

To: Portland Water Bureau [PWB] Treatment Plant [Plant] – Comments  
T3-2022-16220 Comments  
[LUP-Comments@multco.us](mailto:LUP-Comments@multco.us)

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From: Paul Willis  
34116 SE Carpenter Lane  
Gresham, OR 97030  
[Willisteam@msn.com](mailto:Willisteam@msn.com)

I have been a resident of Carpenter Lane for some 8 years and will provide here testimony in opposition of the Portland Water Bureau building its proposed water treatment plant on Carpenter Lane.

MCC 39.7515 Approval Criteria, (A), Is consistent with the Character of the Area [COTA].

I moved here from living within congested housing in the city limits of Gresham, near Weston Kia auto dealer located on the corner of SE Stark St. and NE 223<sup>rd</sup> Ave. The backyard felt like the size of a postage stamp, which limited kids play; on-street playing was dangerous for the kids; security was always a concern; on-street parking was limited; and although the kids wanted a dog, this was not the best environment for a dog.

I found a suitable home on Carpenter Ln. that checked all the boxes, because of the COTA. A home on 5 acres on a quiet rural street surrounded on 3 sides by about 100 acres of a working nursery and also across the street from a nursery. And of course, immediately after moving in, the kids said, OK, we now have room for a dog...and so we got a dog and named her Winnie. I will generally be talking about Carpenter Lane portion that is east of Cottrell Rd. The Plant is sited on Carpenter Rd. east of Cottrell Rd.

Being located in East Multnomah County, in its Rural Reserve, the area is truly rural without the sounds and lights of the city, but with the sounds of the country and farming, minimal lighting, small country markets, feed stores and the local Pleasant Home Saloon. The biggest “business” footprint is the Gresham-Barlow School Districts Sam Barlow High School, some 3 miles away, on 43 acres.

The Rural Reserve is so designated to “... protect valuable farmland...” [ <https://www.multco.us/landuse/urban-and-rural-reserves> ]. “**Rural reserves** are lands that are high value working farms .... These areas are to be protected from urbanization for 50 years after their designation.” [ <https://www.oregonmetro.gov/urban-and-rural-reserves> ] We have about 40 years left on our designation. The Plant site’s soil, according to the USDA Web Soil Survey, is valuable, farmable Class II soil and even the State of Oregon refers to the site soil as “prime valuable farmland.” There is no question the 94 acre PWB site is valuable farmland to be farmed and not to become an industrial site. We moved to this area because of the COTA and its farmland and farming activities. The Plant will change this character by removing the farming activity on 94 acres. I thought Rural Reserve status would protect us from the invasion of a 94 acre industrial site being built down the road. No one appears to be protecting the valuable farmland as the Rural Reserves requires.... Why?

PWB is quick to point out that there is commercial operation in the immediate area and how because of these the Plant fits right into the COTA. The PWB states, “...the size [building sf] and employee numbers of the filtration facility are consistent with the character of the area...” [Land Use Application File T3-2022-16220 [Application], Exhibit A.4, 1.A, pg. 9, 10. [ <https://www.multco.us/landuse/document-library-pwb-treatment-plant> ] ] This is not a valid comparison. The buildings referenced are associated with keeping farmlands in production, whereas PWB is talking 94 areas of prime farmland out of production and changing the COTA. PWB says it will have only 26 employees and that Surface Nursery’s 35 are similar to their operation. Surface Nursery rented the PWB’s 94 acres, until they were recently required to remove their trees in preparation of starting construction of the Plant. If PWB will use 26 employees and Surface would have used 35...the Plant may be displacing 9 employees. How is this good for the area employment and maintaining the COTA? And the fact that the nurseries employ more than 26 employees to keep farmlands in business is good for the local economy.

**Exhibit**  
**H. 12**

PWB continues to point out that Scenic Fruit Co. [Scenic], is a fruit processing plant. Scenic has been family owned [Eisele family] and operated since its founding in 1931 and occupies only 24 acres compared to the Plant's 94. It was founded as a seasonal cannery to serve area growers and is the oldest berry processor in the NW. [ <http://scenicfruit.com> ] The Eisele family members live in the immediate area on Carpenter Lane and Cottrell Rd and are supporters of the community. Scenic supports the farmland production. The Plant is removing farmland production.

Carpenter Lane is truly a safe, recreational [Figure 1a, Basketball, Figure 1b, sledding], Jogging [Figure 1c, jogger], walking [Figure 1d, walking], stroller pushing [Figure 1e, stroller being pushed], biking [Figure 1f, biking], kid playing [Figure 1g, kids playing], horseback riding [Figure 1h], standing in the street talking to a neighbor, street. There is only intermittent local resident and nursery related traffic. And it is intermittent enough for all the preceding activities to occur safely. My son can safely drive our riding lawnmower to our elderly neighbor's home to cut their grass without fear of being hit by a vehicle. However, all this will change if PWB is allowed to construct the Plant.

I think it is safe to say, that if Plant construction starts, all the activities list in the preceding paragraph will disappear during days of construction. Although the PWB's Construction Traffic Impact Analysis [CTIA] [Application Exhibit A.230] is based on a 4-5 year, 5-day construction schedule, the PWB's agenda items presented at the Portland City Council meeting on June 28, 2022, indicate the construction schedule will include 6-day work week with 10 hour days. But realistically, on the 7<sup>th</sup> day, there will be no rest, as a minimum there will be security personnel going and coming and it is likely limited amount of PWB and contractor employees will be visiting the site...and who knows even "visitors" hosted by PWB, because it is a safer time to visit with less construction activity. PWB will say they will tell contractors and employees to not use the short cut thru east Carpenter Lane, but time is money and better yet for PWB there is no enforcement authority to enforce their request. The character of Carpenter Lane will be changed.

MCC 39.7515 Approval Criteria, (F), Will not create hazardous conditions.

Traffic on Carpenter Lane will even increase during road closures and detours. During the years of construction, PWB shows 1,046,162 construction related vehicle trips to and from their Plant of which 307,762 are truck trips. [CTIA] Using the CTIA's 4 year, 5-day/week construction schedule, this breaks down to an average of 1,000 vehicle trips/day, of which 300 trips/day are trucks. Figure 2a, show graphically the volume of traffic. Figure 2b, is an example of one group of road closures, i.e., simultaneously closing Dodge Park Blvd. and Altman Rd., shown by RED line. Initially, when PWB was going to partially close Dodge but leave one lane open, the estimated closure time was for "multiple years." Since PWB is actually closing Dodge and Altman to thru traffic, I cannot tell you how long the closure will be. So, when Dodge is closed, Figure 2b, says local traffic, going both ways, that would normally go on Dodge will be detoured onto Carpenter, Green line. And although PWB shows their construction Plant traffic going from point 6-4-3-5 or even from 6-4-2-1, you know good and well, construction vehicles will also go on Carpenter to get directly to Weece's Market or to the Pleasant Home Saloon or 282 St. gas station. Also, since the truckers are usually paid by the load, they are going to go the direct route, no matter what the PWB says, because there is NO Enforcement Authority. With this significant increase in traffic, the character of Carpenter Lane will definitely be changed, as well as creating hazardous conditions. There is no hope of continuing the routine of activities previously mentioned that now occur on Carpenter Lane. And safely pulling out of and into my driveway will be a thing of the past.

