

# The Stafford Hamlet



## Community Reference Guide:

For Lake Oswego, Tualatin and West Linn IGA  
Discussions on Urban Reserve Areas 4A, 4B, and 4C

Created by The Stafford Hamlet Board  
April 2018



# The Stafford Hamlet Community Reference Guide

Enclosed is a short reference that details the grassroots effort that led to our Community Vision Plan, which was adopted in 2015, and the dedication of our community for the past twelve years as a Hamlet of Clackamas County. We are ready to actively participate in your discussions and look forward to being a resource.

To assist you in formulating an agreement for the possible future development between the three cities surrounding our Hamlet, we present the following material for your reference.

## Enclosures:

- Values and Vision Statement ..... attached
- Community Vision Plan ..... attached
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- Preliminary Quantitative Area Analysis ..... 3
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## For more information or questions, please contact:

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# Preliminary Area Quantitative Analysis

Based on Clackamas County GIS - April 2, 2009

## Hamlet Total Area (Acres)

• Total Hamlet	3,930	
• EFU	1,170	
• RRRF5 / Other	2,750	
• Public Owned Open Space	206	(City of Lake Oswego, Metro)
• Private Owned Open Space	108	(Ashdown Woods area)
• Public Schools( including bare land)	72	
• Church Land	76	
• Utilities/ Public Services	8	(PGE)
• Roads/ Freeway Right of Way	225	
• Existing Small Lot Neighborhoods (total)	472	
- Halcyon	55	
- Shadow Wood	34	
- Mossy Brae	48	
- Ashdown	244	
- Tualatin Loop	96	
• Natural/ Riparian/ Food Plain WHA	1,436	
• Net Unrestricted EFU	590	
• Net Unrestricted FFRR5/ Other	737	
• Total Net Unrestricted	1,327	(Including Small Lot Neighborhoods)

## Borland Area (Included in Above Area)

• Gross Area (All RRRF5/ Other)	566
• Public Open Space	31
• Schools	51
• Church Lands	45
• Halcyon Neighborhood	55
• Natural/ Riparian/ Flood Plain/ WHS net	182
• Net Unrestricted	192

## Natural Features, All Areas

• Tualatin River Flood Plain	187
• Steep Slopes/Slide	182
• Stream Corridors/ Riparian	304
• Wild Life Habitat, Class A, B	1,211

## Demographics

• Hamlet Population	1,884	• Tualatin	27,545	2016 Estimate
• EFU	272	• Lake Oswego	38,945	2016 Estimate
• RRRF5	1,612	• Unincorporated	6,290	2007 Estimate
• Existing Small Lot Neighborhoods, in RRRF5 675		• West Linn	26,859	2016 Estimate
		• Clackamas Co.	401,515	2015 Estimate

# Preliminary Cost of Development

Based on 2010 study

**\$372.2 Million Development Cost Estimate in 2010 prices.**

**Future Cost Estimates could be SIGNIFICANTLY HIGHER**

**(Development cost does NOT include Local Infrastructure Facilities)**

The Clackamas County Business Alliance (CCBA) hired Cogan Owens Cogan, LLC to estimate and summarize the planning level costs needed to provide infrastructure within the Stafford Triangle. Planning level costs are approximations based on the best available information and standard engineering unit cost factors developed from infrastructure cost estimates prepared for other comparable areas. Actual projects have not been designed or priced. No attempt has been made to differentiate the costs that would typically be shared between public and private entities or between developer and homeowner. Estimates are based on the Stafford Area Concept Plan developed by Otak for the CCBA in July, 2009. For the purposes of this study, lands identified in the Concept Plan as undesignated are assumed to be developed as low density residential. Local infrastructure facilities are not included in the estimate.

The Stafford Triangle area is located north of I-205, east of Tualatin, south of Lake Oswego and west of West Linn. The buildable area in the Stafford Triangle is estimated at approximately 3,008 acres, including parks and open spaces. Total infrastructure cost estimates are as follows:

<b>Infrastructure</b>	<b>Cost</b>
Wastewater	\$144.8 million
Water	\$86.9 million
Roads	\$66.1 million
Other Infrastructure	\$74.4 million
<b>Total Infrastructure Cost</b>	<b>\$372.2 million</b>



# Intergovernmental Agreement - Adopted 2010

Metro and Clackamas County

## **Intergovernmental Agreement Between Metro and Clackamas County To Adopt Urban and Rural Reserves**

This Agreement is entered into by and between Metro and Clackamas County pursuant to ORS 195.141 and 190.003 to 190.110 for the purpose of agreeing on the elements of an ordinance to be adopted by Metro designating Urban Reserves and of an ordinance to be adopted by Clackamas County designating Rural Reserves, all in Clackamas County.

### **PREFACE**

This agreement will lead to the designation of Urban Reserves and Rural Reserves. Designation of the Urban and Rural Reserves by this agreement will help accomplish the purpose of the 2007 Oregon Legislature in enacting Senate Bill 1011, now codified in ORS 195.137 to 195.145 (“the statute”):

Facilitate long-term planning for urbanization in the region that best achieves

- Livable communities;
- Viability and vitality of the agricultural and forest industries; and
- Protection of the important natural landscape features that define the region.

### **RECITALS**

WHEREAS, Metro and Multnomah, Washington and Clackamas Counties (“the four governments”) have declared their mutual interest in long-term planning for the three-county area in which they exercise land use planning authority to achieve the purpose set forth in the statute; and

WHEREAS, the Oregon Legislature enacted the statute in 2007, at the request of the four governments and many other local governments and organizations in the region and state agencies, to establish a new method to accomplish the goals of the four governments through long-term planning; and

WHEREAS, the statute authorizes the four local governments to designate Urban Reserves and Rural Reserves to accomplish the purposes of the statute, which are consistent with the goals of the four governments; and

WHEREAS, the Land Conservation and Development Commission (“LCDC”) adopted rules to implement the statute on January 25, 2008, as directed by the statute; and

WHEREAS, the statute and rules require Metro and Clackamas County (“the parties”) to designate reserves and to enter into a formal agreement between them to designate reserves in a coordinated and concurrent process prior to adoption of ordinances adopting reserves; and

# Intergovernmental Agreement - Adopted 2010

## Metro and Clackamas County

WHEREAS, the statute and the rules set forth certain factors to be considered in the designation of reserves, and elements to be included in ordinances adopting reserves; and

WHEREAS, the parties have followed the procedures and considered the factors set forth in the statute and the rule; and

WHEREAS, the parties have completed an extensive and coordinated public involvement effort; and

WHEREAS, the parties have coordinated their efforts with cities, special districts, school districts and state agencies in the identification of appropriate Urban and Rural Reserves;

NOW, THEREFORE, Metro and Clackamas County agree as follows:

### AGREEMENT

- A. **Metro agrees** to consider the following policies and Urban Reserve designations at a public hearing and to incorporate them in the Regional Framework Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:
1. A policy that designates as Urban Reserves those areas shown as proposed Urban Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
  2. A policy that determines that the Urban Reserves designated by the Regional Framework Plan pursuant to this agreement are intended to provide capacity for population and employment between 2010 and 2060, a total of 50 years from the date of adoption of the ordinance designating the reserves.
  3. A policy that gives highest priority to Urban Reserves for future addition to the urban growth boundary (UGB).
  4. A map depicting the Urban Reserves adopted by Metro and the Rural Reserves adopted by Clackamas County following this agreement.
  5. A policy that Metro will not add Rural Reserves designated by ordinance following this agreement to the regional UGB for 50 years.
  6. A policy that Metro will not designate Rural Reserves as Urban Reserves for 50 years.
  7. A policy that Metro will require a "concept plan", the required elements of which will be specified in the Urban Growth Management Functional Plan in consultation with the county, for an area of Urban Reserves under consideration for addition to the UGB to be completed prior to the addition. Concept plans shall include elements on finance, provision of infrastructure, natural resource protection, governance, the planning principles set forth in Exhibit B and other subjects critical to the creation of great

# Intergovernmental Agreement - Adopted 2010

## Metro and Clackamas County

communities. Concept plans will provide that areas added to the UGB will be governed and planned by cities prior to urbanization.

8. A policy that Metro will review the designations of urban and rural reserves, in coordination with Clackamas, Multnomah and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.
- B. Clackamas County agrees** to consider the following policies and Rural Reserve designations at a public hearing and to incorporate them in its Comprehensive Plan, or to incorporate them as revised pursuant to subsections 3 and 4 of section C of this agreement:
1. A policy that designates as Rural Reserves the areas shown as proposed Rural Reserves on Exhibit A, attached to this agreement, or on any amendment to Exhibit A pursuant to section C of this agreement.
  2. A map depicting the Rural Reserves designated by the Comprehensive Plan and the Urban Reserves adopted by Metro following this agreement.
  3. A policy that Clackamas County will not include Rural Reserves designated pursuant to this agreement in the UGB of any city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
  4. A policy that the county will not re-designate Rural Reserves as Urban Reserves for a city in the county for 50 years from the date of adoption of the ordinance designating the reserves.
  5. A policy that commits the county, together with an appropriate city or cities, to participation in development of a concept plan for an area of Urban Reserves under consideration for addition to the UGB.
  6. A policy that the county will review the designations of Urban and Rural Reserves, in coordination with Metro and Multnomah and Washington Counties, 20 years after the adoption of reserves by the four governments pursuant to this agreement, unless the four governments agree to review the reserves sooner.
- C. Clackamas County and Metro agree** to follow this process for adoption of the ordinances that will carry out this agreement:
1. Each government will hold at least one public hearing on its draft ordinance prior to its adoption.
  2. Metro and the county will hold their final hearings and adopt their ordinances no later than June 8, 2010.

# Intergovernmental Agreement - Adopted 2010

## Metro and Clackamas County

3. If testimony at a hearing persuades Metro or the county that it should revise its ordinance in a way that would make it inconsistent with this agreement, then it shall continue the hearing and propose an amendment to the agreement to the other party and to Multnomah and Washington Counties.
  4. If Clackamas County or Metro proposes an amendment to the agreement, the party proposing the agreement will convene the four governments to consider the amendment. Any objections or concerns raised by a government that is not party to this IGA shall be considered carefully and the four governments shall take reasonable, good faith steps to reach consensus on the amendment. After this consultation, Clackamas County and Metro may agree to an amendment.
  5. Metro and Clackamas County will adopt a common set of findings, conclusions and reasons that explain their designations of Urban Reserves and Rural Reserves as part of their ordinances adopting the reserves. Metro and the county will incorporate maps into their respective plans that show both the Urban and Rural Reserves in Exhibit A to this agreement, with the county showing only the reserves in the county.
  6. Metro and Clackamas County will establish, in coordination with Multnomah and Washington Counties, a process for making minor revisions to boundaries between Urban Reserves and undesignated land that can be made at the time of concept planning, and a process for making minor additions to Rural Reserves, with notice to, but without convoking all four reserves partners.
  7. Within 45 days after adoption of the last ordinance adopting reserves of the four governments, Clackamas County and Metro will submit their ordinances and supporting documents to LCDC in the manner of periodic review.
- D. **Clackamas County and Metro further agree** to work with the city of Sandy to revise their three-party Intergovernmental Agreement on Green Corridors and Rural Reserve and Population Coordination, dated December 3, 1997, to ensure protection of visual resources along U.S. Highway 26 between the Metro urban growth boundary and the Sandy urban growth boundary.
- E. This agreement terminates on December 31, 2060.

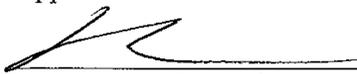
CLACKAMAS COUNTY



Lynn Peterson  
Chair, Clackamas County  
Board of Commissioners

Dated: 2-25-10 III.2.

Approved as to form:

  
Dan Chandler, County Counsel

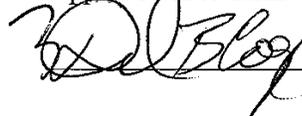
METRO



David Bragdon,  
Metro Council President

Dated: 3 March 2010

Approved as to form:





# Intergovernmental Agreement - Adopted 2010

## Metro and Clackamas County

### EXHIBIT B PRINCIPLES FOR CONCEPT PLANNING OF URBAN RESERVES

1. Except for Areas 4A, 4C, and 4D concept planning for specific, enumerated Urban Reserves on the Urban and Rural Reserves map may occur separately and at different times. Concept planning for Areas 4A, 4C, and 4D must be coordinated so that Area 4C (Borland Road) is planned and developed as the town center serving the vast majority of Area 4A (North Stafford) and Area 4D (South Stafford).
2. A concept plan for any Urban Reserve area must be approved by the county, the city or cities who will govern the area and Metro, with ample opportunities for public involvement, including recognized citizen involvement entities, such as community planning organizations, hamlets and neighborhood associations. Concept plans will recognize community-based planning efforts such as the Stafford Hamlet Values & Vision Statement.
3. The following cities shall be invited to participate in concept planning of the following Urban Reserves:
  - Areas 1D and 1F (Clackanomah) – Damascus, Gresham and Sandy
  - Area 3C (Newell Creek Canyon/Holly Lane) – Oregon City
  - Area 4A and 4B (North Stafford Area) – Tualatin, Lake Oswego and West Linn
  - Area 4C (Borland Road ) - Tualatin, Lake Oswego and West Linn
  - Area 4D (South Stafford) - Tualatin, Lake Oswego, West Linn, and Wilsonville
4. Concept plans shall provide that any area added to the UGB shall be governed by one or more of the following cities, or a new city, with preferences to the following:
  - Areas 1D and 1F (Clackanomah) – Damascus and Gresham
  - Area 3C (Newell Creek Canyon/Holly Lane) – Oregon City
  - Area 4A and 4B (North Stafford Area) – Tualatin, Lake Oswego and West Linn
  - Area 4C (Borland Road ) - Tualatin, Lake Oswego and West Linn
  - Area 4D (South Stafford) - Tualatin, Lake Oswego, West Linn, and Wilsonville
5. Concept planning for Urban Reserve areas that are suitable for industrial and other employment uses – such as portions of Clackanomah and the Borland Road area - will recognize the need to provide jobs in this part of the region, and that the areas were brought into the Urban Reserves principally meet those needs.
6. Concept planning for Urban Reserve areas that are suitable for a mix of urban uses – such as the Borland Road area – will ensure the areas are developed with the opportunity to provide employment and mixed- use centers with housing at higher densities and intense employment at higher floor-to-area ratios, and will include designs for a walkable, transit-supportive development pattern.

