Hans Nelson & Sons Nursery, Inc.
31020 SE Waybill Road
Boring, OR 97009-9427

Re: File # T3-2022-16220 PWB land use application for filtration plant and pipelines

My name is Jesse Nelson I live, and we have a farm at 38616 Se Lusted Rd. Our main office is at 31020 Se Waybill Rd. my family has operated a tree nursery in the area of the proposed facility for over 75 years. Our nursery grows trees to supply other nurseries across the country. We have multiple field growing locations and 20 full time employees. Our tasks are seasonal in nature, but we keep a full crew all year long.

We rely on county roads for our employees to get to work. We use these roads daily to transport equipment, plants and employees Depending on the season we could make up to 10 round trips per day between our different fields and farms. With the main farm located on Orient drive we use Dodge Park Blvd to access our second farm on Lusted Rd. We use this route because it is the only safe option with good visibility and shoulders. If you refer to Exhibit H.3 (pre-hearing statement by the applicant) Compatibility of proposed PWB filtration facility and pipelines construction with farm traffic study, they state there is no safe alternative. At the hearing was the first time anyone had seen this report. We are farm operator X and on page 87 of the PDF it states "none due to saftey issues, the route of travel is only on Dodge Park". Farm opperaton F is the same in that there is no alternate. That means if any disruption on Dodge Park we won't be able to access our farm. There is no mitigating this. They proved that. We must be able to access the farm all year long with many sized vehicles and tractors/implements. The study states our lowest use season is July-October. That is when we are taking our biggest equipment on the roads to prepare soil for fall planting (up to 16' wide implements). We also have very time sensitive sprays and field cultivations that happen in that time window depending on weather. If we are unable to access this farm at anytime as it states in their report the project should be stopped. We must be able to access those farms at anytime with any equipment.

Depending on the season we move equipment around daily. Depending on the weather window and task that needs to be done we need the option to act quickly. We move

very small compact tractors up to large tractors pulling implements up to 16' wide to prepare soil for planting. When we drive these roads sometimes, we hold up traffic. We cross Orient Drive with our digger which is a large tracked machine that moves very slow. It requires us to put boards down across Orient Drive, so we don't damage the road surface. We use or employees as flaggers to stop traffic while we cross. It takes about 5 minutes to cross the road. We've had close calls in the past where drivers in a hurry don't stop. It is a dangerous task with the traffic load we currently have. Added construction traffic will only increase these dangers. When Highway 26 is closed due to an accident Orient Drive is the backup route. In the past when this has happened it is a constant flow of traffic. This has happened multiple times and if that is any indication to the added traffic on our roads due to this project it is astonishing. Detours generally last 2 to 4 hours. If it were to be years, it would make it almost impossible to enter or leave our facility. When we need to cross there is no time between cars and the vehicles go way too fast on roads, they are uncommon to. To get the digging machine to the other farm we move it using a semi-truck and allow boy trailer. Dodge Park Blvd is the only safe option (as mentioned in Exhibit H.3 page 87). Alternate routes have cliffs on one or more sides, zero shoulder and very limited visibility. The county has placed length restrictions on them for these reasons. We dig trees from November through February depending on the year. We only harvest on dry days when the temperature is above freezing. We require a lot of vehicles and tractors and trailers to move plants during harvest season. They are perishable and we take great efforts to keep them as healthy as we can for our customers. We can have zero delays when harvesting and moving plants. They are bare root which means we leave all the dirt in the field and are very vulnerable and need to be stored properly immediately.

The construction of the site will greatly impact our nursery operation. The increased traffic will make it more dangerous for my employees to get to work. We are very dependent on weather and need to be able to act quickly when we have the opportunity. If we are delayed planting it will delay plant growth and the crop could be a complete failure. Our trees are in the ground for 2-4 years so we would have no crop or income 2-4 years out. It may seem like a simple operation, but it is far from it. We must contend with many factors such as weather, plants, soil conditions etc. Any change in this could mean a crop failure.

We plant our trees in the spring when we have a good weather window. The weather can change rapidly in the spring and this, in turn, can change our workplan multiple

times per day. During the year we move mowers, sprayers, stakes, tractors, irrigation supplies, employees and supplies between fields and farms keeping the plants growing straight. We irrigate our plants and requires a lot of monitoring throughout the growing season. If we miss a key irrigation cycle it could mean the plants don't get to saleable size and we are unable to sell them. All these activities depend on weather, insect pressure and plant growth stages. None of this can be disrupted by a project like this that must be placed in the community it serves.