With the volume of traffic mentioned above, there will be an impact on local schools and parent and student safety. Looking again at Figure 2b, you will see that PWB detour routes 8-6-4-3-14 and 8-7-5-3-14 go directly to and past Gresham-Barlow School District's [GBSD] Sam Barlow High School, increasing the otherwise increased traffic due to site Plant construction. Furthermore, route 8-7-5 and then going west from 5, traffic goes by East Orient Elementary School where there is parent backup congestion on Dodge Park Blvd. and SE 302<sup>nd</sup> Ave. Figure 3a. The School Board and the First Student Bus Service clearly recognized the parent-student safety issues and bussing service delays and routing issues. With the increase in traffic, bus personnel were particularly concerned about the safety of students waiting on the side of the roads for pickup and then dropping students off on the roads, when they often go in front of the bus, and

then possibly not being seen by a construction vehicle that are hurrying to keep a schedule. Oregon Trail School District's [OTSD] Oregon Trail Academy Figure 3b, and Sandy High School Figure 3c, are on the detour route 8-10-11 with traffic continuing down Bluff Rd. The Figures show the congestion at the schools during pick or drop-off without the increase in plant construction traffic. With the voluminous increase in traffic more accidents, injuries and deaths will occur. This will change the COTA and create hazardous conditions. The CDC says the number one cause of teenager deaths is auto accidents. I have a 17-year-old student attending Sandy High School and a teenager that just graduated. I ask myself, am I doing all I can to protect them and others, with the hazardous conditions of construction and operation that the Plant will bring?

PWB continues to persuade the School Districts that they will mitigate any problems related to the increase in traffic. Yes, PWB admits that there will be issues, but that they can mitigate them. PWB uses the term "mitigate," which means to make less severe, serious, or painful. It does not mean eliminate. PWB's latest effort to convince GBSD Board that its migration methods would be acceptable occurred at their June 7, 2023, Board Meeting. The Board discounted the methods as not workable and unenforceable and told PWB they stood by their March 2023 Resolution stating they were opposed to the construction of the Plant. GBSD's Resolution can currently be found at the Application library site under Public Comments. OTSD Superintendent Bayer presented a letter and reinforced it with a later addendum stating the Districts opposition to the construction of the Plant to MultCo and can be found at the Application library site under Public Comments. Even the Principal of the OTSD's Oregon Trail Academy has submitted a letter denouncing the construction of the Plant, as the Academy is within stone's throw of the plant site. Construction will change the COTA around area schools and create hazardous conditions.

One would think with all the traffic issues, MultCo Planning Transportation Division's review of the Application [Exhibit B.13, MultCo Transportation Planning Dept. memo] would point out areas of concern and the need for further studies before the Application is considered for approval. Quite the contrary, for on pg. 3, the Division assumes, or do we say, they simply rubber stamp the Application for approval from a traffic standpoint, the Application is approved and just provides "conditions of approval," by stating, "Should the Hearings Officer be minded to approve the Land Use application ref: T3-2022- 16220, County Transportation requests the inclusion of the following conditions of approval." They mention that some studies and agreements that should be done, but some of these studies should be done before Application approval. One of the best ones is Item 7c, "TCP(s) must demonstrate consultation/engagement with Agricultural businesses and School Districts, as recommended in the Construction TIA (Exhibit A.230) to ensure impacts on the local transportation network are known in advance and/or adequately mitigated." It is very unlikely that the two school districts will demonstrate any engagement, especially when GBSD Board in their June 7, 2023 meeting with PWB, told them traffic known in advance won't help and presented mitigation will not work because it does not eliminate the problems. And Item 7d, almost as good, "Rural roads with a Pavement Condition Index (PCI) rating below 50 must not be used as detour routes in the Traffic Control Plan unless the applicant submits construction plans to mitigate impacts and improve the PCI. The Construction Permit process (see condition 5 above) will be used to review TCP and confirm appropriate detour routes." Previously I talked about the west end of Carpenter Lane being used as a detour road and I want to note also that the Pavement Condition Index [PCI] for Carpenter is around 22. The talked about Traffic Control Plan should be presented before Application approval, and almost any amount of detoured traffic to Carpenter Lane will have detrimental effects that cannot be mitigated...again...even they say it cannot be eliminated and we are talking a 4-5 year construction period and Carpenter Lane being a straight stop to the west. Where is the Division's study, investigation, and analysis of traffic related portions of the Application. Can we request that they actually perform the preceding activities and provide a report before the Application is approved? It should have been part of the County's Staff Report, but a real analysis.... How could the MultCo Planning Staff have provided a Report without this critical piece on traffic?

MCC 39.7515 Approval Criteria, (D), Will not require public services other than those existing or programed for the area & (F), Will not create hazardous conditions.

With Plant construction comes the increase in traffic; with the operation of the Plant comes the increase in traffic carrying hazardous materials to the Plant and with accidents at the Plant this creates hazardous conditions. Now Fire

and Emergency Services are needed to protect and serve the Plant and its personnel, as well as needed to continue to protect and protect the local residents, businesses, schools, etc. in the area. Multnomah Rural Fire Protection District #10 has the responsibility to protect and serve this area. Fire District #10's Resolution, Exhibit A, states....

*Based on this information and related findings, the Board of Directors concludes that the Portland Water Bureau proposal to construct and operate a water filtration and treatment plant and construct raw and finished water pipelines:*

- 1 *Will require public services other than those existing or programmed for the area; and*
- 2 *Will create hazardous conditions; and*
- 3 *Is not consistent with the Multnomah County Transportation*
- 4 *System Plan, 2016 which is included in the Multnomah County Comprehensive Plan (Chapter 12).*

*Therefore, the Board of Directors recommends denial of a conditional use permit by Multnomah County.*

With the construction and operation of the Plant, according to Fire District #10, they are telling me that they may not be able to adequately respond to me if I need fire or emergency services. My physical health and safety, and property protection is in jeopardy, if the Plant is constructed. There continues to be accidents at what will likely be the business intersection used by most Plant construction vehicles, i.e., intersection of Cottrell Rd. & Dodge Park Blvd. Figure 4a, shows a June 21, 2023, 2 car accident at this intersection, where one vehicle caught on fire and about 6 people were involved. The black car ran into the high dirt bank, which absorbed some of the impact and potentially somewhat cushioned the blow to the occupants. Since most of the constructions will be making a left turn from Cottrell onto Dodge Park, PWB intends to cut this dirt back to give their truck a bigger turning radius to get onto Dodge Park. In doing this they will put a concrete retaining wall against the bank. Now if a similar accident happens and a car slams into a concrete retaining wall, the occupants may be more severely injured or worse.