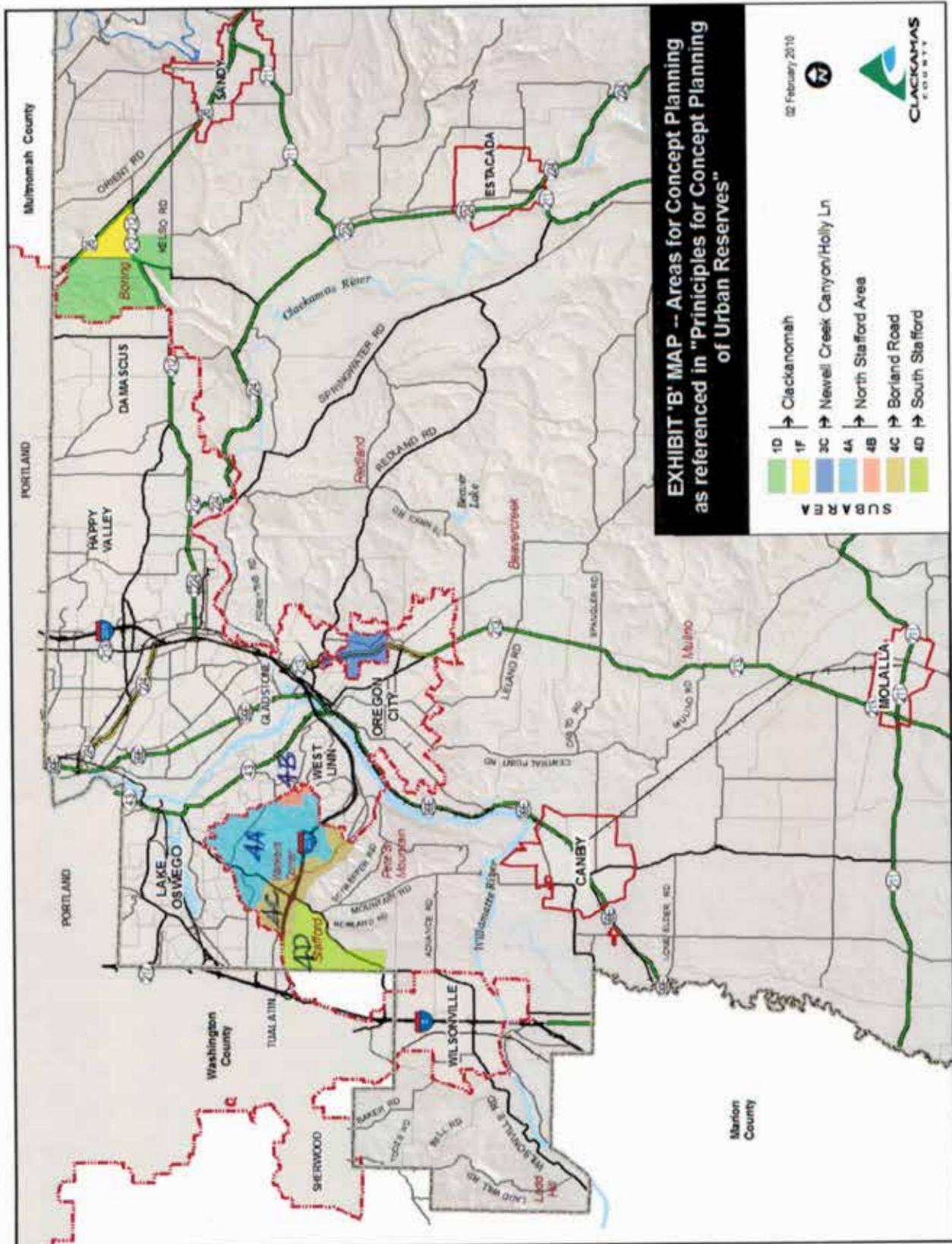
# Intergovernmental Agreement - Adopted 2010

## Metro and Clackamas County

7. Concept planning shall recognize environmental and topographic constraints and habitat areas, such as the buttes in the Clackanomah area, Newell Creek Canyon in Urban Reserve Area 3C and the riparian areas along creeks in the North Stafford Area, recognizing that these areas include important natural features, and sensitive areas that may not be appropriate for urban development. Concept planning will reduce housing and employment capacity expectations accordingly
8. Concept planning for the portion of the Clackanomah area along Highway 26 will recognize the need to provide and protect a view corridor considering, among other things, landscaping, signage and building orientation. Metro and Clackamas County also recognize the need to work with the City of Sandy to revise the existing intergovernmental agreement among the parties.

# Intergovernmental Agreement - Adopted 2010

Metro and Clackamas County



# Intergovernmental Agreement - Adopted 2010

Metro and Clackamas County

## BEFORE THE BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approving an  
Intergovernmental Agreement to Consider  
Designating Urban and Rural Reserves in  
the Clackamas County Comprehensive  
Plan

Resolution No. 2010-17,  
Page 1 of 2

This matter having come before the Clackamas County Board at its regularly scheduled Business Meeting on February 25, 2010, and

It appearing to the Board that pursuant to ORS 195.141 and 190.003 to 190.110, Metro and Clackamas County are authorized to enter into an Intergovernmental Agreement (IGA) to identify urban and rural reserves and to establish a coordinated process designating reserves in the Metro regional framework plan and Clackamas County Comprehensive Plan; and

It appearing to the Board that Clackamas County implemented a coordinated public involvement plan consistent with state law to develop and analyze reserve study areas including public open houses, citizen organization meetings, coordinating committee meetings and other stakeholder meetings; and

It appearing to the Board that the Clackamas County Reserves Policy Advisory Committee was convened and made recommendations to the Board for designation of urban and rural reserves in Clackamas County; and

It appearing that the Clackamas County Planning Commission held a public hearing on August 10, 2009 to receive public testimony regarding the designation of Urban and Rural reserves in Clackamas County and forwarded a recommendation to the Board; and

It appearing that the Clackamas County Board of County Commissioners conducted a public hearing on September 8, 2009 to consider further public input on the urban and rural reserves map; and

It appearing that pursuant to OAR 660-027-0030(3) an intergovernmental agreement ("Reserves IGA") is a preliminary, non-appealable decision that is required prior to designating urban and rural reserves in the Clackamas County Comprehensive Plan; and

It appearing to the Board that, while there are minor disagreements with our partner governments on specific land designations in other counties, the overall land need, and overall reserves designations strike the correct balance under state law; and

It appearing that Exhibit B to the Reserves IGA addresses important planning principles to be applied to specific Urban Reserve areas when they are planned for inclusion in the Urban Growth Boundary; and

It appearing that the Reserves IGA attached hereto includes all of the necessary elements required by state law;

# Intergovernmental Agreement - Adopted 2010

Metro and Clackamas County

## BEFORE THE BOARD OF COUNTY COMMISSIONERS OF CLACKAMAS COUNTY, STATE OF OREGON

In the Matter of Approving an  
Intergovernmental Agreement to Consider  
Designating Urban and Rural Reserves in  
the Clackamas County Comprehensive  
Plan

}

Resolution No. 2010-17,  
Page 2 of 2

### NOW, THEREFORE, BE IT RESOLVED that:

1. The Reserves IGA is approved, and the Chair is authorized to sign and forward the Reserves IGA to Metro.
2. Clackamas County is committed to working as an equal partner with Metro, Multnomah County and Washington County to maintain and enhance the livability and prosperity of the region through the implementation of the Reserves IGA.

ADOPTED this 25<sup>th</sup> day of February, 2010.

### BOARD OF COUNTY COMMISSIONERS

  
Chair

  
Recording Secretary

# Intergovernmental Agreement - Adopted 2017

Lake Oswego, Tualatin, West Linn, Metro and Clackamas County

## INTERGOVERNMENTAL AGREEMENT STAFFORD URBAN RESERVE AREAS

THIS INTERGOVERNMENTAL AGREEMENT ("Agreement") is made this \_\_\_\_ day of May 2017, by Clackamas County ("County"), Metro, the City of Lake Oswego, the City of Tualatin, and the City of West Linn (individually a "City", collectively the "Cities") (together the "Parties"). This is an addendum to the Intergovernmental Agreement between Metro and Clackamas County To Adopt Urban and Rural Reserves entered into pursuant to ORS 195.141 and ORS 190.010 to 190.110 and dated March 3, 2010 ("Reserves IGA").

### RECITALS

1. The Metro Council and the Clackamas County Commission are working together to finalize the designation of urban and rural reserves by adopting findings in support of the decisions made by Metro, Clackamas County, Multnomah County, and Washington County in 2010;
2. Under state law, Metro and the three counties in the region are tasked with identifying those areas adjacent to the existing urban growth boundary (UGB) that are best suited for providing land to accommodate urban growth in the region over the next 40 to 50 years;
3. The Cities have long opposed the designation of Metro study areas 4A, 4B, 4C and 4D ("Stafford") as urban reserve because of concerns with regard to efficient use of existing and currently planned future public infrastructure investments and whether urban level public services can be efficiently and cost-effectively provided by appropriate and financially capable service providers;
4. The Parties recognize that resolving the dispute over the designation of Stafford will enable the parties to focus collaboratively on planning for and providing urban services and prioritizing the needed regional improvements to the transportation system, such as the widening of I-205 from Oregon City to Stafford Road;
5. The Parties enter into this IGA in order to alleviate the concerns of the Cities and better support the designation of Stafford under the Factors by ensuring an orderly process for any urbanization of Stafford where the Cities will have control over the planning, process and timing for the urbanization of Stafford, that the Parties will coordinate with one another and with any affected special districts serving Stafford on the effective date of this Agreement, and that Stafford will not be urbanized before appropriate urban services will be available; and
6. The Parties also desire to recognize that the Stafford Hamlet and surrounding area is a unique enclave in Clackamas County that has a long standing agricultural heritage, significant environmental assets, and valued open space that should be preserved through the concept planning process;

NOW, THEREFORE, it is mutually agreed that the Parties voluntarily enter into this Intergovernmental Agreement addressing issues and concerns raised by the Cities regarding the designation of Stafford as an urban reserve. Specifically, the Parties agree as follows:

# Intergovernmental Agreement - Adopted 2017

## Lake Oswego, Tualatin, West Linn, Metro and Clackamas County

1. **City Governance.** The Parties agree that Stafford will be governed by one or more of the Cities upon expansion of the urban growth boundary and annexation. The governing City will have the authority to decide what land uses should be planned for, and when and how municipal services will be provided. Notwithstanding anything to the contrary in the Reserves IGA, Exhibit B, Section 4, or Metro Code Sections 3.07.1105 to 3.07.1130 ("Title 11"), Metro and the County will oppose any future effort to incorporate a new city. Metro and the County will similarly oppose creation of any service district to provide water or sanitary sewer services in Stafford outside of a city, unless there is no practicable alternative to creation or expansion of a sewer district in order to remediate a health hazard created by development in existence on the effective date of this IGA.
2. **Completion of a City Concept Plan**
  - a. The Parties recognize that the Cities will be the public bodies that have the responsibility to plan for any future urbanization of Stafford and that the urbanization of Stafford will only occur upon annexation to one or more of the Cities. Prior to adding any part of Stafford to the UGB, the City that will be responsible for annexing that part of Stafford must first have developed a concept plan for the area describing how the area will be planned and developed after inclusion in the UGB. The timing for commencement and completion of a concept plan will be up to the City.
  - b. The Cities will coordinate concept planning with one another and with the County and special districts serving Stafford on the effective date of this Agreement to determine which City or special district is the appropriate urban services provider for each part of Stafford. The Parties agree to develop a preliminary concept plan to address transportation, density, community character, and infrastructure issues to help ensure that future, more detailed sub-area "concept plans" can be developed and coordinated. The parties agree to participate in good faith in future planning efforts for Stafford, in coordination with each other, and with other public, private, and community stakeholders.
  - c. Each governing City will be responsible for determining the pace and timing of future development within an area to be incorporated into the UGB. The form and character of development will be determined through the concept planning process under Title 11 and Section 2 of this Agreement, and will be consistent with community values and environmental requirements.
  - d. The County shall not amend the Comprehensive Plan or Zoning and Development Ordinance or the Comprehensive Plan Map or zoning designations:
    - i. To allow within Urban Reserve areas, new uses that were not allowed on the date the Urban Reserve areas were designated, except those

# Intergovernmental Agreement - Adopted 2017

Lake Oswego, Tualatin, West Linn, Metro and Clackamas County

uses mandated by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after designation of Urban Reserves.

- ii. To allow within Urban Reserve areas, the creation of new lots or parcels smaller than allowed on the date Urban Reserve areas were designated, except as mandated by amendments to the Oregon Revised Statutes or Oregon Administrative Rules enacted after designation of Urban Reserves. The purpose of the designation is to preserve lands for potential future urban development, not to facilitate or expedite their development under County zoning.
  - e. Notwithstanding anything to the contrary in Metro Code 3.07.1110(d), Metro agrees that the concept plan or plans developed pursuant to Section 2 of this Agreement will be used to designate 2040 design types for Stafford and to develop conditions in the Metro ordinance that adds any Stafford territory to the UGB. The Parties agree that the concept plans will govern amendments to the Cities and County comprehensive plans and land use regulations following addition of the area to the UGB.
3. **Citizen Involvement.** The Parties agree that future decision-making regarding the timing and content of concept planning and the expansion of the UGB must involve the participation of citizens from the Stafford community, as well as other stakeholders, and will take into account public testimony about desired community character, preservation of natural features, and other community concerns when developing the concept plans.
  4. **Urban Services Agreements.** At such point in time that any portion of Stafford is included within the UGB, the City that is responsible for urbanization of that area will negotiate and enter into an urban services agreement pursuant to ORS 195.065 with any special district that is providing services to that area of Stafford on the effective date of this Agreement or that may be created thereafter pursuant to Section 1 of this Agreement.
  5. **Grant Funding for Transportation Planning.** Metro and the County will undertake a transportation planning project using the \$170,000 Community Planning and Development Grant from Metro to the County to study and plan for transportation and other public infrastructure conditions and needs in the Stafford area. Work on this planning project is anticipated to begin once Metro and the County have finalized the decision on urban reserves.
  6. **Support for Widening I-205.** The Parties agree to continue to support the Joint Policy Advisory Committee on Transportation's decision to make widening I-205 from Oregon City to Stafford Road a top priority for regional transportation projects in order to help address the significant transportation infrastructure issues related to future urbanization of Stafford as well as other regional transportation needs.