I was interviewed for the agricultural impact analysis reports produced by Globalwise (exhibit A.33). During the interview I explained our traffic patterns and routes. I was not mentioned in the report even with Globalwise knowing we rely on roads adjacent to the proposed plant. After reading the reports that were generated by Globalwise, I have no idea how they concluded there is no impact to agriculture. They manipulated data and they are not experts in nursery production. They cited sources such as magazine articles and used only pieces of interviews that helped make their pre-determined outcome of no impact. Only a nursery person who lives and works in the area could give you the true impact. Their survey area (1/2-mile radius) was not a representation of the area that will be impacted. The agricultural community in this area works together. We are all willing to help each other out and do regularly. We do combination loads for delivery and shipment that may originate in one place and have multiple deliveries to 2-6 different farms. On outbound shipments this is common practice. A semi-truck will pick up a portion of the refrigerated trailer at multiple locations. This is hard enough with the e-log books that require shut down periods. Any delay from construction or operation of this plant will make those delays worse. With bare root trees in a reefer we can't have any delays. We plan very carefully to make sure the plants are in there for the shortest time possible. We use tracking units that record location, temperature and humidity in the trailer. There is a lot of value on a reefer and the plants can't be replaced. If the plants get to the customer in bad health it gives our nursery a bad reputation. That is a cost that could put us out of business.

I sit on the board of the Oregon Association of Nurseries and we voted unanimously to oppose this plant and construction. There are other alternative sites that it can be placed on. They are required to treat water, but nowhere does it say it has to be on prime farmland. The ground proposed is in a rural reserve to protect it from things like this happening.

The PWB attempted to make a good neighbor agreement. They originally had a "sight advisory group". The end goal was to create a "good neighbor agreement" They would lead you to believe they wanted input from the community. They were just going through the steps to lead us all on. They never answered one question honestly. They would take our questions and concerns and tell us they would be mitigated, or our concerns weren't that at all. Everything we were worried about could be worked around. After a few meetings the community caught on to what they were doing, and no one continued to attend the meetings. In the end PWB was the only ones that signed the agreement. There is no such thing as a good neighbor agreement. I don't know how they can get away with such deception.

In conclusion I urge you to not let an industrial plant be built on protected farmland that could be used for many types of agriculture for centuries to come. All the reports that were produced to say there won't be an impact to agriculture and traffic were written by people who don't know the intricacies of nursery production and our community. For them to go through all the reports and state there is no impact is ridiculous and false.

If this project were to happen it would have a large and long-lasting impact on agriculture and likely put nurseries out of business.

Sincerely,

Jesse Nelson

Hans Nelson and Sons Nursery

Farm Operator Q

Farm Traffic Origins: Farm Operator Q's headquarters (Q-HQ) is at 34826 SE Carpenter Lane with limited movement between fields Q-F2, F3, and F4.

Farm Traffic Destination: None of the fields are accessed from Dodge Park Boulevard. Fields Q-F2, F3, and F4 are near headquarters Q-HQ with access required across Carpenter Lane. In the case of field Q-F2, access is from Carpenter Lane to Cottrell Road.

Alternate Farm Traffic Route: None is needed, this road segment of Dodge Park Boulevard is not traversed.

Outbound Shipping Traffic Route: Trucks depart from Q-HQ on Carpenter Lane and can either turn left at Cottrell Road to reach Bluff Road or turn right to Dodge Park Boulevard.

Alternate Outbound Shipping Traffic Route: If the intersection at Dodge Park Boulevard is closed, trucks can exit south on Cottrell Road.

Lowest Traffic Volume Months for Road Segment Use: Approximately June to mid-November.

Farm Operator X HANS NELSON + Sons Nursery

Farm Traffic Origin: Farm Operator X's headquarters X-HQ is at 31020 SE Waybill Road (outside the study area). There are farm fields around X-HQ.

Farm Traffic Destination: Field X-F1 requires farm equipment to regularly move through the road segment of Dodge Park Boulevard to reach Lusted Flats.

Farm Traffic Route: From X-HQ or fields near the headquarters, all equipment moves via Dodge Park Boulevard through this road segment to access Lusted Road in Lusted Flats. Farm Operator X usually returns equipment and vehicles including crew buses to the headquarters, but many of these moves are truck and trailer hauling equipment and supplies due to the distance between headquarters X-HQ and field X-F1. Tractors are usually driven on roads. All crew members report to headquarters daily and are transported to fields in crew buses.

Alternate Farm Traffic Route: None due to safety issues, the route of travel is only on Dodge Park.

Outbound Shipping Traffic Route: This road segment of Dodge Park Boulevard is not used for Farm Operator X's outbound truck traffic.

Lowest Traffic Volume Months for Road Segment Use: Approximately July to October.

Summary for Dodge Park Boulevard Through Cottrell Road Intersection

Farm Operators	Alternate Farm Traffic Route	Farm Traffic Lowest Use Seasons	Alternate Outbound Shipping Traffic Route
F	No	Sept - Oct	Road segment not used
N	Yes	July - Oct	Road segment not used
Q	Yes	June - mid-Nov	Yes
X	No	July - Oct	Road segment not used

LUP Comments <lup-comments@multco.us>

Case File # T3-2022-16220 Written Testimony

1 message

Jesse Nelson <jnelson@hansnelson.com> Mon, Aug 7, 2023 at 8:55 AM
To: "Lup-comments@multco.us" <Lup-comments@multco.us>

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

Please add this written testimony from Hans Nelson and Sons Nursery Inc. to the record in the case of Portland Water Bureau's Land Use application hearing. Case File #T3-2022-16220

Thank you.

2 attachments

Hans Nelson testimony to Hearings Officer.pdf
263K

Globalwise report stating impact at DP.pdf
64K