MCC 39.7515 Approval Criteria, (A), Is consistent with the Character of the Area [COTA] (F), Will not create hazardous conditions.

On Application Exhibit A.4, 1.A, pg. 15 & 16, PWB states that "nursery operational centers use noisy outdoor equipment and diesel trucks, and have unshielded light fixtures, they typically have off-site noise, lighting and air quality impacts which help define the COTA;" and that the Plant has been designed to ..."reduce the risk of dust and to mitigate noise, light, and air quality impacts;" and concludes because of the nurseries in the area "with significantly higher external impacts, such as those from unscreened buildings, noise, light and air quality," the Plant is consistent with the area. This is not comparing apples to apples. I am in a Rural Reserve area, and zoned MUA-20 and EFU, an agricultural farming area, where noise associated with this zoning is expected and even appreciated. PWB is trying to compare a mega-size industrial Plant's generated noise to this... this is not comparable. Again, note PWB will reduce the risk of dust and to mitigate noise, light and air quality...reduce and mitigate, NOT eliminate. These Plant related characteristics are foreign quantities to our COTA and are not consistent with the COTA. Lastly, nurseries do not operate 24/7 as the proposed Plant will. Nursery activities move from field to field and do not produce, continuous day after day activates in the same area. Even the central nursery processing/loading areas vary in activity and duration.

PWB in comparing post-construction Plant operating noise compares the noise of tractor dBA's, Exhibit A.4, 1.A, pg. 32, to plant operation. PWB has not gone to individual farms and measured the actual levels of equipment noise...this needs to be done, if they are to compare farm equipment noise to Plant noise. I lease part of my land to a local nursery, and they have multiple sizes of tractor which generate different levels of noise, see Figures 5a, 5b and 5c. My adjacent nurseryman also uses both small and large tractors, Figure 5d. The key here is that all these tractors or other various nursery equipment is not used daily or continuously.

PWB continues on pg. 16, by presenting 16 Oregon based water treatment plants and saying, see there are no problems with these plants in the above listed areas of concern and further stresses that 10 of the plants are in rural areas. The comparison is not reasonable to draw any conclusion from, i.e., 1] the proposed Plant will be the largest in Oregon; 2] the next largest plant to PWB's, Joint Water Commission, is some 40% less in MGD capacity and some 35% less in footprint acres; 3] the average capacity of the remaining plants being compared is some 85% less and an average of some 90% less in footprint acres. Even there is a difference in the quantity of chemicals used and chemicals such as

Sodium Hypochlorite and Ozone give off distinct odors. The CDC even recommends a limited amount of Sodium Hypochlorite in swimming pools, because using over the limit can be smelled for blocks away. The Plant is using a lot of it.

The two preceding paragraphs have just dealt with an operating plant. In fact, most of the Application deals only with the operating Plant, except for example, Exhibit 230, Construction Traffic Impact Analysis and Exhibit B.13, MultCo Transportation Planning Dept. memo. The Construction related dust generation, noise, light, air quality, and safety are not easily found, if even present in the Application. This is a gaping hole in PWB's Application and therefore, the Application should be considered incomplete.

MCC 39.7515 Approval Criteria, (A), Is consistent with the Character of the Area [COTA] & (F), Will not create hazardous conditions & possibly [D] Will not require public services other than those existing or programmed for the area.

Non-Construction noise is addressed in Exhibit A.49, E3. Right off the bat, things have changed. In the recent June 28, 2023, PWB presentation to Portland City Council, they indicated that the generators will be running for 6 months until PGE gets power to the site. Oh, in other documents, PWB has said that power for the plant is adjacent to and at the site. If it takes PGE 6 months to get power to the site, it would seem that public electrical services are not existing or programmed for the site and thus PWB does not meet Approval Criteria [D] Will not require public services other than those existing or programmed for the area. As I recall both PGE's substations, one on Bluff Rd and one at Altman/Dodge Park, we uprated about 2 years ago. There has always been the question, did PGE uprate these substations in light of Plant construction?

E.3, pg. 11, states that emergency generators for the operating plant will have a 75 dBA enclosure around it, implying the sound without the enclosure is much more. And now there will be generator running for 6 months at the site. It is likely that these generators will be running at night to light up the area for security purposes. So, at night the generator sound could be over the allowed 50 dBA, but being a construction site, is the noise level exempt? Those trying to sleep nearby how it is not exempt. What authority will enforce the sound limits and if broken, what will be the penalty? The Application should not be considered complete until a construction noise is included in the Application.

Construction dust, noise, odors, light, air quality and safety & hazards need to be addressed before the Application should be deemed complete. It is now missing. No question a lot of the lights in the area do not meet the Dark Sky Ordinance Light fixtures requirements, Exhibit 4, 1.A, pg. 35 & 36. However, the key to maintaining a dark sky in a light fixture is to use the bulb with the right color temperature range. The lower the K value [Degrees Kelvin] the more yellow/brown the perceived light. This range is from 2700K-3000k or lower. This is what I try to use at my home. I maintain dark skies, Figure 6a, 6b when looking in different directions from my home and one sky shot overhead showing stars, Figure 6c and all photos are taken on the same noon lit night. The top photo of the gate and two lights on pg. 40, Figure 30, is my home. Figure 6d, shows the entrance as it is today. Most if not all of the PWB photos may be about 10 years old, like mine is and obtained from a website some place. And the pictures are taken in the daylight, so who knows what color the light is and even if the lights are functional or if they have been replaced with the correct fixture. R&H nursery said one of their high farm lights hasn't worked for years. And the night sky photo, Figure 36, pg. 44, is sure not representative of my night sky. This study is not accurate, does not address construction lighting that will likely be going all night for security purposes or even for workmen, and this should be redone before the Application is deemed complete or the Application considered for approval.

Construction noise and vibration are hazardous, but not considered in the Application. During the 4-5 year construction period, construction noise levels will be in excess of Multnomah County Standards, of 60 dBA, Daytime and 50 dBA nighttime, as construction noise levels average 85 dBA and backup alarms range from 97-112 dBA and diesel truck 100 dBA.<sup>1,2</sup> During the daytime the construction noise is 6 times as loud and the nighttime construction is 12 times as loud as the County Standards.<sup>3</sup> PWB has measured the current unbuilt facility site noise levels as 41 to 49 dBA, daytime and 38 to 49 dBA, nighttime. Studies show that "the threshold value of construction noise that leads to sleep disturbance was found to be 52 dBA."<sup>4</sup> Average construction noise levels will far exceed that of

the current neighborhood levels, but the County Code has exempted “construction” from any noise level restrictions. And this will last for 4-5 years.

Watershed fish and wildlife will potentially be affected by the uncontrolled noise levels. In wildlife, including birds, noise can have a detrimental effect, “...noise can increase the risk of death by altering predator or prey detection and avoidance, interfere with reproduction and navigation, and contribute to permanent hearing loss.”<sup>5</sup> Additionally, fish get use to sounds like the wind and various vibrations. Unfamiliar construction sound and vibration levels will affect them too.