# Intergovernmental Agreement - Adopted 2017

Lake Oswego, Tualatin, West Linn, Metro and Clackamas County

7. **Transportation and Infrastructure Improvements.** Urbanization and urban development will be planned to coincide with transportation and infrastructure improvement necessary to serve such development.
8. **The Findings.** This IGA will be entered into the record of the Metro and Clackamas County proceedings on the remand of the 2010 Stafford urban reserve designation. The Metro and County remand findings will cite this IGA as evidence necessary to meet the designation requirement under ORS 195.145(5)(c) and OAR 660-027-0050(3) that the Stafford area can be served by urban level public facilities and services efficiently and cost-effectively by appropriate and financially capable service providers.
9. **No Appeal by the Cities.** In consideration for the promises and commitments made herein, the Cities agree that the Cities will not challenge the designation of Stafford as Urban Reserve either before the State of Oregon Land Conservation and Development Commission or by appeal to the Oregon Court of Appeals.
10. **Governing Law.** The laws of the State of Oregon will govern this Agreement and the Parties will submit to the jurisdiction of the courts of the State of Oregon.
11. **Amendments.** This Agreement may be amended at any time with the written consent of all Parties.
12. **Severability.** If any covenant or provision of this Agreement is adjudged void, such adjudication will not affect the validity, obligation, or performance of any other covenant or provision which in itself is valid if such remainder would then continue to conform with the terms and requirements of applicable law and the intent of this Agreement.
13. **Term.** This Agreement shall be effective upon execution by all Parties identified herein. This Agreement will terminate on the same date as the Reserves IGA, December 31, 2060, unless terminated earlier by agreement of the Parties. If during the term of this Agreement there is a change in applicable law or other circumstance that materially affects compliance with one or more provisions of this Agreement, the Parties agree to negotiate in a good faith a revision to this Agreement to address such law or circumstance in manner consistent with the intent of this Agreement.

[Signatures on Following Page]



# Road Safety Audit of Stafford Road

Between Wilsonville and Lake Oswego City Limits - February 2018

## Summary and Recommendations:

Based on evaluation of existing data, field observations made by the Road Safety Audit (RSA) team, and preliminary operational analysis results there are many corridor-wide and intersection-specific issues that should be addressed along the Stafford Road study corridor.

Potential improvements are presented for each identified issue. The potential improvements range in cost and complexity from clearing vegetation for improved sight lines to constructing a roundabout with new approach alignments. Although conceptual sketches have been provided for several intersections, further in-depth evaluation and design are needed to implement the concepts shown. Table 4 summarizes potential improvements discussed and outlines the County's initial responses. This table can be used as potential improvements are further reviewed and moved forward.

## Link to full 136 page final report:

[www.clackamas.us/drivetozero/documents/staffordrsa.pdf](http://www.clackamas.us/drivetozero/documents/staffordrsa.pdf)



Prepared for:

**Clackamas County Transportation Engineering**

Attention: Christian Snuffin, PE

150 Beaver Creek Road

Oregon City, Oregon 97045

(503)742-4716

Prepared By:

**Kittelsohn & Associates, Inc.**

851 SW 6th Avenue, Suite 600

Portland, OR 97205

(503) 228-5230

# Stafford Hamlet Voting Record

Voter participation has progressed our Hamlet to a comprehensive Community Vision Plan

**92% Approval** **2006 Vote to Become a Hamlet**  
 YES 344 (92%)      NO 30 (8%)      TOTAL 374

**93% Approval** **2006 Vote to Approve the By-Laws**  
 YES 341 (93%)      NO 27 (7%)      TOTAL 368

**92% Approval >5 acres** **2009 Vote to Approve the Values and Vision Statement**  
*Voters residing on or owning parcels 5 acres and larger:*

YES 92 (90%)      NO 10 (10%)      TOTAL 102  
 (Double Majority Rule) - PASSED

**84% Approval <5 acres** *Voters residing on or owning parcels smaller than 5 acres:*

YES 104 (84%)      NO 19 (16%)      TOTAL 124  
 (Double Majority Rule) - PASSED

**87% Double Majority** *Combined:* YES 196 (87%)      NO 29 (13%)      TOTAL 226

## 2014 Advisory Vote Urban Reserve or Undesignated

The Ballor Read:

VOTE FOR ONLY ONE

- \_\_\_ STAFFORD HAMLET REQUESTS TO REMAIN DESIGNATE "URBAN RESERVE"
- \_\_\_ STAFFORD HAMLET REQUESTS BORLAND "EMPLOYMENT" AREA BE DESIGNATED AS URBAN RESERVE AND THE REMAINING HAMLET AREA ASSIGNED AS "UNDESIGNATED"

**84% Approval >5 acres** *Voters residing on or owning parcels 5 acres and larger:*  
 URBAN RESERVES 10      UNDESIGNATED 53 (84%)      TOTAL 63  
 (Double Majority Rule) - PASSED (approx 38% of >5 acre owners)

**86% Approval <5 acres** *Voters residing on or owning parcels smaller than 5 acres:*  
 URBAN RESERVES 42      UNDESIGNATED 264 (86%)      TOTAL 306  
 (Double Majority Rule) - PASSED (approx 52% of <5 acre owners)

**86% Double Majority** *Combined:* URBAN RESERVES 52      UNDESIGNATED 317 (86%)      TOTAL 369

## 2015 Vote to Approve the Community Vision Plan

**83% Approval >5 acres** *Voters residing on or owning parcels 5 acres and larger:*  
 YES 45 (83%)      NO 9 (17%)      TOTAL 54  
 (Double Majority Rule) - PASSED

**88% Approval <5 acres** *Voters residing on or owning parcels smaller than 5 acres:*  
 YES 251 (88%)      NO 28 (12%)      TOTAL 243  
 (Double Majority Rule) - PASSED

**88% Double Majority** *Combined:* YES 260 (88%)      NO 37 (12%)      TOTAL 297

# Stafford Hamlet Change.org Petition

Submitted to the Board of Clackamas County Commissioners and Metro Council



**Stop the irresponsible addition of 50,000 residents to the Stafford Area, a move that will destroy the livability of our region forever.**

**50,000** people is **3x** the density of people per acre that currently live in Tualatin, Lake Oswego or West Linn. In fact, it's as many as now live in West Linn AND Tualatin.

Metro & Clackamas County are making a deal this month that adds 50,000 new residents to the Stafford area over local objections. In 2014 West Linn and Tualatin won a lawsuit to stop Metro from doing this, but they're determined to do it anyhow.

- even though they have **no plan** to correct our failing, clogged highways and freeways.
- even though the County in 2009 determined that Stafford lands north of the Tualatin River **didn't meet the legal or technical criteria** for Urban Reserve inclusion.

**The Stafford Compromise** is a smart alternative. It keeps land north of the river as an open space buffer zone between Lake Oswego, Tualatin and West Linn with very low development and allows campus style business and employment lands in the flat Borland Road area near I-205.

This compromise has an 86% approval rating in the Stafford Hamlet. **Please support the Stafford Compromise - Sign today!**

*We the undersigned urge Metro and Clackamas County to adopt the Stafford Compromise.*

*We believe that adding an additional 50,000 residents in the Stafford Hamlet will negatively impact the quality of life of everyone in the area.*

*Keeping these open spaces will yield beneficial outcomes for the region's people who enjoy the vineyards, fresh produce, healthy walking paths and natural beauty in the area and the birds and animals that need open habitat and access to the Tualatin river. Adding employment lands benefits the county and economic sectors of our region. Everyone wins.*

# Petition Cover Letter

Submitted to Metro and Clackamas County - April 18, 2017

## The Stafford Hamlet



TO: Clackamas County Board of Commissioners & METRO Council

The Stafford Hamlet Compromise recognizes that North Stafford is a valuable open space that better serves our region in many ways if left undeveloped and out of the Urban Reserves. A month ago we posted a petition online asking for the support of residents in the neighboring cities that would be impacted by the fallout of densely developing the Stafford Hamlet. In a few days 1,172 of our neighbors showed that they agree.

We the undersigned urge Metro and Clackamas County to adopt the Stafford Compromise. We believe that adding an additional 50,000 residents in the Stafford Hamlet will negatively impact the quality of life of everyone in the area.

Keeping these open spaces will yield beneficial outcomes for the region's people who enjoy the vineyards, fresh produce, healthy walking paths and natural beauty in the area and the birds and animals that need open habitat and access to the Tualatin river. Adding employment lands benefits the county and economic sectors of our region. Everyone wins.

We hope that you'll listen to the voices of our expanded community.

Sincerely,

The Stafford Hamlet Board

# Petition Community Comments

Favorites from the April 2017 petition

"Stafford is a beautiful area. This area has been studied and residents surveyed repeatedly. When will commissioners and Metro arrive at a plan that respects the wishes of the community?"

"I've lived here for almost 30 years. It's changed dramatically regards to traffic. Many times of the day I can't even go get the mail for all the cars in front of the house going well over the speed limit. The quality of life is lowering with too much too quick growth."

"I believe that over-development in an historic location deteriorates an area that could then never be recaptured and shared with future generations."

"I have been a resident here in West Linn for 34 years and have watched the encroachment of development to a beautiful rural area. What is left is this beautiful Stafford Hamlet. Besides there being no resolution to the worsening traffic situation, once this uncontrolled population increase occurs there would be no return to this incredible jewel we still have. Please don't even consider this, it is only for the profit of a few and provides our cities, county and state very little in return."

"As the Co Chair of the Lake Oswego Neighborhood Action Coalition (LONAC) I strongly support the Stafford Compromise. LONAC has opposed high density development in Stafford for over 20 years and has unanimously voted to support the Stafford Compromise on several occasions. The compromise is a win win for Stafford residents and the surrounding cities of West Linn, Lake Oswego and Tualatin, none of whom will agree to annex and be on the hook for the huge infrastructure costs associated with developing Stafford. METRO and Clackamas County should embrace and support the Stafford Compromise. They should respect the Stafford Hamlet and the cities of Lake Oswego, West Linn and Tualatin. Failure to do so will result in a land use fiasco akin to the Damascus debacle."

"Our community has worked across fence lines & political differences to identify our values and plan the future of our community. When local government ignores the democratic grassroots efforts in favor of developers and private interests of a select few it compromises the democratic process. There seems to be a conflict of interests in the decision process. Elected officials are responsible to all of their constituents not just campaign contributors."

"I'm the chair of the McVey-South Shore Neighborhood Association in Lake Oswego. The traffic that urban development of the Stafford area would bring up McVey/Stafford, through the center of our neighborhood, would over burden a road already at capacity, bring unacceptable increased congestion and pollution and negatively effect our quality of life. If McVey were to be widened to accommodate this traffic, it would severely alter the character of our neighborhood and create a financial burden on the city which Lake Oswego has no funding to meet."

"I own a century farm and would hate to see it threatened by a medium sized city plunked into the Stafford Hamlet area. Who but the developers will benefit from this?"

## Stafford Hamlet Change.org Petition Community Comments - 2017

Name	City	Comment
<b>RJ COOK</b>	Lake Oswego	I agree with J. Bernard, speaking about Stafford, a couple years ago before he became Chair of CCBC. " It's a unique place, should be treated somewhat different than what a Metro Vision might. Because of the uniqueness, the river, wildlife, it has to be different. I think you'll find commitments on the par of all of us to look at Stafford in another way." Didn't know he meant 50,000 residents. Time for CCBC to step up and support "US" not Metro.!
<b>mary moore</b>	Portland	I do NOT want to have congestion in my neighborhood. 50,000 residents is too many!
<b>Sherry Finnigan</b>	Lake Oswego	I wish to keep the Stafford aewa undeveloped. I support the Stafford Hamlet Vision Plan Compromise
<b>Darryl boom</b>	Lake Oswego	Lake Oswego
<b>JANA LOMBARDI</b>	POrtland	I do not support Metro & CC's plan. There is no way this area can support that kind of development.
<b>Analese Forster</b>	West Linn	Stafford is a beautiful area. This area has been studied and residents surveyed repeatedly. When will commissioners and Metro arrive at a plan that respects the wishes of the community?
<b>Teri MacGill</b>	Lone Tree	Let's keep some open space in our development plan .. not wedged in like sardines!
<b>Sue Gee</b>	Mulino	The County needs to work with the people in the community on this. Don't just disregard their hard work on the Stafford Compromise.
<b>Isaac weber</b>	Walnut Creek	There are too many people on Earth already
<b>Barbara Hildebrandt</b>	Lake Oswego	Stafford has several "Century Farms". Lets not replace these with cookie cutter developments.
<b>Patricia Brisbois</b>	Tualatin	I live near Borland Road and Stafford Road and value the rural feel of our community.
<b>Dave Adams</b>	West Linn	This is the very kind of action that destroys public trust and undermines people's faith in government to act in the public good. In one of his first actions as Clackamas County Chair, Jim Bernard throws Lake Oswego, West Linn, Tualatin and Stafford Hamlet under METRO's "High Density" bus. Expect 50,000 new residents coming to the area.
<b>frankie bennett</b>	West Linn	The highway will not support increased traffic, rivers and streams will be adversely affected by increased growth, loss of animal habitat
<b>Dolores Orfanakis</b>	Lake Oswego	This place is a refugee for people and other animals and plants and a reminder of nature and history for all.
<b>Erin Sparks</b>	West Linn	As a member of the Hamlet I want to preserve our community of agriculture and preservation.
<b>Adam Klugman</b>	West Linn	I don't want the beauty and open space of Stafford be destroyed by unnecessary growth.
<b>Kristen Corwin</b>	West Linn	I was to save the rural look and feel of the Hamlet. And, the schools and roads cannot support large scale growth.
<b>Louise Adams</b>	West Linn	Open spaces are for the benefit of all!
<b>Jeannie McGuire</b>	Lake Oswego	Metro and Clackamas County will destroy the last remaining rural landscape in this region and that's not acceptable. Scrap that "deal" and accept the compromise.
<b>Dave Adams</b>	West Linn	Adding insult to injury, the County Commission took this action unilaterally, without consulting the jurisdictions or residents that will be so profoundly impacted by this ill-advised decision. This is the very kind of action that destroys public trust and undermines people's faith in government to act in the public good.
<b>Kasey Holwerda</b>	Lake Oswego	The Stafford area should remain a rural buffer. It's unique agricultural heritage mixed with minimal residential development should remain for future generations to enjoy.
<b>Ann Munson</b>	West Linn	We all acted with due process to form the Hamlet and the Hamlet voted regarding development. This is an end run by a few wealthy developers.
<b>Ann Culter</b>	West Linn	I'm signing because the Stafford Hamlet community has overwhelmingly voted for the Stafford Compromise. We want to preserve this area with unpolluted land, water, and air for the health of future generations to come.
<b>Shawn McAninch</b>	West Linn	The Stafford Hamlet area has remained a beautiful green space with minimal impact from the developers that only want the other kind of green (money) in their wallets. This natural area will be lost without your help.
<b>Laurie Freeman Swan</b>	Molalla	I would like this unique area treated with the respect it deserves. After having lived in this area for 26 years, it seems to me that the Stafford Compromise offers the best ideas for use. It plays to the areas strong points and offers several options while retaining the beauty of the area. This is an opportunity for thoughtful growth. It's proximity to already developing features like Willamette Falls gives credence to Clackamas County thoughtful development. We think hard about our land.
<b>Julia Marie</b>	West Linn	I've lived here for almost 30 years. It's changed dramatically regards to traffic. Many times of the day I can't even go get the mail for all the cars in front of the house going well over the speed limit. The quality of life is lowering with too much too quick growth.
<b>J. EDWARD WILD</b>	Tualatin	The Stafford Hamlet is crowded enough already!
<b>Karin Grano</b>	Tualatin	Our schools, roads and infrastructure cannot handle the kind of density this designation would impose.
<b>Kevin Brisbois</b>	Tualatin	I don't want my neighborhood to become Portland. I don't want a bunch of zero lot development here. I heard the chairman of the Clackamas County Commission talk about density that will promote parking structures and light rail. No Portland creep!
<b>Holly Rodway</b>	Lake Oswego	I believe that over-development in an historic location deteriorates an area that could then never be recaptured and shared with future generations.
<b>erik lyons</b>	West Linn	We need to Build a Wall to keep all those people out

