips for the purpose of supporting efficient and safe movement of vehicles and avoid the use of fog line rumble strips which endanger bicyclists. If fog line rumble strips are used, safe facilities should be designed that allows for bikes to ride safely, such as the application of adequate shoulders.
- g. In areas with steep slopes, landslide hazards, or wildlife crossings, first consider alternatives such as signage and TDM strategies that do not require additional impervious surfaces.

## 4. Policy

Develop and implement effective use of signage designed to educate the public about farm equipment using roads, wildlife crossings and bicycle and pedestrian safety, as well as additional way finding signage. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

## 5. Policy

Address regional freight mobility, and explore alternative routes and modes for freight mobility through unincorporated Multnomah County.

### Strategies:

- a. Explore alternatives to routes through the West Hills.
- b. Participate in Regional Overdimensional Truck Routes Study and other regional studies as applicable.
- c. Examine the suitability of use of County roads as truck routes.
- d. Coordinate with other jurisdictions on truck impacts and ensure proper mitigation.
- e. Promote transportation alternatives for the movement of freight

## **6. Policy**

Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), and alleviate congestion on county roads caused by seasonal and special event traffic, as well as through commuter traffic. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy, modified to apply county-wide including removal of specific SIMC TDM strategies.*)

### Strategies:

- a. Develop a Countywide TDM program. Program concepts could include strategies such as shuttle buses, ride sharing, work-from-home, flex time, improved transit and access to transit, user fees or congestion pricing.
- b. Seek funding opportunities, such as Metro's Travel Options grant program, to support TDM programming.

## **7. Policy**

Work with the Oregon Office of Emergency Management, Multnomah County Emergency Management and Multnomah County rural fire protection districts to ensure that the transportation system supports effective responses to emergencies and disasters. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy, modified to apply county-wide*)

## **8. Policy**

Coordinate and work with transit agencies and service providers (including, but not limited to, TriMet, CC Rider, and C-Tran) to identify existing transit deficiencies and the improvements necessary to increase access to transit services by potential users. (*Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

## **9. Policy**

Work with ODFW and other partners to identify wildlife corridors and concentrations of wildlife crossings on county roads, and ensure that project design is wildlife friendly. (*Modified Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)

Strategies:

- a. Review and update Multnomah County Design and Construction Manual to include wildlife friendly design and construction options in the Comprehensive Plan and Transportation System Plan.
- b. Implement project prioritization criteria that address wildlife and climate change in the Capital Improvement Plan and Program.

**10. Policy**

Explore alternative supplemental funding sources to improve County's road maintenance, safety projects, and other improvements.

Strategies:

- a. Consider long term maintenance costs with development of capital projects
- b. Review and update County's Road Maintenance Program to implement applicable policies and strategies of the Comprehensive Plan and SIMC Rural Area Plan.
- c. Review internal protocols related to road and right-of-way maintenance, including roadside hedgerow trimming and weed eradication. Work with the Soil & Water Conservation Districts, ODFW and wildlife conservation organizations to protect wildlife and manage invasive plant species to ensure that habitat and water resource restoration projects are coordinated with county road maintenance and drainage control programs.
- d. Ensure that non-profit organizations and property owners are aware of county programs that may limit wildlife habitat restoration projects, and that road county staff are aware of existing and completed habitat restoration projects when they conduct their operations.
- e. To implement this policy, the County Road Maintenance program will review the following recommendations:
  - (1) Except in emergency situations, County road mowing should be done between August 15 and March 15 to minimize impact to nesting birds, and workers should avoid mowing at identified turtle, frog and salamander crossings during nesting season (May and September).
  - (2) Culverts under county roads should be surveyed, then repaired and replaced as needed to limit barriers to fish and wildlife passage.
  - (3) County staff should work with ODFW and wildlife conservation organizations to identify and mitigate in areas where concentrations of small wildlife cross county roads.
  - (4) Mowing equipment should be regularly cleaned so that seeds of invasive plants are not spread into areas where they have not yet been introduced.
  - (5) County staff should confer with the Soil & Water Conservation Districts on best management practices before removing invasive weeds along road right-of-way.
  - (6) County staff should be trained to recognize invasive and desirable native plant species; Multnomah County should prioritize plant species for control.

- (7) County staff should inform property owners of the existing Owner Vegetation Maintenance Agreement, which allows abutting property owners to maintain right-of-way vegetation.

## **11. Policy**

Promote a transportation system that prioritizes and supports the efficient and safe movement of farm and forest vehicles and equipment. (*From the Sauvie Island/Multnomah Channel Rural Area Plan (SIMC RAP) policy*)