

HAWK HAVEN EQUINE
33536 SE Carpenter Lane
Gresham, OR 97080
(503) 663-9692
hawkhavenequine@gmail.com

September 1, 2023

Re: Case File No. T3-2022-16220 (Portland Water Bureau)

Dear Hearings Officer Rapplelea,

I submitted written testimony into the record on June 15 and August 4, 2023. The applicant's consultant addressed a portion of my testimony at pages 63-64 of Exhibit I.80. I am writing in response to the consultant's comments, which do not reflect the reality of my farm operation.

As I have stated, I own and have for many years operated the farm and farm business known as Hawk Haven Equine at the above address. My farm is located roughly 4,000 feet west of the PWB site, on SE Carpenter Lane between SE Cottrell Rd, and SE Altman Rd. I make my living from the equestrian operation I conduct here. Should this project be approved, I will lose most of my farm income and, hence, the earnings upon which I depend.

The consultant contends that my farm practices will be protected by a restriction on truck traffic on Carpenter Lane between Cottrell and Altman. Unfortunately, based upon the difficulties of moving trucks north (or now, as proposed, south) on Cottrell, my stretch of Carpenter may provide the most logical and simple route for truck drivers. Signage will not prevent drivers from coming and going this way. Even so, for the sake of argument, let us assume 100% compliance, so that no trucks or other construction traffic passes in front of my property. What this overlooks is the actual nature of my operation, and what draws clients to my farm. I provided detail in my letter of August 4 (Exhibit I.34), and do so again here:

- I do not have riding trails on my property and there are no accessible public trails in this area. Therefore, the quiet country roads around my farm, most especially including Carpenter Lane running eastward between the farm and the Water Bureau site, but also adjoining and nearby rural roads such as Cottrell Road, are an important feature for existing and prospective clients who wish to ride outside of the arena. Such riding on country roads is an accepted farm practice of farm operations such as mine, and Carpenter Lane *east* of Cottrell, to the dead end by the PWB access driveway, is the route most favored by my boarders because it is the quietest and most peaceful one. This is the stretch over which all construction traffic would travel.

- This is an agricultural area with quiet country roads and lanes (not just Carpenter Lane, and not just in front of my property), with minimal traffic, which my clients find suitable for horseback riding. My clients will not want to ride on these roads with the increased traffic proposed by the Water Bureau, including but not limited to the truck and employee/contractor traffic proposed during five or more years of construction of the filtration plant and pipelines. ***Nothing about this proposal would be consistent with the rural character of this area.***

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- Horses are naturally nervous, skittish animals. They are easily disturbed by loud sounds, such as noise from the diesel engines and air brakes of trucks, or horn honking by drivers unfamiliar with driving in the vicinity of livestock. Vehicles, especially large loud vehicles, driving past horses are a major problem, and are likely to spook a horse who at best will fidget, or at worst will throw their rider onto the pavement and run away.

- Neighbors in the area generally understand the need to drive slowly past horses and other livestock, whereas visitors to our area often behave as if they are passing a bicyclist and speed up, passing within a few feet of the animal. This is dangerous and unsafe for the horse and the rider. Widening Carpenter would only cause traffic, including truck traffic, to speed up, creating additional dangers for riders, as well as for pedestrians and bicyclists on Carpenter (many of whom are of school age).

- Losing the use of community roads for my clients will force a major change in my equestrian operation, and increase its costs by depriving me of substantial revenue, and spreading my fixed costs among far fewer patrons. My clients come from as far away as Wilsonville and Lake Oswego. A number of my them will simply move their horses elsewhere in search of the peace and quiet and safety they require while riding, and which they expect in an agricultural setting such as ours. Both existing and potential clients will choose to board at a different facility in a country setting. Based upon my experience, once they have made that decision, they will not come back; there are alternatives out there, including some closer to where some of my clients reside. Thus, the damage will extend far beyond the period of construction, however long that may be.

- Also, regardless of routing, the enormous increase in traffic on the surrounding road system will impede my clients' access to my farm, delaying travel and encouraging them to move their horses elsewhere. Mine is a word-of-mouth business, so when I lose one client, I am likely to lose the business of future clients as well.

You have more than enough material to wade through, so I apologize for being repetitive. However, I feel it important to identify the issues missed by the applicant in responding to my earlier comments. Again, the proposal before you will force a significant change in my accepted farm practices and will significantly increase the cost of those practices, eliminating much of the farm income on which I depend. I respectfully request that this application be denied.

Sincerely,

Angela Parker
Hawk Haven Equine



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1 message

hawk haven <hawkhavenequine@gmail.com>
To: LUP-comments@multco.us

Tue, Sep 5, 2023 at 1:06 PM



External Sender - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

Please see the attached letter for filing in the above matter. Thank you.

Angela Parker, Hawk Haven Equine



Hawk Haven Equine letter 9-1-23.pdf
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