## Stafford Hamlet Change.org Petition Community Comments - 2017

<b>Joncile Martin</b>	West Linn	I am opposed to this much development in the Stanford area.
<b>Curt Sommer</b>	West Linn	Homebuilders have been drooling over the Stafford Basin for decades. Stopping them is crucial to ensuring the livability of the surrounding communities.
<b>Richard Santee</b>	West Linn	Please don't try to overcome the lawsuit's decision.
<b>Kathi rees</b>	West Linn	We moved here because of the rural feel, and the large lots. It is a special area which should be left as it is. It is not a reasonable area to develop with the constraints of the freeway and Tualatin River bordering the Hamlet.
<b>Sally Quimby</b>	Tualatin	I lived in the Stafford Hamlet for 20 years! The pristine area is a gem in the area! Metro and Clackamas City are not considering the residents of Stafford Hamlet, or the impact on the surrounding cities (more traffic with roads that even now are backed up at travel times). Cities residents and governing body SPEAK UP!!!
<b>sylvia randall</b>	West Linn	I want to preserve the natural beauty of our surroundings
<b>Susan Snow</b>	Tualatin	I moved to West Linn in 1997, then I moved to Tualatin in 2001, just before Bridgeport, Nyberg woods and Crossing came, then Stafford tennis. Not bad for shopping, but moved back to West Linn in 2015 for the slower pace--traffic is much worse here now too. This is an area of natural beauty that is easily accessed by everyone to enjoy, get away from sprawling development. I am strongly opposed to development!
<b>Nina Press</b>	West Linn	Because our quality of life is being threatened by greed to expand. Our area is one of the reasons, living satisfaction is so high. There is no infrastructure for this volume of "growth". We've repeatedly fought and told you what the people who live and pay taxes here want. Not this!
<b>Dede Montgomery</b>	West Linn	Stafford needs to stay rural!
<b>Sharon Vaughan</b>	West Linn	I am against development of the Stafford Hamlet.
<b>jan weihmann</b>	west linn	We need to move into the future with a sensible plan. This necessitates giving priority to preserving our green spaces and providing infrastructure before focusing on urban development.
<b>Andy Munson</b>	West Linn	I've lived here for 30 years and don't want to see our way of life bulldozed forever with development.
<b>Michael Noel</b>	West Linn	Let's not destroy every last thing that is good about Oregon. Let's try to save at least a sliver of what makes living here something different, better and special.
<b>Terry Bostwick</b>	West Linn	I have been a resident here in West Linn for 34 years and have watched the encroachment of development to a beautiful rural area. What is left is this beautiful Stafford Hamlet. Besides there being no resolution to the worsening traffic situation, once this uncontrolled population increase occurs there would be no return to this incredible jewel we still have. Please don't even consider this, it is only for the profit of a few and provides our cities, county and state very little in return.
<b>Nelson Smith</b>	West Linn	I am signing because our Hamlet voices need to be heard
<b>Marjorie Braker</b>	West Linn	Traffic on Stafford Road is often backed up from the Rosemont roundabout to Johnson Road. The Childs and Stafford intersection is dangerous. The roads cannot handle more development.
<b>William Long</b>	West Linn	This must stop
<b>Chad Hewitt</b>	West Linn	I value the rural nature of the area and understand that there is a good deal of space within the current UGB to yet be developed. I doubt that housing developed within the Stafford area would qualify for the lower income housing that is needed within greater PDX, nor is there viable public transportation within the Stafford area to support such developments.
<b>Wanda Lichtenberg</b>	Tualatin	Because I object to high density development in this area... most, if not all, who live here moved here because we were sick of the unlivable conditions in other parts of the Portland Metro area... In my opinion, the area has become a toilet bowl due to the lack of willingness on the part of elected officials and city/county planners to listen to the residents... the homeless situation is deplorable, the deterioration of roads and highways appear to have been due to neglect... The Obama administration doled out infrastructure monies by the billions... inquiring minds want to know... where was that used in Oregon?
<b>Nancy Steele</b>	WEST LINN	I'd like to keep a community manageable, 3x is excessive
<b>Rebecca Adams</b>	West Linn	Our political process has been profoundly corrupted by the influence of the growth industry. We must stop electing politicians who are funded by the likes of the Home Builders Association. Growth advocates have recently secured expanded water capacity through LOT, and expanded sewer capacity by creation of a south metro sewage district, both at regional residents expense. But there never will be a way for our transportation system carrying capacity to absorb this many Stafford residents given the limited ways in and out. Please sign now, share as best you can, and stop electing these excessive growth advocates.
<b>Deb Helgerson</b>	West Linn	Adoption of the Stafford Compromise is a responsible plan for livability in the region. Citizen input, with education, compromise, and participatory democracy are the bedrock of the Stafford Compromise. Metro should support this work and recognize it as a model and approach that works to build, not tear down, a community.
<b>Bev Backa</b>	Happy Valley	Lets keep the cities in the city and preserve our countryside for agriculture and rural living.
<b>James Bolland</b>	Lake Oswego	As the Co Chair of the Lake Oswego Neighborhood Action Coalition (LONAC) I strongly support the Stafford Compromise. LONAC has opposed high density development in Stafford for over 20 years and has unanimously voted to support the Stafford Compromise on several occasions. The compromise is a win win for Stafford residents and the surrounding cities of West Linn, Lake Oswego and Tualatin, none of whom will agree to annex and be on the hook for the huge infrastructure costs associated with developing Stafford. METRO and Clackamas County should embrace and support the Stafford Compromise. They should respect the Stafford Hamlet and the cities of Lake Oswego, West Linn and Tualatin. Failure to do so will result in a land use fiasco akin to the Damascus debacle.
<b>KRISTINE Beam</b>	West Linn	I've lived in the west Linn area for 28 years and feel that the number of cars and traffic on our existing roads is at its maximum.

## Stafford Hamlet Change.org Petition Community Comments - 2017

<b>Fran Mazzara</b>	Welches	I lived in the srtafford area for 5 years and was deeply concerned about traffic and the loss of green space. It was a major reason to move at the time
<b>Thane Eddington</b>	West Linn	As the forme Chair of the Staffird Hamlet at the time when the Stafford Compromise was formulated and passed, it is my hope that Metro and the Clackamas County Board of Commissioners see the value of dialogue and compromise. Our community has come together and formulated a commmity approved document that exemplifies compromise and community engagement. As your constituents, please recognize the time, passion, and efforts of individuals like me who have sought and achieved a solution that passed with an overwhelming 86% majority. It is my belief that if you chose to heed the voice of the denizens of the Hamlet, you will have acted with integrity in your elected responsibilities.  Thanks,  Thane M Eddington, Stafford Hamlet Vice Chair & Chair 2014-2015
<b>Robert Muehe</b>	West Linn	I do not want 50,000 new residents in the Stafford area. To much traffic already. Why ruin a beautiful open area. Don't ruin the livability of West Linn residents for the sake of profit.
<b>Patricia Gayle</b>	Lake Oswego	It seems no one is taking a serious look and the impact on traffic, trash, water and potential crime. I have never seen so much trash in these locations and I-205. Once again, it appears the GREED is the focal point of the people who do not live in our communities. A huge NO on more development.
<b>Diane Andrikopoulos</b>	West Linn	I want to support the protection of our open spaces and agricultural land in the area of West Linn/Lake Oswego/ Tualatin. I support the Stafford Compromise.
<b>ANDREW F MCCULLA</b>	West Linn	This beautiful area needs to be protected from further urban sprawl.
<b>David Hedges</b>	West Linn	Once again, elected officials are putting developers ahead of the wishes of Stafford residents. We didn't vote out Ludlow and Tootie expecting the same disrespect from their replacements
<b>Bob Killough</b>	Tualatin	We live in the Halcyon neighborhood and are opposed to further urban development between Halcyon and Borland, which is a slight deviation from the Compromise.
<b>Catherine Maurer</b>	West Linn	No! We need more rural areas to keep this area liveable. There isn't the infrastructure for such growth either. Bigger is not better, it just makes this place more unlivable!!!
<b>Alan Smith</b>	West Linn	People who live there have the Stafford Compromise, believe in the Compromise, and need to fight the national ascendancy of corruption as the new norm, and for that holding local elective representatives accountable to Truth, is the only way to fight back.
<b>Nicole Wu</b>	Seattle	I live in an area that's overdeveloped & I don't want Clackamas Country to make the same mistakes, destroying the beautiful nature.
<b>Patrick Thurston</b>	West Linn	The present infrastructure is not viable enough to handle more growth let alone the present population. The Stafford compromise is the only viable solution.
<b>Karen Aguilera</b>	Portland	This is a special place. We need to protect the Tualatin River watershed and this unique area from rampant development.
<b>EDWARD MIKAN</b>	De Motte	YES!!!! STOP IT!!!!!!!!!! U S ARMY VETERAN , AMERICAN LEGION , AMAC , SECURE AMERICA NOW, MERCY FOR ANIMALS MEMBER & MANY MORE!!!!
<b>Stacey Swanson</b>	Tualatin	We need to keep our green space to maintain the livability of our area.
<b>Walt Gamble</b>	West Linn	Our community, including the developers, put ten years into developing our vision of change. The Stafford Compromise represents that vision. Please respect the wishes of the citizens.
<b>Debra Gadbois</b>	West linn	I use this area to walk ride bikes , and run and I'd love to see it preserved
<b>Jim Farrell</b>	West Linn	I want to keep Oregon's livability while we control growth. There are better options than putting more cars on the road and destroying farmable land.
<b>Synthia McIver</b>	Tualatin	I value the beauty of the area. I value the natural spaces that allow wildlife habitats and respect for waterways.
<b>Katharine Wilson</b>	West Linn	As a resident of Johnson Rd. traffic is already a nightmare. 50,000 people will only make it worse. The residents have worked hard to put together a compromise plan that should not be ignored!
<b>Carol Silva</b>	West Linn	Stafford Road is already a nightmare at 8:00AM and 5:00PM. Many weekday mornings the flow of cars won't allow me to turn left out of my neighborhood.
<b>Angela Kastrava</b>	Portland	Land is vulnerable and needs our protection for future generations and the health of our planet.
<b>Michelle Gallagher</b>	Portland	Because my friend lives there, and they already decided they don't want these changes.
<b>Heidi Adcock</b>	West Linn	Traffic is bad enough already.
<b>Carol Reinmiller</b>	West Linn	We cannot handle more traffic, population, noise and pollution in the Hamlet. Our schools will become more overcrowded than they already are and our roads just cannot handle that much traffic.
<b>Jay Minor</b>	West Linn	I am very disappointed how the Board of County Commissioners has treated the Hamlet and the three cities. Ignoring us and supporting a flawed system lead by METRO.
<b>Larry Read</b>	West Linn	The residents of West Linn, Lake Oswego and Stafford will be severely impacted with high density urban development. Higher property taxes, crime and up to 200,000 additional car trips per day through neighborhoods. Loss of rural living for Stafford and a buffer that gives Lake Oswego and West Linn their small town separate identities. Say NO to urban Stafford and a combined MEGA city!!
<b>rebecca smith</b>	West Linn	The Stafford Triangle provides one of the few places in Portland that allow me to experience what this area was like when I was growing up. Urbanizing it will diminish everyone's understanding of what a decent urban environment can be like going into the future. We must protect such places so that our children and their children have a standard of beauty and health against which they can judge the quality of their current environments.

