

Tom Newberry
5101 SE 31st St
Gresham OR 97080
September 5, 2023

RE: File #T3-2022-16220 (Portland Water Bureau)

To: Hearings Officer Rappleya

Please accept this letter as a rebuttal of the applicant's submittal, Exhibit I.75, Construction Supplemental Information, regarding the topics of Noise, Safety, Security, and Substance Abuse and associated hazards.

My name is Tom Newberry and my wife, Leslie, and I have owned the property at 34546 SE Carpenter Lane since late 1993 (thirty years this year). I purchased this property for my family because it was in a quiet, safe locale, far from the city of Portland where I worked as a Police Officer and close to where my wife grew up in Boring. We lived there while raising our children (now in their thirties), who walked to friends' houses, played basketball, and learned to ride their bicycles on the street. One neighbor, who suffered from diabetes, regularly rode his riding lawn mower up the street to visit me. The property is now occupied by my oldest son Joshua, his wife and newborn daughter, and they frequently go for strolls on the street. The property is situated on the southwest corner of the intersection of SE Carpenter Lane and SE Cottrell Road, and as such, will be directly and adversely impacted by the proposed water plant construction.

I am writing to express my deep concerns regarding the reckless siting of this industrial plant in a very quiet rural farming and residential district, as well as the serious misgivings I have about the dangers and conditions our small community will be forced to endure.

Firstly, let me address the nature of the setting. Carpenter Lane is a narrow (less than 21 feet wide in most areas) rural road, in rather poor condition (pot-holed and cracked), which serves as a passive enforcement of the 25mph speed limit. The entire street is approximately 1.5 miles long; east from SE Altman Road, it crosses SE Cottrell Rd at the 1-mile point and continues just under .5 mile and terminating at the proposed construction site.

This narrow roadway is bounded by a few dozen homes and over hung on each side by many trees. Our home dates back to 1896 and was the cornerstone of the area in its day. These homes are in most cases surrounded by nursery land. What traffic there is during the day is limited to a few tractors, nursery pickups and flatbeds pulling trailers of trees and the occasional recycled school bus hauling workers to and from the fields. A few dozen private car trips occur as neighbors go to and from work, and a couple of school buses each morning and afternoon. Evenings and weekends are slower. The lane is very walkable, as many neighbors from the surrounding area have walked the flat mile to avoid traffic on Dodge Park Boulevard for decades. It also gets its share of bicyclists and joggers as well. I regularly jogged the lane to stay in shape.

Another common activity that I assume is related to the lack of traffic, is the use of Carpenter lane as a driving instruction location. I routinely see folks being taught to drive on our street, indeed, our driveway often serves as a turning around point as it is at the end of the long one-mile stretch.

In preparation for this letter, I spent a bit more than an hour this morning (Sept 05) parked on Carpenter lane and taking note of the traffic and taking photographs (see attached). Between 10:00am and a bit after 11:00, in addition to my own pickup, I observed one worker on a tractor, three passenger cars, a nursery pickup and one Amazon van, as well as a jogger. That's it. Seven vehicle trips and one runner. A loose guestimate would place today's traffic at likely less than one hundred trips.

Now let me bring my professional experiences to this exercise. I was a private ambulance paramedic, and a paramedic-firefighter (for the City of Salem) for about 12 years prior to my entering law enforcement. In total, I also worked as a

police officer for 27 years. I worked as a rural deputy in Yamhill County, big city policeman at Portland Police Bureau, and eight years at smaller West Linn PD (after retiring from Portland). All of these experiences allow me an eye to hazards which the casual observer may not possess.

As I peruse the water bureau's predicted total vehicle trips per day graph, the initial run up of the project, they forecast "merely" doubling or tripling our daily vehicle load with personnel and some materials being imported to the site. This traffic alone promises to choke the limits of our small little rural street.

In this early stage this instant traffic jam on and around Carpenter Lane, Cottrell Road and Dodge Park Boulevard will radically interfere with the working and living activity, comings and goings of the residents, school buses, etc. What Fire, EMS and Sheriff's response occur will also be gravely affected. The Fire District and Gresham-Barlow School District are on record as opposing this project for these reasons.

This early level of traffic WILL be negatively impacting the community, as Carpenter Lane is by no means able to smoothly or comfortably absorb this increase. If a dedicated access road were linking the site to either Dodge Park Blvd or Bluff Rd, some of this might be alleviated. It is my understanding that no such dedicated roads have been permitted.

Proceeding several months into the proposed project, the Bureau anticipates combined vehicle trips on Carpenter Lane and surrounding areas at 950 per day at 6 months! This is insanity, and it goes further to a projected 1,150 trips per day 8-9 months in. This level of activity continues past the one-year mark before showing any appreciable decrease. More than a thousand trips a day on a skinny little farm lane that might get about a hundred vehicles a day currently.

But the trips we are discussing here are not farm tractors flatbeds and mini-vans. Far from it. Some of this activity will be light vehicles used by workers and project managers. But they will be there to make use of what the others are bringing. Large trucks hauling heavy equipment, bulldozers, boring machines, excavators, concrete mixers, large cranes and the like. All of this means construction workers, and lots of them.