The noise and noise levels described above may have a deleterious effect on the neighbors. There are actually some residents that share the same property live with the facility site. “Exposure to prolonged or excessive noise has been shown to cause a range of health problems ranging from stress, poor concentration, productivity losses in the workplace, and communication difficulties and fatigue from lack of sleep, to more serious issues such as cardiovascular disease, cognitive impairment, tinnitus and hearing loss.”<sup>6</sup>

1. Multnomah County Code, Vol. 1: General Ordinances, Chapter 15: Sheriff. <https://multco.us/county-attorney/multnomah-county-code>
2. University of Washington, Dept. of Environmental and Occupational Health Sciences, Noise Exposure. <http://www.elcosh.org/record/document/3667/d001209.pdf>
3. Tontechnik-Rechner-sengpielaudio, Decibel Table and Loudness Comparison Chart. <http://www.sengpielaudio.com/TableOfSoundPressureLevels.htm>
4. Sun Y.T. Master’s Thesis. Chang’an University; Xi’an, China: May, 2008. Study on the Annoyance Threshold of the Construction Noise
5. Wikipedia, Noise Pollution. [https://en.wikipedia.org/wiki/Noise\\_pollution](https://en.wikipedia.org/wiki/Noise_pollution)
6. Australian Academy of Science, Health Effects of Environmental Noise Pollution. <https://www.science.org.au/curious/earth-environment/health-effects-environmental-noise-pollution>

Additional risk of construction noise and vibration.

Vibration from construction activities could increase the possible risk of structural damage. All construction activities likely to be associated with the PWP site, such as excavation with heavy machinery, compaction/dynamic compaction, heavy vehicle traffic (average 100 truck trips/day), trenching activities, pavement breakers, soil vibroflotation, vibrating rollers, pile driving (Pile driving may be required because of the risk of seismic-induced liquefaction of soft soil layers.<sup>1</sup>) will produce vibration. Pipeline installation will result in road reconstruction. “... calculations, based on actual road reconstruction vibration data, show that total heavy equipment caused construction vibration exposure, in a single day, can be from tens to well over a hundred times that experienced from worse-case blasting at an active mine in the same time period.”<sup>1</sup> Undoubtedly, vibration and even damaging vibration may exist during construction, but PWB appears to not have addressed this subject in any public published documents.

1. Portland Water Bureau, March 2020, Draft Filtration Facility Overview. <https://www.portlandoregon.gov/water/article/757955>
2. Vibrationdamage.com, The Construction Vibration Damage Guide. <https://vibrationdamage.com/constdam.htm>

Construction and Plant operation air quality and odors are of concern.

Ozone generation is part of the PWB’s water filtration process. It was recently removed but said to be installed in the future. Plant ozone generation capacity is 4,005.79 lbs./day.<sup>1</sup> Nation Ambient Air Quality Standards (NAAQS) sets forth the maximum allowed measurement for ozone to be present in outdoor air.<sup>2</sup>

Ozone has an odor that some may find objectionable and is described as follows: Metallic; like a burning wire; like chlorine; a “clean” smell; sweet and pungent; and like an electrical spark.<sup>3</sup> Breathing ozone can result in various health effects, including, induction of respiratory symptoms; decrements in lung function and inflammation of airways; and with respiratory symptoms, such as coughing, throat irritation, pain burning or discomfort in chest when taking a deep breath and chest tightness, wheezing or shortness of breath.<sup>4</sup> Exposure concentration and time duration will determine ozone’s effects. With higher daily ozone concentrations there is an increased in asthma attacks, increased hospital admissions, increased daily mortality and other markers of morbidity.<sup>4</sup>

Some form of chlorine will be used in the filtration process. Chlorine will be in the form of a gas or a liquid to potentially generate onsite sodium hypochlorite.<sup>5</sup> Liquid chlorine, when released, can quickly turn into poisonous chlorine gas. Chlorine gas can be recognized by its pungent, irritating odor, which is similar to the odor of bleach.<sup>6</sup> Strick safety protocols must be in place when using liquid or gaseous chlorine.

1. Portland Water Bureau, Bull Run Filtration Project Preferred Alternatives Report, August 31, 2018, Filtration Plant Key Decisions and Process. Download document title from Document Library....  
<https://www.portlandoregon.gov/water/77548>
2. EPA, Ground-level Ozone Pollution, Setting and Reviewing Standards to Control Ozone Pollution.  
<https://www.epa.gov/ground-level-ozone-pollution/setting-and-reviewing-standards-control-ozone-pollution>
3. M<sup>o</sup>Lekule Blog, What Does Ozone Smell Like?, by Christina VanVuren, October 30, 2017.  
<https://molekule.science/what-does-ozone-smell-like/>
4. EPA, Ozone Pollution and Your Patients' Health, Health Effects of Ozone in the General Population.  
<https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population>
5. Portland Water Bureau, March 2020, Draft Filtration Facility Overview.  
<https://www.portlandoregon.gov/water/article/757955>
6. CDC, Facts about Chlorine. <https://emergency.cdc.gov/agent/chlorine/basics/facts.asp>

Concerns continue over the geology and soils of the site.

PWB indicates that the northeast edge of the site, or about 12.6 acres (13.8%) is covered by a geologic hazard overlay zone. Figure 7a, shows landslide probability in the area of the facility. (This map appears to be an interpretation of Madin, I.P. and Burn, W.J.'s 2013 map.) It does appear that there is a medium to high probability of landslides. It is uncertain how excavating 1,225,000 cubic yards of soil will affect these probabilities.<sup>1</sup> Tunneling under the geologic hazard overlay zone is of concern. Especially how it might affect landslides and the boring slurry seep into the aquifer and contaminate well and/or the aquifer water find its way into the tunnel. Even though the design of the Plant is said to be 100% complete, the response to a public request for the tunneling method and process a few weeks ago to MultCo, was this information has not been developed yet.

1. Portland Water Bureau, March 2020, Draft Filtration Facility Overview.  
<https://www.portlandoregon.gov/water/article/757955>

Soil erosion may be likely, since there has been a redistribution and change in the pattern of stormwater runoff. There most definitely will be a loss of topsoil. With the removal of 1,225,000 cubic yards of soil, topsoil in the excavated area will range in depths from 1.5 to 2 feet below ground surface and will be removed since excavation depths will average 15 to 20 feet in depth.<sup>1</sup> Excavated surface area was not found, thus the quantity of topsoil removed could not be actuarially determined. Looking at Figure 7b. Optimum Filtration Facility Build Area, Section f) Biological Resources, #1, it is estimated that all of the site area, except for the steep and forested area on the east side of the property would have topsoil removed or about 85% of the 90+ acres or 76 acres or 3,310,560 sq. ft. Assuming removal depths of from 1.5 to 2 feet, there would be from 183,920 to 245,200 cubic yards of topsoil removed.