## Stafford Hamlet Change.org Petition Community Comments - 2017

<b>Elizabeth Lockwood</b>	Portland	I believe growth needs to happen mindfully and sustainable. Let's slow down and come up with a good plan that meets everyone's needs.
<b>ETHAN SMITH</b>	portland	Stafford is a special place in the metro area, an important and invaluable public respite from dense suburbia. Whether you live in it, near it, or just drive through it on occasion, it's one of the things that makes the metro area livable, livable, and desirable. Please do not compromise this vital asset.
<b>Whitney Heros</b>	Portland	Maintaining our open spaces is important. That's why we moved out here FROM THE CITY.
<b>William D &amp; Lois L Mil</b>	West Linn	You elected officials should listen to the people who live here & have worked together & compromised together, & now request you honor the process you have said in the past you would recognize!
<b>Steven DeLugach</b>	West Linn	Our community has worked across fence lines & political differences to identify our values and plan the future of our community. When local government ignores the democratic grassroots efforts in favor of developers and private interests of a select few it comprises the democratic process. There seems to be a conflict of interests in the decision process. Elected officials are responsible to all of their constituents not just campaign contributors. Steve Delugach
<b>Cheryl Friedman</b>	Portland	I grew up in this area and this must not happen it will destroy so much wildlife and it devastates everything that this place is - it's a crime
<b>Michele Blankenheim</b>	West Linn	Stop development. It's too congested.
<b>Elissa Minor Rust</b>	Lake Oswego	I want our city to stay beautiful and retain it's small-town feel. Developing Stafford that much would be a travesty to the beauty of the county and cause traffic snarls, overcrowding, etc. I support the compromise!
<b>Daniel T. Cowdin</b>	West Linn	Too much development already.
<b>marji king</b>	West Linn	Because I want quality of life and the traffic in front of my house has tripled this year and the street I walk with my grandchildren is becoming unsafe.
<b>Catherine Curra</b>	West Linn	I moved back to this area after 40 years because I love it so much. I found it much the same as it was when I was growing up. I'd love to help preserve it for my own children to enjoy and treasure.
<b>James Gless</b>	West Linn	It is extremely important for Metro and Clackamas County to understand that great urban and regional planning provides for natural buffers between adjacent communities. These natural buffers, such as the Stafford Hamlet, enhance the neighboring communities' sense of identity as individual entities while contributing to their desire to be a part of the larger regional whole by, in part, giving them an area (the Stafford Hamlet in this case) to protect for their mutual benefit. Furthermore, the preservation of more and larger open spaces for the public to encounter as they travel outward from Metro's core (the City of Portland) is a fundamental tenant of land use planning practice. It is in keeping with the general transitional "step-down" approach used at most zoning boundary changes in the land use planning process as the plan moves from higher density to lower density areas of development.  If this approach is supplanted by the suburbanize and urbanize model used in so many urban areas and their connected suburban regions we will end up with the LA Basin, Bay Area, and Seattle-Tacoma model wherein the only thing separating cities is a sign saying "Welcome, Another City, USA, Population: Too Damn Many"
<b>INA GEBERT</b>	PORTLAND	It's time for whomever-in-charge in Portland-Metro government offices to stop advertising for people to move here. The area is already far less "livable" than it was 10 years ago due to traffic alone. We need another Tom McCall, I guess.
<b>Sarah Kusyk</b>	West Linn	As a homewoner in this area, this would destroy the livability of our area. The roads are already clogged with traffic and every single month there is a traffic accident on Stafford Road. Borland Road would be ruined if it became Kruse Way (the proposed plan that Metro is looking at passing within the next 60 days). There is absolutely no plan in place to address traffic, sewer, water. The Cities of West Linn, Lake Oswego & Tualatin are all opposed to this plan because they know it would be a total disaster for all communities, not just Stafford.
<b>Terry Boswell</b>	West Linn	I want to preserve the character of our Stafford hamlet and protect it from urbanization!
<b>Peggy Kirkendall</b>	West Linn	This level of development will greatly create an enormous traffic issue for West Linn which is dependent on Borland and Stafford Roads to grant access to our community.
<b>Mary Benson</b>	Lake Oswego	I want to protect the livability of our area.
<b>Petroff Mark</b>	Tualatin	I live in the Stafford Hamlet and do not want further development due to lack of infrastructure and poor forward thinking of our state and local planners/politicians
<b>steve Miesen</b>	West Linn	The vast majority of all the surrounding residents wish Stafford to remain rural.
<b>Rick Tillman</b>	Wilsonville	50,000 residents to the Stafford Area will destroy the livability of our region!
<b>Alan Rosenfeld</b>	West Linn	I am strongly against urbanization of Stafford north of the Tualatin River for all the reasons mentioned in this petition.
<b>Chris Hatzi</b>	Tualatin	This plan will destroy livability in Tualatin and create terrible traffic conditions throughout Tualatin, Lake Oswego, and West Linn.
<b>Susan Chizum</b>	Tygh Valley	I'm tired of the additional units, and houses without any consideration to the traffic it brings to the current residences.
<b>Jim Harvey</b>	Tualatin	We have a unique geography (rich farmland) and spacing (not on top of each other) that should be maintained. Speaking as a former volunteer on planning committees in Tualatin, our community is well thought out with residential, commercial and industrial zoning, and exceptional cooperation with Lake Oswego and West Linn. I urgently ask Metro and Clackamas County to look to other sources of land to meet infill quotas that have superior infrastructure already in place and nearby jobs as better options.

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<b>Lori Lansing</b>	Tualatin	It would be Unbelievably irresponsible to add more cars to the already existing disaster that is called 205! Please don't destroy the area we moved into for the fact that it is not a sea of people. It is what makes the Portland area a great place to live!
<b>Stephen Houseworth</b>	West Linn	Traffic on Ek Road and Borland Road - Coming off Stafford Road is already backed up for miles on a regular basis. 3,000 more residents would make traffic ridiculous and untenable!
<b>Debra Rifkin</b>	West Linn	The roads here in Stafford are already maxed out!
<b>Christopher Ward</b>	Tualatin	I strongly oppose changing the character of the rrrf5 zoning code to admit any other zoning arrangement
<b>Lori Tydeman</b>	Lake Oswego	I'm signing this is a realtor and her stand the need for expansion but not in this manner.
<b>Susan White</b>	Tualatin	the development proposal is outrageous.
<b>Rebecca Farris</b>	West Linn	There is. other e tough money for all the infrastructure true that will be needed. Also open spa center is Italian for the well-being of. both wildlife, which is currently highly stressed, and people.
<b>Christopher Ward</b>	Tualatin	I wouldn't support this if you live in the Borland area. Looks like this committee has set our area up to become the sacrificial lamb in the urban reserves game. This is not an unconditional good thing for Stafford residents and it unfairly puts the burden on Borland.
<b>Charles Johnson</b>	West Linn	This level of expansion is unacceptable and indifferent to the entity we have established to represent us and disrespectful to voters and taxpayers who live in this area and appreciate the surroundings as they currently are. Stop this now and adopt the compromise which has been arrived at through a reasonable and democratic process.
<b>Sandra Fresh</b>	West Linn	I'm signing because this is our home and we moved here 33 years ago due to the environment we live in. The traffic is already a big problem on Rosemont and 205 and will only become a nightmare.
<b>Elaine Young</b>	West Linn	I am against changing the boundaries of the Urban Growth reserve in the Stafford Hamlet.
<b>Seri Lopez</b>	West Linn	Are you kidding!!! 27,000 homes in this area. WHAT an OUTRAGE you people are unbelievable!!!
<b>Graciela Cargni</b>	Tualatin	I am concerned in the density of this project and it's negative affects on the livability of our region. Too much congestion in the name of profits is not a good trade.
<b>Joanne Holly</b>	Tualatin	I support the Stafford Compromise.
<b>Scottie Sterrett</b>	West Linn	How can you so seriously disrespect the many residents of Stafford? Who is paying you to do this? Full disclosure, please...
<b>Nick Dechenne</b>	Vancouver	I now live there. There isn't infrastructure to support this growth, it's irresponsible!
<b>Ranae Ciccotelli</b>	West Linn	It is to many people. Already have traffic problems
<b>diane Burnette</b>	Tualatin	overcrowding population and roads
<b>jeanne subotnick</b>	lake oswego	downtown L.O. has already been ruined don't do it to Stafford!!!!
<b>Kathleen Berardi</b>	Lake Oswego	I agree and urge my elected officials to block irresponsible, high density development and adopt the Stafford Compromise. I'm counting on you to preserve the natural beauty, open space, and livability of the Stafford area.
<b>Anne Weaver</b>	West Linn	Stop developing our Hamlet-listen to the people and our vision for this area!
<b>Kathleen Karapondo</b>	Tualatin	The infrastructure can barely support the current level of residents. We need to preserve what makes Oregon unique, not build more suburbs. Once it's gone it's gone forever.
<b>Kathleen Roles</b>	West Linn	Because of the diverse affects smell, noise, effect on Ground Water for wells, big truck traffic and air close to schools and people who live in the area.
<b>Brent Ricks</b>	West Linn	Metro needs to follow the ruling of the state Appeals Court--Stafford Hamlet has proposed a workable solution. Continued ignorance by the Metro council will only result in protracted legal objections-- hopefully some day leading to the dismantling of Metro-
<b>Heather Burden</b>	West Linn	I'm a resident of the Stafford Hamlet and this isn't what Metro and Clackamas County agreed upon in the not so distant past. Protect our green spaces.
<b>Robert Cook</b>	Salem	I grew up in Stafford when it was more beautiful and wild.
<b>Ann Harding</b>	Lake Oswego	This is my home and if this were to happen it really would destroy the livability of this region forever!
<b>betsy bensen</b>	west linn	I've been against development in the Stafford triangle for many years and feel just as strong about preserving that area as "breathing space" for those of us who live in the adjacent cities. Progress doesn't mean tearing up the beauty around us, but preserving it.
<b>Gail Kempler</b>	West Linn	Stafford Hamlet residents deserve a full right to determine our future development!
<b>Linda Hamel</b>	West Linn	I support our rural neighbors, stewards of these life-giving woodlands, meadows, rivers, and streams, and the peaceful solitude this endangered enclave provides for us all--by filtering the water and air, reduced erosion, and providing much needed habitat for diminishing fauna and flora in the Willamette Valley. I agree with their statement: "Understanding that our community impacts those around us, as theirs impacts us, we propose this as a regional solution that benefits Hamlet residents and the future generations who will live here, as well as residents of the surrounding cities, by providing a pastoral buffer zone their residents can (and do) enjoy but still allows them to keep their own individual character and identity." The Compromise is the end result of 10 years work--developed, debated and ratified by a community vote in 2015. This community has earned the right to be heard and respected. Stewards of Stafford are making a unfortunate compromise. Metro and Clackamas County should stop insisting upon more when Stafford lands north of the Tualatin River didn't meet the legal or technical criteria for Urban Reserve inclusion. in 2009 and they have no funding for urban infrastructure.
<b>Jolene Itami</b>	Tualatin	Jolene Itami

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<b>Lisa Terrall</b>	Tualatin	Too many people!
<b>Joann Von klopfenste</b>	West Linn	I want to save Stafford hamlet
<b>Patti Brown</b>	Tualatin	To stop over development. Maintain natural land and preserve the environmental balance.
<b>Brad Scoggins</b>	North Bergen	I was raised in West Linn, and traveled the Stafford area almost daily for decades. Portland's sprawl has already badly affected far too many once-beautiful, traffic-free, modestly populated areas in all neighboring counties, and all that makes the Stafford area so appealing is being compromised, and with further development, would soon be gone.
<b>Holly Macfee</b>	Lake Oswego	I want the hamlet to maintain its open space and farm like character
<b>Christine Linder</b>	West Linn	It is such a lovely breath of green between the generic stores and traffic. We need to save this space.
<b>James Vigue</b>	West Linn	This proposal is ridiculous and irresponsible on its face.
<b>Maru Gurney</b>	Lake Oswego	I support the Stafford Compromise!
<b>Julie VanEtten</b>	Tualatin	I agree with a more balanced use of the land.
<b>David Houston</b>	West Linn	The community and the law are against including Stafford in the Urban Reserves. Doing so would destroy the livability of our community.
<b>Elsa Eszenyi</b>	Damascus	We've gone through some real ridiculous things similar to this in our community. I don't wish this on anyone. KEEP PORTLAND WEIRD and stay out of the the peaceful countryside!
<b>Ava Scherneck</b>	West Linn	I want to keep this area as open spaces
<b>Julie Hugo</b>	Oregon City	I want to stop urban growth and I support our smaller communities staying 'small'.
<b>Heidi Gonzalez</b>	Tualatin	I have lived in this area for 15 years. It the best area and do not want to see it go away
<b>Pam Armstrong</b>	Tualatin	We need to develop wisely.
<b>Jeremy Boyd</b>	Tualatin	Because I'd like to keep this area full fields, pastures, and green space
<b>Megan Boyd</b>	Tualatin	I grew up in Tualatin and returned as an adult to raise my family here. I love that we are close to the action but have a beautiful open area too with vegetation and a little country feel. I want my children to enjoy this area and preserve the beautiful balance that our local has to offer.
<b>Vickie Sheppard</b>	Tualatin	I don't want more traffic. Plus the schools are already crowded.
<b>Nancy Parkins</b>	Tualatin	Traffic congestion is already too dense. This is NOT a good idea.
<b>Marissa Taylor</b>	West Linn	I live in the Stafford Hamlet and do not see how it could support this type of change without becoming completely different then the community I have come to love. It is a great place to live and this would destroy what this area is all about!
<b>Chris Del Carlo</b>	West Linn	I don't support the expansion.
<b>Peggy Watters</b>	West Linn	More building, especially dense housing or any industrial will bring traffic to a stop, impact environmental quality that we cherish and destroy a diverse liveable environment for wildlife that is an important part of living in this area. It is well documented that density populations suffer more stress, depression and aggressive behaviors than those with room to move. For the health and wellbeing of our future, vote NO on this density plan. Once it is paved and built on, there is no recovering what was treasured there before.
<b>Frederic Ciccotelli</b>	West Linn	Congestion in the area is already a problem. Traffic is often backed up from Ek Rd near the Stafford exit to the 10th St exit. Nowhere to increase lanes on Borland Rd.
<b>Henry Achcar</b>	West Linn	Stop the irresponsible development in the Stafford Hamlet !
<b>Jenessa Roberti</b>	West Linn	I don't want more traffic! I would like to see the natural spaces preserved, as well.
<b>Scott Etheredge</b>	West Linn	This is totally irresponsible and all for the wallets of developers.
<b>Paula Hamm</b>	West Linn	Portland is becoming almost unlivable due to heavy traffic. I don't want this to happen to my neighborhood.
<b>Kathleen Hoots</b>	West Linn	Our family is second-generation Stafford. Can't we preserve this unique area so that another generation can enjoy it?
<b>Ann Wilson</b>	lake oswego	Be responsible, for God's sake!
<b>Michelle Cook</b>	Fair Oaks	I do not want 50k more residents in the Stafford area. I will negatively impact our way of life.
<b>Chris King</b>	Wilsonville	I am signing to maintain the livability of the Portland Metro area
<b>Virginia McQueen</b>	West Linn	We need buffering open spaces between dense developments. Traffic is congested already. What is wrong with 5 acre ranchettes?
<b>Mitch Moulton</b>	West Linn	Stay in Portland. Leave us out of your mess.
<b>Samantha Hazel</b>	West Linn	We cannot absorb more development.
<b>Christine Roth</b>	Lake Oswego	Even though my home is just outside the boundary of the Stafford Hamlet, because of the potential increase in traffic on the few undersized and inadequate roads, there is a huge impact on thousands of people who have no say in the development of the Stafford area. Until infrastructure is planned, in place and funding secured, it is irresponsible to even potentially bring Stafford into an Urban Reserve. I understand the need to work with Metro, but Metro also needs to take a good hard look at what they will wreak if Stafford is developed. The results would be unacceptable. Don't bring Stafford into the Urban Reserve.
<b>Nancy martin</b>	West Linn	The lifestyle here is why I moved from Chicago! Keep the population down to not effect it!!
<b>Kevin Vedder</b>	West Linn	West linn is already overcrowded at our schools. No need for more families.
<b>Dotty Dilling</b>	Salem	Don't approve the high density house developments in this beautiful rural area.
<b>Carolyn Harris</b>	Lake Oswego	We do not need unrealistic growth. Please consider traffic implications among many other factors.

