



LUP Hearings <lup-hearings@multco.us>

Remand Hearing Objection to PWB Responsive Record Record U.20.i 09

Cindy Bennington <emailoregon@yahoo.com>

Thu, May 22, 2025 at 11:03 AM

To: LUP Hearings <lup-hearings@multco.us>, Lisa Estrin <lisa.m.estrin@multco.us>



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I request that Multnomah County provide a connective link to the Multnomah County, West of Sandy River Transportation and Land Use Plan, December 12, 2002. If possible, please place it on page ICW the photo of the cover of the document. Thank you, Cindy Bennington



Scenic Views as a Natural Resource Rebuttal.docx

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Exhibit V.2



Taken April 13th, 2025

I took this photo from the shoulder of Cottrell Road, a one-mile stretch running north-south, connecting Dodge Park Blvd and Bluff Road, perimeter roads on the north and south sides of PWB's Water Filtration Plant. Both Dodge Park Blvd and Bluff Road are designated as part of Oregon's Mount Hood Scenic Byway and National Scenic Byway System. When viewing this photo, one must imagine a futuristic scene excluding the construction equipment. Now, picture several two-story water treatment plant buildings, a multi-story transmission tower, security fencing, and industrial power lines that will be highly visible from these three roads and Carpenter Lane. Unbound by rigid route adherence, travelers often detour or take shortcuts, using GPS and navigation apps, onto Cottrell Road, connecting Dodge Park Blvd and Bluff Road, to Jonsrud View Point, City of Sandy, and Mount Hood.

The importance of these Scenic Byway roads is not the physical road itself, but the scenic driving experience which take us to areas of cultural character, natural landscapes, historical communities, as well as scenic view sites making for a desired experience. These local roads, frequented by tourists and residents alike, serve as scenic byways to Mount Hood and various Sandy River parks, attracting recreational vehicles, hot rod cruises, motorcycle rallies, bicycling tours, joggers and events like, Hood to Coast.

Additionally, thousands of passengers on flights from across the country and world eagerly anticipate seeing Mount Hood, Sandy River Basin and countryside as they approach PDX. This development will detract from the character of the county, City of Portland, and State, and also negatively impact these iconic scenic views.

The un-named PWB author in Response to Comments Regarding Scenic Byway (U.20.i 09) contends, "the project will not impact scenic view from along the route due to (a) the steep slope and differences in elevation of the Scenic Byway route relative to the filtration facility; (b) the short distance (and relative driving time) of the area where the byway passes by above ground aspects of the project: and (c) perhaps most importantly, because the filtration facility was very intentionally designed to be consistent with view of agricultural and other facilities in the area." PWB misses the point with an attempt to pin point the seconds one may, or may not see the plant anymore than I can measure the displeasure one experiences while driving past miles and hundreds of old trees stumps along the Dodge Park Blvd. ROW habitat. For PWB to claim that the facility site, given the topography and new landscaped areas, would be consistent with views of agricultural and other facilities in the area, and that, the design was based on a review of the architectural and rural context of the area. This claim would be laughable if it didn't threaten to negatively impact our way of life and adversely affect the many natural resources of our community.

The Multnomah County, West of Sandy River Transportation Land Use Plan, adopted December 12, 2022 outlines policies and guidelines for rural development and land use in Multnomah County, Oregon, over the next 20 years. It shows the commitment of earlier generations to protect many Natural Resources including the value of Scenic Views and Sites of East Multnomah County. These references highlight the importance of scenic views as part of the area's natural resources and the strategies to protect them.

The document references scenic views and sites as a natural resource primarily under Statewide Planning Goal 5 and related policies. Key mentions include:

1. Goal 5 Policies:

- Policy 5 emphasizes the need to protect the outstanding public values for which sections of the Sandy River have been designated a National Wild and Scenic

River and a State Scenic Waterway. This includes scenic values among other natural resource values.