1. Portland Water Bureau, March 2020, Draft Filtration Facility Overview.  
<https://www.portlandoregon.gov/water/article/757955>

Construction worker safety is of concern. "Construction workers are exposed to a variety of health hazards every day. These men and women have the potential for becoming sick, ill and disabled for life."<sup>1</sup>

"Nearly 6.5 million people work at approximately 252,000 construction sites across the nation on any given day. The fatal injury rate for the construction industry is higher than the national average in this category for all industries."<sup>2</sup> The PWB construction appears to be no different than any other mega-construction site. It will have all the highly rated potential construction site hazards, which include the following:<sup>2,3</sup> Noise damage to the ear; Musculoskeletal disorders (lifting, carrying, repetitive work); Falls (from heights); Trench collapse; Scaffold collapse; Electric shock and arc flash/arc blast; Failure to use proper personal protective equipment; and hand-arm vibration syndrome (power tools). It is almost guaranteed that over a 4-5 year construction period, there will be health hazards. The question is, how severe will they be.

1. OSHAcademy, Health Hazards in Construction. <https://www.oshatrain.org/courses/studyguides/850studyguide.pdf>
2. OSHA Pocket Guide, OSHA 3252-05N 2006. <https://www.osha.gov/Publications/OSHA3252/3252.html>

3. 3M, Health Hazards in the Construction Industry, April 1, 2015. <https://safetynetwork.3m.com/blog/health-hazards-in-the-construction-industry/>

All the above discussions on construction noise, vibration, air quality, odors, light and safety & hazards raise concern, and lead one to conclude that construction aspects of the project do not meet Approval Criteria [A] & [F].

MCC 39.7515 Approval Criteria, (F), Will not create hazardous conditions & (A), Is consistent with the Character of the Area [COTA].

Security is a big concern with PWB's project 4,700 workforce and numerous vehicles coming and going related to the plant or not. One of PWB first job when materials start to arrive is to install a perimeter fence. So, what type of people are they drawing to the area where they need a fence and security guards? Currently, farmers and residents alike lease equipment and implements unlock, not secured, and often in the open. There is not a big problem with theft. The construction and operation of the Plant will change this, no question. Another security issue is found in item 12a of the Staff Report, i.e., 30 visitors/day. This is unbelievable, this issue was raised years ago when PWB actually had a large area in the Admin. Bldg. with the name Visitor center. Well, that set everyone off, so they removed the name, renamed it a training center or multi-purpose room and said there would be no visitors. And further this utility Plant was not to be a destination point. They get what they want one way or another, very sad to say. Before you know Metro will have TriMet funning a free bus to the Plant. With access comes crime like the light rail brought more efficient drug trafficking to NE Portland from the east county. This is a security issue that falls on the local community with only one sheriff patrolling a large area ... the COTA will change.

Oregon Fish and Wildlife has deemed the area not a big game winter habitat area, Approval Criteria [E]. However, as local residents Dave Shapiro's and Charlie Ciecko's testimonies will show, with pictures, big game is present in the area, as well as birds and geese. All along the north and some of the east parameter of the Plant site, there is an 8 ft. wire fence that has been there for decades to prevent game from eating the nursery stock, Figure 8a. Mike Kost, 35321 SE Carpenter Ln, who live across the street from the property, in June told me that about 5 years a herd of Elk go into the Plant site area and damage about 3,500 or 35,000 [cannot remember which number it was] of nursery stock items. Walking on the dirt road which borders the site, on June 21, 2023, after a rain, I saw multiple deer tracks, Figure 8b. Andrea Culver, which lives directly south of the site on Bluff Rd and can see the property, told me on the week of June 18, 2023, that Canadian geese come seasonally to the site and is concerned about the construction and plant noise that will scare them away and change their flight pattern. Also, she said she read that these geese do not like to be around communication towers like the one proposed for the site. A year ago, local residents Dave Shapiro and Carlie Ciecko pulled a dead bear of from Dodge Park Blvd.

MCC 39.7515 Approval Criteria: [G] Will satisfy the applicable policies of the Comprehensive Plan.

Both the Oregon State and Multnomah County comprehensive plans encourage and require community involvement in land use issues. PWB's first community meeting was held at the Grange on Bluff Rd. It was a packed house with standing room only. Representative of the Bureau presented information on the mandated EPA/OHA Federal mandate to get rid of Cryptosporidium and PWB had its marching odors, and the Plant was going to be built. During this presentation the MC stated that the meeting was being recorded and that question were to be held until the end of the presentation. People were getting anxious to ask questions. Once the presentation was over people started firing hard embarrassing questions. The MC quickly told the cameraman to stop recording. The rest of the Q & some A was not recorded, so future views could only see the presentation and not how upset people where and with the lack of good answers or no answers.

The Bureau then started smaller group participation at the local school. This group called the site advisory group [SAG]. Initially many community members wanted to participate and be heard. The majority of the attendance felt the Bureau had another agenda to just check a box and get information but really not give it. So, this group wrote a letter to the community and one to PWB withdrawing from the SAG, Figure 9a, 9b. Those that remained in the SAG, were not happy just like the ones that left, but hung around to get update on the project. There was a point when PWB, I guess, had enough input or comments that they declared a draft Good Neighbor Agreement. The 5 to 8 SAG people that remained



that they would have an opportunity to sign the Agreement and express their perspective and feeling about the process in writing to attach to the Agreement. Well, the Bureau headed off this effort by not having them sign the Agreement. The Good Neighbor Agreement that is supposed to show mutual collaboration and agreement was only signed by PWB representatives. This process did not meet the intent of the Comprehensive Plan.

By no means am I an expert on this land Use issue. But there are community members that are, i.e., Multnomah Fire District #10; GBSD & OTSD Boards & superintendents & Principal; First Student Bus provider; Gresham Fire Chief; and local farmers. Whose information/testimony should you more heavily rely on to make your decision, i.e., 1] a PWB Consultant that says how schools can be made safe and don't worry, and yet has not held a job as a school superintendent or Principal; 2] a PWB Consultant that says school buses routes, route times, and student safety won't be effected, and yet have not run a school student bus company or driven a school bus; 3] a PWB Consultant that says fire and emergency services are adequate in the area during construction and after the Plant is built, and yet has not held the job of a Fire Chief, or been a fire on a fire district board, or a fire fighter or provided professional emergency services, 4] a PWB Consultant that says the farmers do not have to significantly change their practices and there is no significant increase in the cost of accepted farming, and yet has not been a comparable farmer/Owner to those in the area. I implore you, please listen to the experts.

I hope it is clear that I am not against the treatment plant per say. I am against the siting of the plant at Carpenter Lane.

I thank you for your patience and consideration in reading this and do realize that yours is not an easy job.