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<b>Sharon Olsen</b>	West Linn	I do not want our farm lands to be paved over, building that benefits only the developers without any infrastructure in place. Traffic is already horrible on Stafford and Rosemont roads which people are using to escape Interstate 205. I am totally against this and I will work to defeat anything along this line.
<b>D Levine</b>	West Linn	I'm signing because West Linn has consistently opposed Metro's encroachment and allowance of development in the Stafford Triangle. This policy should remain in place for all of the same reasons it has been in place the last 30 years.
<b>Leslie Robbins</b>	West Linn	I like the undeveloped land around West Linn, it's a big part of why we moved here. Once that land is developed, there is no way to get that green space back. Preserve for the future.
<b>Lyneil Vandermolen</b>	Tualatin	I own a century farm and would hate to see it threatened by a medium sized city plunked into the Stafford Hamlet area. Who but the developers will benefit from this?
<b>Teresa Riscoe</b>	Tualatin	I support the Stafford Compromise. Ignoring the outcome of lawsuits and pushing their agenda against the will of the residents of the area is not the kind of behavior that we appreciate from Metro and Clackamas county. The Stafford area is very beautiful and needs to be developed thoughtfully and carefully or not at all.
<b>Janae Wolf</b>	West Linn	We do not want our area to become any more congested than it already is.
<b>Carole Lukas</b>	West Linn	No infrastructure to support these builders and developers. We don't need this to turn into another Beaverton Hillsboro I 205 is too congested as it is. NO to Stanford Hamlet development!
<b>Walt Gamble</b>	West Linn	Thanks to the first 500 signers. If each of you would get one person to sign we'd hit 1000.
<b>Terence Shumaker</b>	Oregon City	Developers and developments like this never pay for the down-the-road costs of infrastructure. Roads, utilities, schools, increased sewerage treatment facilities, expanded fire and police protection, all of these in the end will result in an increase in property taxes. That's because the only winners are developers. They NEVER have to pay the full cost of development. Then the community is left holding the leaking bag, and funding is never found to fully address the expanded needs of the expanded community.
<b>Amy Cushman</b>	Lake Oswego	I do not think that there should be ANY more homes built unless the road situation is assessed for traffic!!! I sit on Childs trying to get on to Stafford for a ridiculous amount of time to get to I205. There are constant accidents on Johnson road onto Stafford, causing even more delays. The roads cannot contain and move the amount of traffic we have now. NO MORE TRAFFIC!!!!
<b>Leslie Hawkins</b>	West Linn	I am opposed to the plans
<b>Josh Barinstein</b>	Portland	We can't allow this to happen!!
<b>Kathy Selvaggio</b>	Silver Spring	I live in West Linn, and while I believe in responsible development, I believe that the rural character of this area should be retained.
<b>Vickie Maloney</b>	West Linn	I don't want OR to turn into CA
<b>Elizabeth Dimick</b>	Fort Myers	I grew up in Stafford. Awful to see what has been happening to my childhood home. :-)
<b>Lenny Noice</b>	West Linn	Too much crowding and no plans to fix the highways or infrastructure to support such a population growth.
<b>Walt Gamble</b>	West Linn	Thank you Kate. Get Loyd to sign too?
<b>Jodi Dodd</b>	West Linn	205 is a nightmare! So is Stafford Road!
<b>William Etheredge</b>	Lake Oswego	I'm opposed to high density housing that impacts all contiguous communities
<b>Fern Robin</b>	West Linn	I'm signing this in opposition of the planned development of the Staffard Triangle! Enough is enough ... STOP THE MADNESS!
<b>Rick Jenkins</b>	West Linn	The infrastructure around Stanford Hamlet cannot support anymore vehicles. I205 is already congested beyond maximum capacity during peak hours schools will be needed and all major thoroughfares will need significant additional lanes and upgrades. They do already. This effort to add additional residents to the area makes zero sense.
<b>James Wilmes</b>	West Linn	I believe strongly that we must resist the temptation to urbanize the Stafford Area. This is probably the most beautiful region in the Portland area, and it would be a huge tragedy to over develop it. I support the Stafford Compromise.
<b>Kimberly Anderson</b>	Fort Smith	Traffic is horrendous here as it is- another 50,000 people and there will be serious overcrowding and gridlocked roads!
<b>Taranvir Banwait</b>	Damascus	I do not approve and the traffic will be crazy.
<b>Susan Nicholson</b>	West Linn	We cannot handle that much development without damaging the rural flavor of the area. And our traffic system here is already maxed out and very congested. The impact of the additional traffic would be devastating.
<b>michael warner</b>	Woodburn	This would create a gridlock nightmare for the entire region. It's time to stop creating another La or Seattle...
<b>John Williams</b>	Wilsonville	I think Wilsonville already is too big and overpopulated.
<b>Sandy Kammeijer</b>	Lake Oswego	The open space is beautiful and it makes Lake Oswego special with less traffic.
<b>Sue McGuire</b>	West Linn	Our community can. It handle this type of growth
<b>Megan Bowes</b>	WEST LINN	All areas surrounding the Stafford Hamlet area do not want further development. We have made that clear.
<b>Patrick Lewis</b>	Portland	It is important to recognize the complications and potential problems adding this large number of people would have to the area. Without thinking through things such as traffic complications and environmental changes, the impact could diminish quality of life for all involved, including those moving to the area.
<b>Kirsten Solberg</b>	Portland	Smart growth has long term positive impacts and poor land use planning is nearly impossible to repair down the road.

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<b>Gladys Kennedy</b>	West Linn	The Stafford Hamlet is a beautiful, unspoiled area just the way it is. Development is not needed and it would ruin the hamlet and surrounding areas. Developers should go outside the state of Oregon if they want to develop land.
<b>Laura Stallard</b>	West Linn	Dense housing will create many problems in this area. There is no infrastructure to support adding residents in this volume. The area's topography does not at all speak to an ideal location to try and build up in a residential fashion. To accommodate that would involve massive road construction, building of schools and shopping areas to service the influx of population, etc. And, we are not talking massive amounts of land here. It would have to be jammed into this space. Dislocating wildlife, compromising the river, and eradicating open spaces. High density housing is NOT at all an acceptable idea for the Stafford area. Thank you.
<b>Marla Gaarenstroom</b>	West Linn	I believe the Stafford Compromise is a reasonable approach to development/buffer ratios for the Stafford Triangle Area that is under consideration for development.
<b>Kim Spear</b>	Lake Oswego	The area simply cannot sustain this level of density. It would be unsightly, extremely overcrowded and a traffic disaster! NO NO NO!!!
<b>John Gunn</b>	West Linn	Stafford Hamlet needs to be protected and preserved from a 50000 home development!
<b>Audrey Block</b>	Lake Oswego	There is no infrastructure that can support this amount of development.
<b>Holly Stuart</b>	Tualatin	Our roads are clogged already.
<b>Leonard Schaber</b>	Tualatin	I believe the Stafford Compromise reflects the desires of the majority of the area residents and best preserves the rural character we cherish while providing for added employment opportunities to meet growth expectations.
<b>Jansi King</b>	Wilsonville	I'm signing because I moved to the Portland area 40 years ago because of the livability factors. At that time, there were plenty of homes available on half acre lots and traffic was fairly reasonable. I have watched the livability diminish as lots have become smaller and traffic has become completely unreasonable. I hope the plans in this petition will be adopted.
<b>Keri Winscott</b>	West Linn	I don't want to see the Stafford Hamlet overpopulated!
<b>Judy Taylor</b>	West Linn	I am signing because I agree with the signers of this petition - they've said it all. And I recently drove down Scholls Ferry Road and saw the horrendous growth. What was once a "neighborhood is now 'high density' - they tout it as 'walkable' but it's so tight you would have to squeeze through! The roads are so congested that I am told what was a 10 minute drive from 217 to their home is now double on a good day! Please - not another development that leaves out of state developers wealthy and those who love West Linn and the surrounding area suddenly living in a 'high density' Tigard. Thank you - and I can't imagine our representatives voting otherwise!
<b>Ellen Urbani Gass</b>	West Linn	I am a resident of this charming region and value/guard the biodiversity it affords us.
<b>Lois Read</b>	West Linn	Stafford is a beautiful area with green rolling hills, forested areas, rural homes and 2 lane roads that benefits city and Stafford residents alike. County Commissioners should choose a different path and support the Compromise for the Stafford area. Carving up and bulldozing this unique area is not what 64,000 residents of Lake Oswego, West Linn and Stafford want.
<b>Genevieve McNulty</b>	West Linn	I love the open fields and spaces. We do not need any more crowding or traffic.
<b>Terri Ward</b>	Tualatin	Metro has only listened to the voices of a small minority of the people it is supposed to represent for quite sometime. This has to stop.
<b>Bonnie Robb</b>	Lake Oswego	this will ruin one of the most pristine areas of Clackamas County - we love our "country"! and our neighbors!
<b>Dan Vorhies</b>	West Linn	I've lived in Lake Oswego and West Linn since 1980. The region will never be the same if every open space is filled by development.
<b>Melinda Guice</b>	West Linn	I would like to see the rural character of the Stafford area preserved.
<b>Dolores Minson</b>	Lake Oswego	It is crucial for our communities to have at least a residual of rural neighborhoods
<b>Sarah Deangelis</b>	West Linn	I don't want the land developed. Keep west linn beautiful and quiet .
<b>Jayne Vorhies</b>	West Linn	Stop the madness. We have bumper to bumper traffic from 3:30 - 6:30 as it is. This is a residential problem and also on the freeway. We are captive for hours. Building more houses is no solution. Stop the greed and be responsible for proper planning. Portland traffic and parking is a nightmare. Now I-5 and I-205 are joining the ranks. Do we have a just the traffic. We don't even have a local grocery store anymore.
<b>Dorothy Metcalf</b>	West Linn	it is irresponsible to develop this area. There is too much traffic and congestion already!!
<b>Gary Montgomery</b>	West Linn	It is a beautiful pastoral area and most people would like it kept that way. The traffic is already bad and would be even worse if this land is developed.
<b>Dorothy Christman</b>	West Linn	they suck off of West Linn and do not pay any city taxes
<b>Peggy Trachsel Bauer</b>	West Linn	The quality of life we enjoy in the Stafford area would be destroyed with the development Metro wants to push through. We do not have the infrastructure to accommodate such growth. It would be irresponsible to proceed to that end.
<b>Kathryn Hanavan</b>	Lake Oswego	I live close by and ride by bicycle through this lovely area several times weekly. The traffic is already much worse and the area cannot support 50,000 more folks.
<b>Eleanor Wynn</b>	West Linn	I like the rural backroads we have out of West Linn. I detest Beaverton and Tualatin. Our quality of life depends on keeping rural property. This ONLY helps developers and ruins property values and quality of life for existing residents.

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<b>Jolynn Moore</b>	yamhill	The local residents will be forced out of their homes because the taxes will become exceedingly unaffordable to pay for the new utilities infrastructure, sewer, water, power and new roads. Only the tract-home developers, which employ low wage labor, will make big profits, sticking it to the locals who have to pay for the infrastructure and live with the exploded over population. The new tiny lots, sliced into the hillside topography, will erode in Oregon's high rainfall, remember this is not the desert Southern California climate where land developers rule and create unfriendly suburban sprawl neighborhoods. The new homes will crack, slip and slide in this crowded steep topography, leaving new owners motivated to file law suits against negligent government planners and greedy developers. Also this kind of population explosion will damage the water quality of the already overburdened Tualatin River, from the rainfall runoff. Oregonians do not want to destroy the quality of life for which we are famous. The courts have already decided on this issue. Absolutely not a viable plan to destroy the lifestyle of this historic, desirable, livable and affordable area of West Linn, Stafford Hamlet and Lake Oswego.
<b>Marilyn Scott</b>	West Linn	Save Stafford as it is, a delightfully rural neighborhood with protection of the Tualatin River.
<b>Brenda Cox</b>	West Linn	This area is already over populated. We already have overcrowded schools, horrible traffic issues. Not enough businesses in West Linn to support the community. This has got to stop. We need to preserve the land we have. No more apartments, condos or high priced houses. We don't have affordable housing now. Let's leave West Linn Stafford triangle the way it is now!
<b>Jack Bennett</b>	Lake Oswego	We need to preserve some open space in the LO-Wilsonville-OR City-WLinn area.
<b>Jennifer Miller</b>	Tualatin	Our roads and schools can't handle thousands of more people in our area. Please stop further development. Thank you!
<b>Anne Goetze</b>	West Linn	I care about the livability of our neighborhood.
<b>Glenn Jacklyn</b>	West Linn	50,000 new residents - NO WAY! I can understand some growth, but this plan is not acceptable! Jim Bernard needs to go back to the drawing board on this one!
<b>Nancy Byerley</b>	Tualatin	Live in Stafford do not want this
<b>Bruce Johnson</b>	West Linn	Liveability in this area includes open space and easy mobility. The City of West Linn is already infilling with additional residents, and surrounding roads and infrastructure are not keeping up with population growth. The Stafford Hamlet should stay a rural area for future generations.
<b>Mary Shortall</b>	West Linn	I honor the Stanford compromise. Developers have for too long orchestrated growth in our area and the compromise has given ordinary citizens voice along with the developers.
<b>Barbara Coles</b>	West Linn	The residents of Stafford Hamlet (our neighbors and your constituents) have spent years crafting a well balanced Vision for the area that was voted upon and supported by an overwhelming majority. This Vision realistically represents a reasonable solution which recognizes that there would be insurmountable infrastructure requirements and an undesirable livability outcome if urbanization is attempted. Take advantage of the extensive thought and planning that we have done and you will see that we are already a regional asset that needs to be preserved.
<b>Jan Castle</b>	Lake Oswego	I'm the chair of the McVey-South Shore Neighborhood Association in Lake Oswego. The traffic that urban development of the Stafford area would bring up McVey/Stafford, through the center of our neighborhood, would over burden a road already at capacity, bring unacceptable increased congestion and pollution and negatively effect our quality of life. If McVey were to be widened to accommodate this traffic, it would severely alter the character of our neighborhood and create a financial burden on the city which Lake Oswego has no funding to meet.
<b>Mary Palm</b>	Lake Oswego	Our roads are already too crowded. This type of expansion will bring traffic to a standstill and destroy what liveability we have left now.
<b>Tony Brooks</b>	Molalla	Rural land owners need rights to keep rural land rural without Government just making decisions.
<b>Gary Sick</b>	West Linn	A lot of time and effort by many went into creating the Hamlet vision and the Stanford Compromise to have just thrown aside and ignored.
<b>Michael Eaton</b>	West Linn	I am in favor of saving the farmland close to Portland for small specialty produce providers.
<b>Pauline Goyette</b>	LAKE OSWEGO	Traffic is a nightmare as it stands right now. I-5, 205 and 217 all inadequate for growth BEFORE they were completed!
<b>Eric Arterberry</b>	West Linn	I don't want our area to lose its unique character and become overcrowded. Traffic is already bad, it will be a nightmare if Stafford is developed!
<b>Kirk Morganson</b>	West Linn	This area is a special place with incredible natural features that will likely be lost forever if irresponsible development is approved.
<b>Doris Petticord</b>	Lake Oswego	I don't want this area destroyed by massive building!!!
<b>Omar Salomon</b>	Tualatin	We need more green spaces.
<b>Steve Cook</b>	Gladstone	I don't want to see Stafford wall to wall houses. Stafford road can't handle the traffic now.
<b>Kathy Selvaggio</b>	Silver Spring	I actually don't live in Maryland, but in West Linn. I love the beautiful rural character of the Stafford area. Don't ruin it!
<b>Heather Boyer</b>	West Linn	Traffic is a big concern for me. Stafford road to 205 is a problem!!!
<b>christine williams</b>	West Linn	I'm tired of all the green spaces being developed in the area. Reduces livability
<b>Kathie Dorney</b>	Silverton	I grew up in Oswego and am concerned about the loss of valued farmlands as well as the great historic significance that Oswego has as an early western settlement.
<b>David Sullwold</b>	West Linn	I live in West Linn and love Stafford the way it is.
<b>Tamara DiVergilio</b>	Lake Oswego	This area cannot take high density, there is no infrastructure to support it, and the quality of the area will be lost forever.