2. Policy 17:

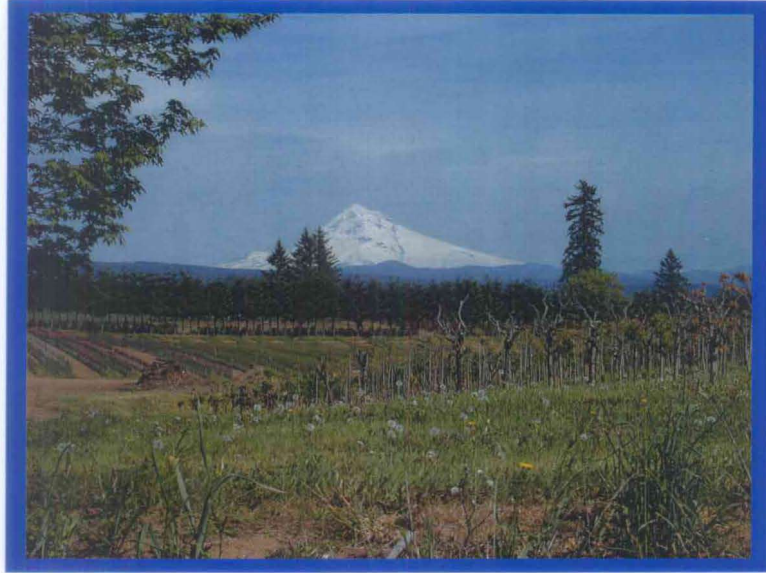
- Multnomah County supports the Management Goals, Standards, and Guidelines of the Sandy Wild and Scenic River and State Scenic Waterway Management Plan (1993). The plan aims to protect and enhance scenic values along with recreation, wildlife habitat, water quality, and other resources.

3. Protection of Views:

- Policy 25 states that Multnomah County should identify and help preserve critical viewsheds in the Orient Rural Community and Pleasant Home Rural Service Center.

4. Design Standards:

- Scenic qualities are considered in transportation and utility improvements, as noted in Policy 33.1, which encourages placing utilities underground to enhance and preserve the rural character and scenic qualities of the area.



Adopted
December 12, 2002

MULTNOMAH COUNTY
West of Sandy River
Transportation and Land Use Plan



MULTNOMAH
COUNTY

Parametrix

Oregon's Mt. Hood Scenic Byway at Risk. Deny PWB's Water Treatment Plant!



Mt. Hood Scenic Byway (Orient Drive and Dodge Park Blvd.)

Mount Hood Scenic Byway

The Mount Hood Scenic Byway is a part of the National Byways Scenic program — a grass-roots collaboration effort established to recognize, preserve and enhance selected roads throughout the United States based on archaeological, cultural, historic, natural, recreational or scenic qualities. These roads are collectively known as America's Byways.



Mt. Hood Scenic Byway in Sandy, OR. Signage directs visitors from Hwy. 26 to Bluff Road.



View from Jonsrud Viewpoint. Upwards of 1.2 million people visit Mt. Hood National Forest each year primarily to view the scenery from their vehicle or to visit historic and scenic waysides.

The Oregon Mount Hood Scenic Byway starts at the end of the Historic Columbia River Highway where the Troutdale Bridge crosses the Sandy River, into downtown Troutdale, eventually connecting with **Orient Drive, Dodge Park Boulevard, Lusted Road** and Ten Eyck Road. The Byway continues into Sandy to Jonsrud Viewpoint on **Bluff Road**.

These local roadways are visited by tourists and local recreators in-route along the Byway to Mt. Hood and multiple Sandy River parks. They come in recreational vehicles, hot rod cruises, motorcycle rallies, cyclists touring, joggers and runs like Hood to Coast.

The proposed PWB site sits on nearly 100 acres of prime agricultural land between two major byway roads, **Dodge Park Blvd** and **Bluff Road**. This area is known worldwide for having some of the best and largest ornamental tree farms in the USA. Hundreds of family farms (many generational) and co-op farmers grow flowers, raspberries, strawberries, peaches, apples and other organic fruits and vegetables which supply our local farmers markets. Many invite the public to u-pick products and have embraced agri-tourism with corn-mazes and pumpkin patches, etc.

If approved the construction of this Water Treatment Plant facility and pipeline will do irreparable damage to a cherished community and way of life. It is not just the safety, environmental, and livability issues during the four plus years of construction disruption. Lost will be the soul and character of a cherished community and way of life that our ancestors preserved and protected for over a century.



Children riding bikes along the Mount Hood Scenic Byway, east on Dodge Park Blvd. and Short Road.



Heading into Gresham from Hwy. 26. Directs traffic right to Orient Dr., then left onto Dodge Park Blvd.

The LUBA decision discusses The M CCP chapter 5's discussions regarding *Scenic Views and Sites as Natural Resources*. Pages 116-118 excerpts: Lines 4-8 "Support the siting and development of community facilities and services while avoiding adverse impacts on farm and forest practices, wildlife, and natural and environmental resources including view of important natural landscape features." Lines 17-29 "Goals 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces . . .protect them from impacts associated with land use and development. M CCP 5-2"

July 21, 2023, I submitted documents to Multco Land Use Library which further substantiates the value of the role our historic agricultural community plays in Oregon's tourism industry and as a part of the National Scenic Byways. Our community's major roads ... Bluff Road, Lusted Road, Orient Drive and Dodge Park Blvd are officially recognized as a part of the AMERICAN BYWAYS program.