Respectively,  
Paul Willis



Figure 1a. Basketball [Carpenter Ln]



Figure 1b. Sledding (Cottrell Rd., off Carpenter Ln)



Figure 1c. Joggers [Dodge Park Blvd]



Figure 1d. Walking [Carpenter Ln]



Figure 1e. Stroller Being Pushed [Carpenter Ln]



Figure 1f. Biking [Cottrell Rd., off Carpenter Ln]



Figure 1g. kids playing [Carpenter Ln]

### Total Vehicle Trips Per Day 3.8.23

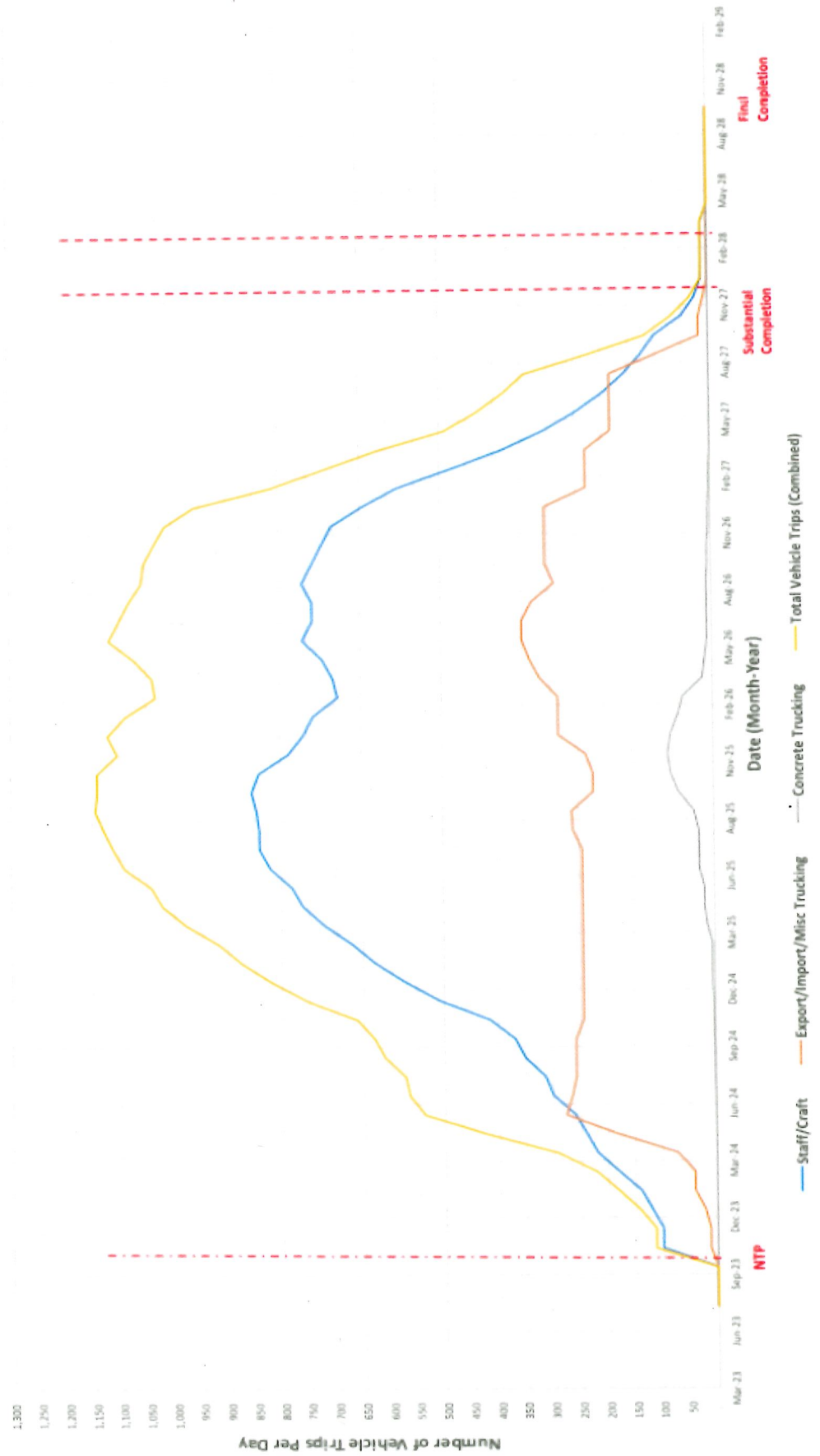


Figure 2a. Construction Vehicle Trips per Day

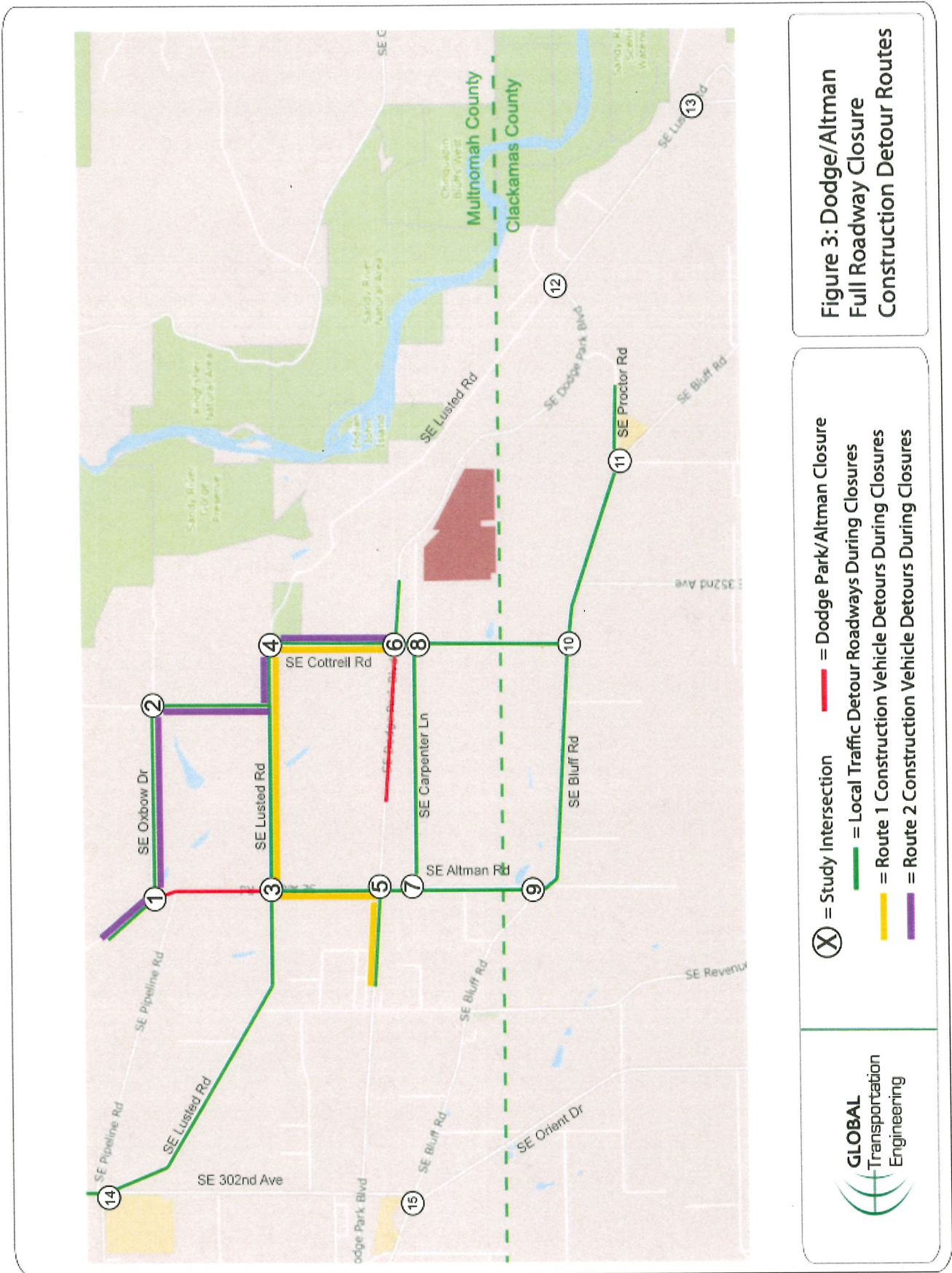


Figure 2b. Dodge Park Blvd. & Altman Rd. Closure Detours

Figure 3: Dodge/Altman Full Roadway Closure Construction Detour Routes

- (X) = Study Intersection
- = Dodge Park/Altman Closure
- = Local Traffic Detour Roadways During Closures
- = Route 1 Construction Vehicle Detours During Closures
- = Route 2 Construction Vehicle Detours During Closures





Figure 3a. East Orient Elementary School Pickup/drop off congestion (Dodge Park Blvd, and SE 302<sup>nd</sup>. The school is down the road to the left.)



Figure 3b. Oregon Trail Academy pickup congestion [cars are backed up on Proctor, and on Bluff Rd. in both directions. Cars come from 362<sup>nd</sup> also which is the vacant road on the right that intersects Bluff Rd.]





Figure 3c. Sandy High School congestion during pickup [Cars back up on Bluff in both directions as cars inter and exit on Bell Rd at the entrance to the school.]



Figure 4a. 2 – Car Accident, 06/21/2023, Black car caught on fire (Cottrell Rd and Dodge Park Blvd.)