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<b>Peter Wright</b>	Lake Oswego	The area is definitely unsuited to "development". Not only is the commute to downtown difficult, but also many of the costs of the added traffic would have to be paid by those who are adversely affected. No area should be developed unless there are NO costs to existing residents. Developers must pay for ALL infrastructure costs of the project as well as all costs that result from the added traffic including traffic lights and road widening that must take place along the communte routes. Otherwise, our lives get worse and we have to pay for it. Unfair.
<b>Jessica Endres</b>	Molalla	We moved out to the country to live in the country not a subdivision.
<b>Cathy Chapman</b>	West Linn	The irresponsible development must stop! The GREED must stop! This plan is clearly about more money. In addition to the negative impact on our community and environment, this plan will only increase the current highway/freeway traffic issues.
<b>Charlie Jones</b>	West Linn	Slow growth- compromise.
<b>Thomas Tucker</b>	West Linn	I don't want any new development in the Stafford Hamlet.
<b>Jason Smith</b>	West Linn	It is critical to West Linn's quality of life that we keep the beautiful open and natural space in Stafford. Not to mention traffic and school concerns!
<b>Jane Babcock</b>	West Linn	So tired of metro steningu
<b>Nancy Gronowski</b>	Lake Oswego	The Stafford Hamlet plan is reasonable. It provides density in the areas where it should and preserves the rural nature of other areas, benefiting people and wildlife habitat.
<b>Valerie Feltman</b>	West Linn	We already feel the huge increase in traffic in that area. Planning has not been well-plan for this urban spread!
<b>Derek Gendvil</b>	Las Vegas	Look, I know I'm from the area, & putting more people to the Stafford are would destroy our habitat & ecology of the region & since Stafford is not an incorporated community, putting more traffic would clog even more to their crowded roadways, while the city & county are not doing enough to fix our infrastructure. They don't have funding to put more roads, but we need to keep those open spaces vibrant. Tell them that they adopt to the compromise now.
<b>Joseph Ulibarri</b>	West Linn	I am signing because the roads in the area are already too congested with traffic.
<b>Lu Wells</b>	Tualatin	Traffic has gotten so bad, obviously the area has become so attractive, we need to put some money into our infrastructure. ....roads we need new roads!!
<b>victoria daly</b>	Lake Oswego	Stafford area is a beautiful place to drive through, away from the concrete cropping up everywhere else. It provides mini escape
<b>Chris Larsen</b>	Portland	The vast majority of property owners and residents of stafford have coalesced around a sustainable development plan. Metro has offered nothing in the way of an explanation why it won't honor the CVP. The ravines and steep hillsides around here are clearly not suitable for employment lands and are scarcely suitable for residential development. In addition to allowing a fair path for large property owners to capitalize some of their assets, the plan protects green spaces which are an important economic asset to the metro region. Let's be realistic and honor the compromise that serves the most PEOPLE of our region.
<b>Roger Glaser</b>	Lake Oswego	Metro's plan of 15 houses per acre for this area is a disaster. It increases flooding of the Tualatin River, pollution and congestion, reduces the quality of life for all.
<b>Tamie Brown</b>	West Linn	This is wrong to bring that many people to stafford!
<b>Jeffrey Kohne</b>	West Linn	Traffic along Borland Rd, Ek Rd, and Willamette Falls drive (and the I5 corridor) is horrendous enough as is.
<b>Margaret Rutherford</b>	West Linn	This is very important to the future livability of the area! There is far too much development and traffic already.
<b>Dale Laird</b>	West Linn	Main reason stated---too many people per area.
<b>Joseph Wikoff</b>	West Linn	The Stafford Hamlet vision and compromise is a reasonable plan for preservation of a life style and meeting of housing and employment needs
<b>Thomas Kelly</b>	West Linn	I am signing this because I would hate to see the greed of a few landowners and developers destroy the beauty of the Stafford Hamlet.
<b>Judith Umaki</b>	Lake Oswego	The current plan is the result of a long and detailed process involving the citizens in the area. It is a serious overreach on Metro's part to ignore the will of the people and all the thoughtful planning and compromising they have done.
<b>Teri Allan</b>	Lake Oswego	The existing road infrastructure is already overused. If new development occurs along Stafford, additional high-volume routes will need to be added to offset congestion on Hwy 43 and McVey/Stafford. Until there is a plan to address the traffic, I cannot support increased density.
<b>henry and norma jean</b>	Lake Oswego	I want to see the Stafford area livable.
<b>Jamie Budd</b>	Tualatin	I'm signing because I love the beauty of Stafford and there are too many developments as is. Our roads can not support the additional congestion.
<b>nora baker</b>	Tigard	Nature and natural vs. housing and development. Proposed density is insane!!!
<b>Trudy Harrison</b>	Beaverton	Do not change this jewel!
<b>Robert Hesslink</b>	Lake Oswego	Don't build until you build more roads and infrastructure.
<b>Lissa Willis</b>	Wilsonville	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County. I want Stafford Area to remain outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.

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<b>Don Smethers</b>	West Linn	concerns about water resources
<b>Belinda Wilson</b>	Lake Oswego	I believe this compromise is the best solution. It preserves the area while allowing development on Borland Road.
<b>JULIA SIMPSON</b>	WEST LINN	Metro and Clackamas need to LISTEN to the citizens-taxpayers--NO on placing Stanford in urban reserves!!
<b>Amy O'Connor</b>	Wilsonville	It will add too much congestion.
<b>Alice Swartz</b>	Wilsonville	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County, to keep the Stafford Area outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature, with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.
<b>Margaret Jeffries</b>	Wilsonville	I live in the Stafford area and DO NOT want to see the rural living lost to development.
<b>Ruth Nicholson</b>	West Linn	There are not enough community facilities in our area to support the present population. Leave the country in the country!!
<b>Valerie Wicklund</b>	Wilsonville	I support the Stafford Hamlet Compromise in the designation of Urban Reserve land in Clackamas County, to keep the Stafford Area outside the Urban Growth Boundary. Because of the costs of providing services to the area and the topography, the area should remain rural in nature, with growth to occur as currently planned by the County. Restrictions should be placed on conditional uses to guard against their negative impacts.
<b>Wendy Livingston</b>	Wilsonville	We do not need dense housing in the Stafford area.
<b>cynthia rane</b>	Wilsonville	stafford road is already too busy dont ruin one of the nicest area left in portland because yourplanning is terrible
<b>Nicolo Pinoli</b>	Wilsonville	I live here!
<b>steve moore</b>	West Linn	Traffic on Stafford road is already backed up most afternoon as are the 2 traffic circles. The schools also can not handle the increase. Leave us alone please!
<b>Mary Hess</b>	West Linn	Development without a plan for traffic relief is a terrible idea. Plus I love the open areas around the Stanford hamlet and frequently them often
<b>Jay &amp; Elizabeth Medle</b>	Sandy	The League of Women Voters' study showed may reasons why this area is unsuited for concentrated development. The County and METRO should refer to their nonpartisan information in making a determination about the future of this area.
<b>Janet Crawford</b>	Wilsonville	I do not want 50,000 more people in the area. I moved to Wilsonville to get away from huge development.
<b>Randall Yamada</b>	Lake Oswego	People need to know that some development of the hamlet will require land use conditions for urbanization of all of the hamlet.  This means eventual development of all of the hamlet under the Rural Reserve designation.  As Portland Metro grows it will become impossible to recover islands of rural open space within the greater urbanized area.
<b>Michele Dempsey</b>	Wilsonville	This kind of reckless growth will destroy the livability of the area. Traffic is already unbearable. The thought of the destruction of wildlife habitat that this would entail sickens me. I support the Stafford Compromise.
<b>Tammy Starner</b>	Lake Oswego	I live near Stafford Rd
<b>Monica Henderson</b>	Logan	I grew up around there and I would be so, so sad to come home and see all that beautiful GREEN destroyed. Please, please keep it rural. This planet needs beauty. The people that live there, are there for a reason! Don't ruin it for them!
<b>Laura Cox</b>	West Linn	We must also keep an eye on the water table(s) in the proposed developmental areas which will not support 50,000 more residents and maintain farmland presently established.
<b>Linda Wagner</b>	Lake Oswego	I agree with the Stafford Hamlet and would agree that Clackamas Co, needs to halt their plans. I drive Stafford and Childs Rd. all the time. There is already to much traffic. I do not want that kind of over-populated development.
<b>Linda Nicoll</b>	Milwaukie	I would like to see the decline of urban sprawl. Building up rather than out. Our cities need more parks and community gardens not larger back yards. Time for a shift in the American dream of home ownership.  Just my humble opinion.
<b>Nanette Thaut</b>	West Linn	It's already getting so crowded. We moved to WL 3.5 years ago from LO. My husband can not believe how much more traffic he has on his drive to work in that short time period. Our kids attend Trillium & it's overcrowded. My son's classroom is in the hallway. And the best part of WL is the beauty. We are from a small town. I love the feeling that we live out in the country; but we don't. Thank you for taking the time to listen.
<b>Mary Wolfe</b>	Wilsonville	I firmly believe density needs to be curtailed, especially in the Stafford Area.
<b>Jennie Wieland</b>	Wilsonville	I live right next to this area. I do not want it to be urbanized. Wilsonville has changed and not for the better over the last five years.
<b>Januce Thomas</b>	West Linn	This will cause too much congestion
<b>Judith Schmitke</b>	Wilsonville	Our livability will be destroyed and our taxes will increase to an unreasonable high. They are already high enough!!
<b>Stacy James</b>	Tualatin	I do not want additional congestion in the Stafford region.

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<b>Jennifer Lera</b>	West Linn	I want to preserve the Stafford area.
<b>Kim Sparrius</b>	Lake Oswego	Keep Stafford the same- horses and farm land are important
<b>Jim Lamberson</b>	Tualatin	205 already has more traffic than it can support, so many drivers are now clogging Tualatin roads (e.g., Borland & Nyberg Rd., 65th Ave.) in futile attempts to bypass 205, making our neighborhoods both dangerous and congested.
<b>Peggy Casebeer</b>	West Linn	I am signing this petition because Oregon needs to keep one of the most lovely rural areas in the Portland area rural. I have lived in this area for 46 years and it would be HORRIBLE if it became an overly dense area with too many houses and traffic congestion. We have formed community groups, hired lawyers and fought to keep our Stafford area rural ever since we moved here and we will continue to fight to keep it rural. I don't even think there should be campus style businesses in the flat Borland Road area. That would certainly lead to more traffic and the building of more homes. We do not want this area to look like the urban sprawl of California or Texas. Oregon needs to keep the beauty of it rural areas in this state intact.
<b>Candice Piazza</b>	Wilsonville	I support the Stafford compromise.
<b>Linda Mertz</b>	Lake Oswego	I don't believe in density buildings, especially in an area like Stafford. Keep the country, country.
<b>Charles Ormsby</b>	Portland	As Co-Chair of Birdshill CPO /NA on NE corner of LO I am signing petition and forwarding link to residents. Prime issues: No vote on annexations to LO from Stafford Area. Horrendous infrastructure (sewer plant + pipes and pumps) along with and roadway costs. We pay for our own destruction. Again with no likely vote on bond debt instruments that have Full Faith and Credit clauses effectively encumbering your tax lot with debt. See NYTM article "With no vote taxpayers stuck with tab on bonds", 2012 Jun 25 Monday.
<b>Iva-Marie Connall</b>	West Linn	I agree with this petition. Commutets traveling via 205 use side streets due to increase wait times siting on the highway. The roadways alone cannot absorb current traffic let alone future residents.
<b>NICHOLE HILDEBRAN</b>	West Linn	I LIVE IN THE STAFFORD HAMLET
<b>Patricia Meier</b>	West Linn	This Quiet country town does not need 50,000 more residents.It will no longer be the community I chose.It will become the grid lock of other near -by towns.WE CARE.
<b>Marty Bankhead</b>	Lake Oswego	I stand with the people of the Stafford area to preserve this area's vital rural nature, and with upholding the rights and ability of communities to find and implement cooperative solutions to challenges that serve citizens well, today and in the future.
<b>Carolyn Ferguson</b>	Wilsonville	Too many people moving into area will change our quality of life, which currently is fantastic!
<b>Cheryl Prior</b>	West Linn	To preserve the open and green spaces, and protect beauty of our precious area and the very reason that most of the residents fell in love with this area in the first place!!!! Don't allow it to be destroyed by over- development!!!!
<b>Christian Lapainis</b>	Lake Oswego	Infrastructure is already strained in the area, we need to improve roads to handle the current demands before adding 50,000 more residents. Thank you
<b>Melinda Heuschkel</b>	West Linn	The livability of this beautiful area must be preserved. It is a treasure to this area that must be respected & cherished.
<b>Isaac Weber</b>	West Linn	There are already too many people.
<b>Susan Cook</b>	Portland	Our family farm is in the area designated for overpopulation with no infrastructure to support ti.
<b>Pamela Adams</b>	West Linn	Traffic congestion on Rosemont Rd.
<b>William Griffiths</b>	West Linn	There are much better plans for the Stafford area than 50,000 new residents.
<b>Mary Griffiths</b>	West Linn	I live in West Linn and LOVE the rural areas surrounding us. Adding 50,000 people would be a disaster,
<b>Michael Garrison</b>	West Linn	I would like to see balance between preservation of our unique natural setting and reasonable development. The compromise does that.
<b>David Parker</b>	Wilsonville	Urban Sprawl is not welcome here. We pay higher prices and taxes on our property. We do so because a large part of what makes this area special is the LACK of population density.
<b>Lauren Hughes</b>	West Linn	I'm signing because Metro needs to listen to the local communities that will be impacted. This density is too much for the area.
<b>John Valley</b>	Lake Oswego	I like to bike through Stafford and too many people (50k????).
<b>brent Williamson</b>	Tualatin	The proposed density will destroy my neighborhood - I am adamantly opposed to the proposal.
<b>Cindy Maddox</b>	Lake Oswego	The impact of increased density in this region will cause a hardship and have negative impacts to the city of Lake Oswego, especially it's roads due to an increased amount of traffic on its roadways.
<b>Susan Foley</b>	Lake Oswego	It is irresponsible to allow any building until the infrastructure (transportation/roads) can handle the additional traffic. Roads first houses second!

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<b>Joel Augee</b>	Tualatin	<p>Stafford triangle is a treasure not just for those who live there, but those of us who drive through it and experience the pastoral. The green space is invaluable to our quality of life. Increased density will ruin the quality of life for all the residents here.</p> <p>Then there is the cost. We don't have the infrastructure and can't afford the price anyway (PERS is looming, our schools are facing a financial cliff). And so how will the traffic problems be solved? What a looming disaster.</p> <p>Yes, housing costs are outrageous. Yes, it is a problem. But is the solution to tarnish and ruin what we have? Is it possible that not everyone can live in the Portland metro area? Housing costs need to be looked at nationally, not through a local microscope. What about natural migration patterns to other parts of the country? Let the market decide.</p> <p>I agree, add housing if it doesn't substantially change our identity, our way of life, and what we treasure about this state. But why destroy our quality of life to solve a housing crisis ?</p> <p>If the politicians really care about us, why not have a referendum put to those of us living in or near the Stafford Triangle. See what those who have something at stake think.</p> <p>STOP Metro and Clackamas County politicians from ruining this area. Permanently.</p>
<b>Linda Sorber</b>	West Linn	No more congestion!! The Stafford area is one of few rural landscapes left. We should not build on every piece of land in existence; leave it natural and uncluttered.
<b>alice beckman</b>	West Linn	It is so lovely right now and it would be ruined. You can not return to rural areas when you develop them
<b>Gail Parrick</b>	Lake Oswego	<p>I believe the area can not support 20,000 to 50,000 population increase . Metro is Wrong.</p> <p>* Two additional points: no existing plan (this sounds like the "Safco bldg fiasco).</p> <p>* I understand that this effort doesn't meet the legal or technical criteria for urban reserve inclusion.</p>
<b>Laura Mittelstadt</b>	Lake Oswego	Supporting the Stafford Compromise
<b>Dell-Ann Dustan</b>	West Linn	No more high density housing
<b>Anne Cunningham</b>	West Linn	The traffic is already bad enough.
<b>John Bacheller</b>	West Linn	Urbanization of the Stafford Hamlet makes absolutely no sense for Portland, Clakamas Co., the surrounding cities and the Hamlet.
<b>Randall Gore</b>	Wilsonville	Just trying to help the will of the people to prevail- How can Metro oppose the will of the people that they have promised to serve?
<b>Cheryl Gore</b>	Wilsonville	Metro has not taken the interests of the residents of this area to heart. Increased traffic is a negative impact.
<b>Jan Smith</b>	West Linn	it is irresponsible to develop Stafford and destroy the beauty and open spaces. Leave it alone. It's perfect the way it is and there is zero need to change it.
<b>Barbara Gottlieb</b>	West Linn	I'm signing because I have been a resident of West Linn for 20yrs and have seen such a population explosion in this area. I would love to keep our open spaces for as long as possible.
<b>Lisa Volpel</b>	Lake Oswego	<p>We do not have the infrastructure to support growth in Stafford.</p> <p>We need farmland and natural spaces near higher density areas for quality of life.</p> <p>More cows, less cars.</p>
<b>Kelly Kammeijer</b>	Lake Oswego	Its too much
<b>Robert Kammeijer</b>	Lake Oswego	I oppose the Stafford project. It's ridiculous.
<b>Susan Reese</b>	West Linn	Our infrastructure is already overtaxed, the country many of us moved to already practically gone. Please adopt the Stafford Compromise. Thank you.
<b>Patricia Kirkland</b>	Tualatin	Adding 50,000 residents to this area will put a huge strain on schools and add to already growing traffic problems. The greater Portland area is considered a wonderful place to live because of areas like the Stafford Hamlet. Adding 50k residents will destroy the very thing that makes our area so amazing.
<b>Chris Koll</b>	Newark	As a West Linn resident for 25 of the 28 years of my life I find peace and tranquility as I drive through the Stafford area. The other 3 years of my life I lived in the highly urbanized area of North Jersey where you find township after township of medium and high density residences. I would hate to see the same development here. Keep the rural make up of the stafford hamlet unincumbered by urbanization.
<b>Charles Combs</b>	Tualatin	I am signing to preserve the character and livability of this community.
<b>Cindy Blake</b>	West Linn	I am very concerned about the overpopulation! 50,000 new residence is way too many!
<b>Codi T</b>	Lake Oswego	I don't want to see all our beautiful, nature filled land developed! I also want our town to remain quaint like it is. Leave our land alone!
<b>Catherine Curra</b>	West Linn	This is my home
<b>Lindsey Lelack</b>	West linn	I live here and don't want anymore people in our town. Protect the country feel!
<b>Denise LaDuke</b>	West Linn	We have enough homes and residents.
<b>Bill Henry</b>	West Linn	Metro and the county need to listen to the people and stop pushing their irresponsible agenda!
<b>Ann Thompson</b>	Tualatin	<p>I disagree with the expansion of this area.</p> <p>The traffic is already bad.</p>
<b>Kay Hopkins</b>	Lake Oswego	Opposed to stafford infill.
<b>Steve Aaker</b>	Lake Oswego	Community Quality of Life Issues
<b>peter mellon</b>	West Linn	peter mellon
<b>Julia Henry</b>	West Linn	We continue to fight this kind of development - continue to vote down all measures that are created . Leave our countryside alone - Oregon City and Wilsonville are open to urban development. Consider the legal action due to destruction of wetlands, rivers, infrastructure, etc. No, no, no!!!

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<b>Jimmy Church</b>	Washington	Inappropriate development that does not benefit the existing community.
<b>Brian Maguire</b>	West Linn	The residents want this area to stay rural.
<b>Jessie Schultz</b>	Wilsonville	Too many people
<b>Tara Edwards</b>	West Linn	I live in West Linn and I don't want to see future development of this area. I-205 and our local roads and schools can't support it!
<b>Shannen Knight</b>	West linn	Concerned about traffic.
<b>Susan Snow</b>	Tualatin	The Stafford area, this precious gem's value will only become more clear as surrounding cities become fully developed. An island of visual beauty, I cast my vote for creatures and plants powerless over human hand of development. Let's preserve this unique area and provide relief to everyone who lives in the greater Portland area, a place to visit where concrete doesn't spread to suffocate the earth below.
<b>Andrea Sunada</b>	Tualatin	I live there on Stafford and love the country atmosphere
<b>Don Smethers</b>	West Linn	The traffic on I-205 and I-5 is already saturated 2 times per day, 2 hours in the AM and 2 hours in the PM. This is already causing drivers to overload the back roads, Borland, Ek, 65th, Willamette Falls, and Stafford. Those roads are becoming dangerous as non-residents drive fast trying to beat the freeway traffic.
<b>Ann Wilson</b>	lake oswego	That also includes Childs Road where I live, too. We've seen the traffic density increase hugely since we moved here in the mid 1990's. Every year, more traffic and more potential danger for us and for our children. Turning left from Childs Rd onto Stafford is nothing short of a 'Hail Mary' . Sometimes takes over 5 minutes to make that turn and many people 'thread the needle'. It's just plain dangerous. Cyclists take their lives into their own hands on many of the neighborhood roads. Children are afraid to cross the street due to increased travel on these road by people who don't live here, who drive too fast 'getting to where they are going' and who don't respect the safety concerns of those of us who do. Not to mention the destruction of farm land, wet lands, critter habitat and the clean air benefits of wooded areas in the Stafford area. So much to lose, and for what?
<b>Ann Wilson</b>	lake oswego	While we do not live in Stafford Hamlet proper, we do live right on Childs Rd. adjacent to the Hamlet. We've lived here quite happily for the last 18 or so years. But we have seen a HUGE increase in traffic density in this area and most particularly on our road. Many of the vehicle use roads like Childs and Borland as 'shortcuts' to get them where they want to go as quickly as possible (because I-5 and 205 are already bottle-necked due to poor infrastructure and TOO MANY PEOPLE). These commuters show little or no concern for those of us whose quality of life is threatened as they speed right through our neighborhoods. They don't live here and don't respect our desire to live in a safe neighborhood. Cyclists take their lives into their hands on these roads. Parents are afraid to let their kids cross the street. There is also the issue of the destruction of farm land and wet lands, the increase in air pollution that is inevitable if we add 20K to 50K people with all of the cars that would represent, and the destruction of important critter habitat and the ever delicate balance of predators and prey. Not to mention the obvious concerns regarding water usage at a time when it is becoming clear that climate change is upon us. Wet winter and a good snow pack THIS year, but are we foolish enough to believe that can we will be able to count on that in the future? For these and many more reasons, we need to STOP, take a deep breath, listen to each other and find a compromise that honors ALL of the points of view, not just those of greedy developers and/or county officials licking their lips about all the increased property tax revenue they can rake in. Thanks for listening.
<b>Danielle Boesel</b>	West Linn	I want the beautiful open land of the Stafford Hamlet to remain protected. I don't want a big population influx to the immediate area.
<b>Courtney Stennick</b>	West Linn	Existing infrastructure, etc. supports the existing population. This community will suffer and deteriorate if what is being proposed becomes reality.
<b>Jan Smith</b>	West Linn	Beautiful Stafford needs to be protected not populated.
<b>Stephany Jones</b>	Tualatin	I love this area and live in it. I would hate to see the natural beauty be destroyed.
<b>Stephen Rushton</b>	West Linn	We are new to the area, but have followed the Stafford Hamlet saga since we arrived. Given the multiple and different motivations from interested parties, it does seem that the Stafford Compromise is a very pragmatic proposal. However, it is totally unreasonable for developers to expect city taxpayers to pay for the associated infrastructure needs arising from any development. Having said that, I think that changing the Stafford Hamlet land use designation is far less important than focusing available resources on the need to solve the area's traffic density problems in a major way, not just tinkering this issue. The future demand for development will only serve to exacerbate the traffic problem.
<b>Nina Press</b>	West Linn	We continue to fight against this kind of development. The infrastructure cannot support it. Traffic has already gotten worse in the last 3 years. The quality of life will be negatively impacted by development.
<b>Jill Gaddis</b>	Portland	This is one of the last areas for farming, open spaces. Developing this area will add to a high density area will only add to the problems we already have, traffic, air quality, pollution.
<b>Tim Durkee</b>	Lake Oswego	I live in LO, and love the rural country feel. This will drastically increase traffic and pollution to our community not mention decrease property value and increase in crime! This is unacceptable!
<b>Andy Lanier</b>	Salem	This area is where I grew up, and my family home and life is centered. I do not want the kind of unchecked development to occur that is proposed.
<b>Marc white</b>	Vancouver	This destroys every persons quality of life in the region. The added congestion makes everyone's commute more difficult. Plus, as a nurse I can tell you we don't have the hospital infrastructure to support more people.
<b>Fran Mazzara</b>	Welches	we lived in stafford 20 years ago. The traffic was difficult then. To add more people ,cars and homes will be intolerable to anyone who lives in and near stafford. What are these commissioners thinking of. Oh,I know,more money and more votes for their election every four years. Shame on them!

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<b>Bernard Guy</b>	Lake Oswego	Any development scheme should require the people profiting from it, developers and land holders, to pay for traffic mitigation from their project. They should not be able to reap all the rewards and leave existing residents with all the negatives.
<b>cynthia rane</b>	Wilsonville	this planning is aimed at merely making money, taxes will increase and developers will prosper. the environment and liveability will suffer as usual. why not spend money rehabing old areas that are in disarray and building up instead of out and within the already ugly and messy area of portland. you have only to look at the city of nike to realize what you have to look forward to if you continue on this path. traffic there is nothing short of a nightmare, very poor planning indeed.
<b>Jan Shea</b>	Aurora	Only the big money interests want this. Vote No! This is why the Tootie Smith and John Ludlow lost the last election. We were tired of their collusion with those who think money is all that matters.
<b>Monica &amp; Steve Cox</b>	West Linn	The amount of traffic on Rosemont has already increased dramatically in the last 5 years. We used to feel like we lived in the country until lately. The Street of Dreams should never have been allowed to build homes here. It looks completely out of place. We do not want the rest of the Stafford Hamlet looking like that!

# Thank you for leaning about The Stafford Hamlet

[www.staffordhamlet.com](http://www.staffordhamlet.com)