Figure 5a. Smaller Tractor



Figure 5b. Nurseryman Using loader and forklift/Tractor



Figure 5c. Intermediate Tractor



Figure 5c. Large Tractor

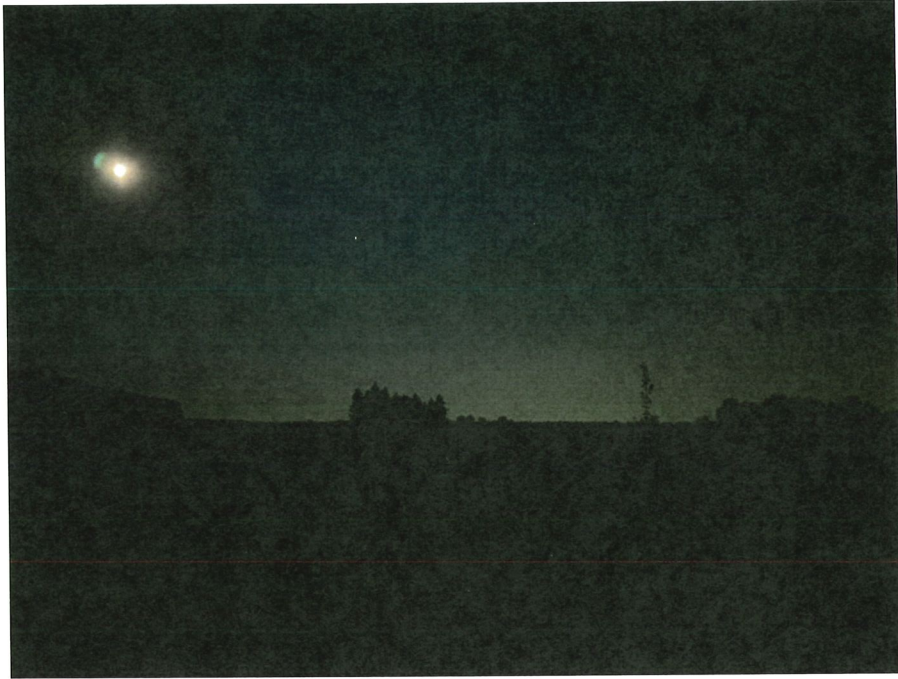


Figure 6a. Dark Sky



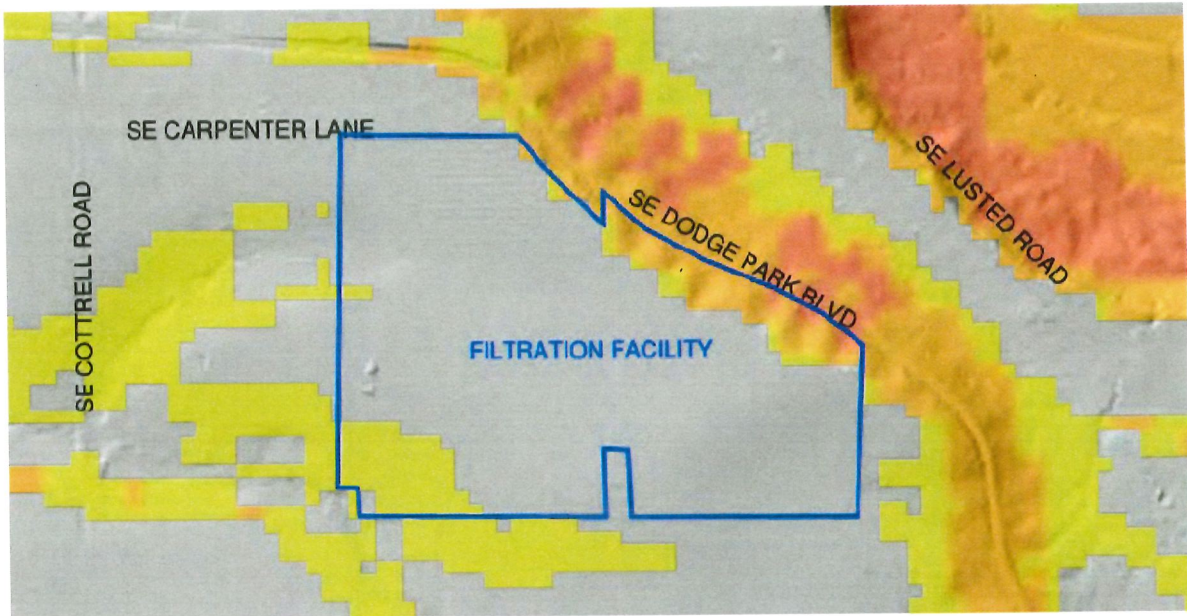
Figure 6b. The Night Sky



Figure 6c. The Stars



Figure 6d. The Gate with Lights



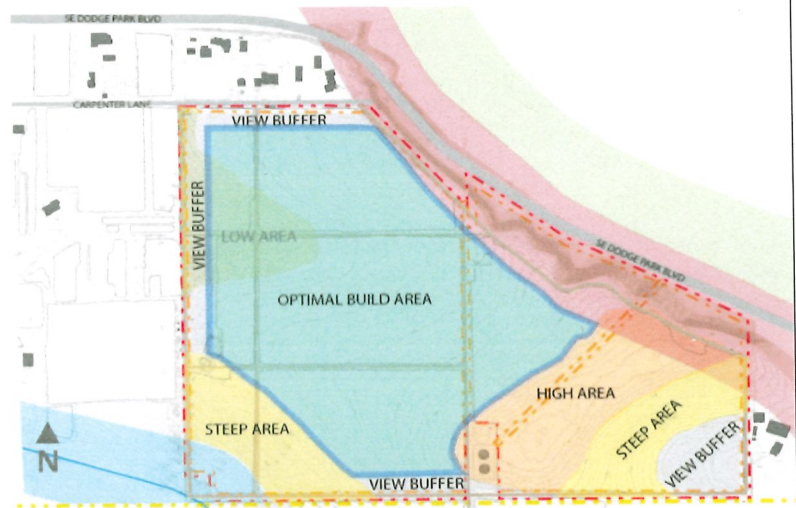
<https://www.portlandoregon.gov/water/article/757955>

Exhibit 7a. Landslide probability map. Yellow – Medium; Red - High

## Identifying an 'optimal build' area on the site

### Considerations

- Property lines, easements, and setbacks
- Existing buildings and roads
- Zoning and view buffers
- High, low, and steep areas
- Hydraulic and existing grade



([https://www.portland.gov/sites/default/files/2020-06/june-11-site-advisory-group-meeting\\_presentation.pdf](https://www.portland.gov/sites/default/files/2020-06/june-11-site-advisory-group-meeting_presentation.pdf))

Figure 7b. Optimal Filtration Facility Building Area



Figure 8a. Wildlife Fence to protect nursery stock  
Located along north and east side area of Plant site



Figure 8b. Deer Tracks. On dirt roadway bordering Site

## Figure 9a. Why Leaving SAG

Subject: Why we are leaving the PWB Site Advisory Group and what to consider.

Hello neighbors and supporters of Citizens for Peaceful Rural Living,

Hello neighbors and supporters of Citizens for Peaceful Rural Living,  
The neighbors most directly affected by the proposed water filtration plant were invited by the Portland Water Bureau to participate in a Site Advisory Group ("SAG") for the purpose of putting together a "Good Neighbor Plan". The SAG membership was generally-speaking, the property owners in a circle around the proposed filtration plant.

We have participated in good faith but have determined to **suspend our participation in the PWB-led advisory group** for the following reasons:

- The PWB has held control on agenda and discussion topics. The questions asked by the community have been brushed aside and/or received broad, vague answers, and those answers have not been genuinely informative. The tone and effectiveness of the SAG meetings have been consistent with our experiences at the Orient Grange and Dodge Park "info sessions" hosted by the PWB.
- Continued lack of transparency on their plans has left the community in the dark. We've not been included or consulted during some of the critical process decisions up to this point (the type of facility, site selection, and pipeline locations). Our experiences to date demonstrate that better and more reliable information is gained from attending City Council or Utility Board meetings as observers.
- Misleading, inadequate or complete absence of information (at best) concerning the impact to the local community and to the ratepayers at large (traffic, security, a ballooning budget, etc.)
- The PWB has not yet obtained a land use permit (changing the agriculturally zoned property to industrial) or completed environmental land use assessments. Creating a Good Neighbor Agreement at this time is out of sequence and assumes success in those challenges.

The SAG involvement is being used for PR purposes and involvement could be used against our community interests, implying a level of agreement and consent that does not really exist, and may not be advantageous should litigation become necessary.

Instead, **we reserve the right to lead our own community focus group**, executed when/if all milestones needed have been passed. At that time, we will work as a community to lead a group with the PWB to arrive at a "Good Neighbor Agreement" on our terms, and based upon a facility design we can actually view and comment upon.

**In the meantime, we ask for your support.** We believe attending their SAG meetings simply plays into their agenda. If you choose to continue, we highly suggest attending in the general public attendance section in the back of the room without signing in.

**If you are interested in a facility site tour**, we'll organize one to the largest facility in Oregon. Though this site is only 1/5<sup>th</sup> the size of the proposed site, it is which much closer in scope to what they plan to build than the site PWB wants to host for a tour.

We appreciate the support we receive from our neighbors and those that understand what is at stake. If you have any questions, please email us back with your phone number and a good time to chat and we will have someone on the team will give you a call.

Sincerely, CfrPL Admin and a majority of SAG stakeholders and neighbors



Figure 9b. Withdrawal Letter from SAG

11/2/19

**To:**

**Bonita Oswald, Portland Water Bureau**  
Amanda Fritz, Portland City Commissioner

**Subject:**

Suspension of Site Advisory Group Participation

Dear Ms. Oswald and Commissioner Fritz,

On October 3<sup>rd</sup> and 10<sup>th</sup>, Portland Water Bureau (PWB) held "Site Advisory Group" (SAG) meetings at Sandy High School. These were the first in a series of meetings planned by PWB to attempt to develop a "good neighbor agreement" with landowners impacted by the proposed water filtration plant near Carpenter Lane. PWB requested direct participation from those of us who own property that abuts the proposed site for the facility, and the meetings were also open to broader public participation.

Given what transpired at these first two meetings, many of the SAG participants believe these meetings are not appropriate at this time and participation is not in our best interest. We do not endorse construction of the water filtration plant. We believe conversion of agricultural and residential land to commercial/industrial is inconsistent with the character of our community. Moreover, there is insufficient empirical support for the project. When challenged about this issue, Commissioner Fritz acknowledged that the Bull Run reservoir does not have a *Cryptosporidium* problem, and indicated the filtration plant was necessary for other purposes (i.e. turbidity), which we found alarming. PWB has failed to be transparent with the public about the true purpose for the filtration plant, and PWB has not provided relevant data to support the need for the plant.

Our community was not given a genuine opportunity for open dialog during initial project planning and site selection. All major decisions including, the type of facility (filtration or ultraviolet light), site selection, and pipeline locations occurred without consulting our community. PWB's communications with us have been formulaic and disingenuous through the use of mailed fliers after critical decisions have already been made. Some of us have received eminent domain notices or easement access notices with no prior communication. Moreover, we have been treated poorly during initial phases of the site assessment, and PWB staff and contractors have negligently damaged private property.

We understand that PWB needs to complete a rigorous land use change process with Multnomah County, as well as environmental impact assessments, and City Council still needs to approve a budget increase to \$850,000,000 – \$1,200,000,000 before you have a viable project. If the project does proceed, we may choose to organize ourselves and propose specific mitigation measures to PWB, but we will not participate in a PWB-led "good neighbor agreement" or SAG process.

Sincerely,

Residents of Carpenter Lane, Cottrell Road, Bluff Road, and Dodge Park Blvd.