My son, who currently resides on our Carpenter Lane property is in fact a truck driver, and a good one. He is what they call a "Heavy Haul" driver. (Think of those loads you see going down the highway, that are so big they dwarf the diesel truck pulling them). Joshua assures me the intersection of Carpenter Lane and Cottrell Road would be difficult at best for large equipment trucks, large concrete trucks, and those carrying large structural members used in industrial construction. Most likely, he says, most trees at the intersection will have to be removed in order for larger loads to navigate that intersection.

That is just the equipment concerns I have. There are also the aforementioned personnel involved in the project. While most construction workers and truck drivers are straight, honest folks, the drug users in their midst are out of proportion to their population demographic. I know that a fair number of folks I arrested over my career were hard working in these trades. Too hard in some cases and stimulants were often consumed in order to work longer harder hours. This poses a significant increase to the hazards that WILL be extant with the explosion of vehicle and human traffic in our little community. Along with this will also come the opportunists (around Multnomah County they tend to be meth addicts) who know that large concentrations of materials provide the opportunity for nocturnal expeditions of illegitimate acquisition. This activity too, will bleed over into the surrounding areas.

I speak of this from experience. My post retirement job was as a police officer in West Linn. By and large it was a quiet and peaceful gig. But that changed when the City of Lake Oswego water agency decided to develop a small facility that they had placed in the Cedar Oak neighborhood of West Linn many years before. What was a quiet, small scale pumping station with a handful of employees, was to become a LARGE facility. Much like the proposed PWB project, there were projections of increased vehicular traffic and activity, that was promised to be "manageable."

Over the objections of the community the project was "green lighted." Multiple homes around the site were condemned and razed. Then the excavation began and the truck traffic was virtually non-stop. The access was limited to two small residential streets, which were pretty much destroyed early on, becoming little more than gravel roads. The

calls from residents to City Hall and West Linn PD were also non-stop. Complaints of hazardous vehicle operation, road degradation, shaking and damaging of homes were daily events. It finally got to the point where we, as law enforcement officers, were instructed to "Just tell them there's nothing to be done about it."

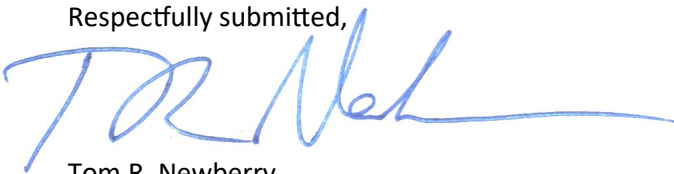
In addition, incidents of theft went up in that area, as the concentration of goods for the project attracted the aforementioned opportunists. All in all, the quality of life for the residents of this nice neighborhood was drastically and negatively impacted for over a year. There is absolutely no reason to believe this PWB project will impact the Carpenter Lane and Pleasant Home community any less so and I would submit that it is likely it will have a far greater and grav-
er impact on the area.

In closing, I stress, siting this project here is reckless and dangerous for all the listed reasons. I can confidently predict a high likelihood of serious injury or worse to workers, residents or responders coming into the maelstrom of activity in this confined space. Even after the completion of the proposed project, the Bureau's projected daily truck traffic bearing chemicals and other needed material for operation of the plant will continue to overtax the current roads and im-
pact...not in a good way...the quality of life in the neighborhood.

If you have any questions, please feel free to contact me directly for more information. My number is 503.349.2313 or my e-mail is tomnewberry@comcast.net.

Thank you for the opportunity to respond to this issue.

Respectfully submitted,



Tom R. Newberry

Attached:

4 Pages of Photos

(Some taken 9/5/2023; others from Google Street Scene)

Vehicle Trips Report

Looking at the West End of Carpenter Lane at Altman Road



Looking West on Carpenter from in front of our property at 34546 SE Carpenter Lane.



The intersection of Cottrell Road & Dodge Park Boulevard, looking south towards Carpenter Lane.



The southeast corner at the intersection of Cottrell Road & Dodge Park Boulevard, looking north.



The southwest corner at the intersection of Cottrell Road & Dodge Park Boulevard, looking north.



The intersection of Cottrell Road & Carpenter Lane, looking north on Cottrell towards Dodge Park Boulevard.



The intersection of Cottrell Road & Carpenter Lane, looking east on Carpenter towards the proposed plant.



Carpenter Lane (looking east) with farm tractor. The lane is not wide!



Carpenter Lane (looking east) near the Altman Road intersection. My truck parked on the edge leaves barely enough room for one lane of traffic.



West End of Carpenter Lane (looking east) at the Altman Road intersection. Lots of trees along the edge and at the corner.



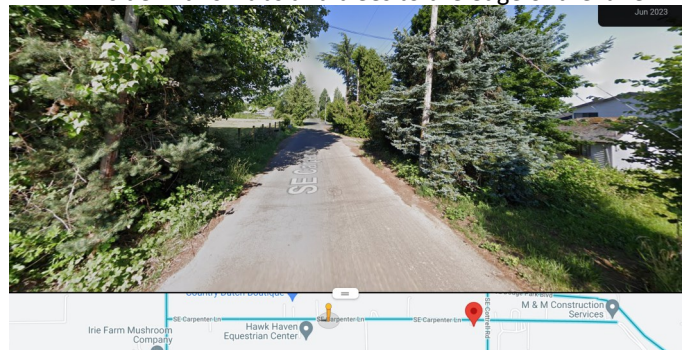
Mid-way on Carpenter Lane, looking west. Shrubs and trees at the edge of the lane on both sides.



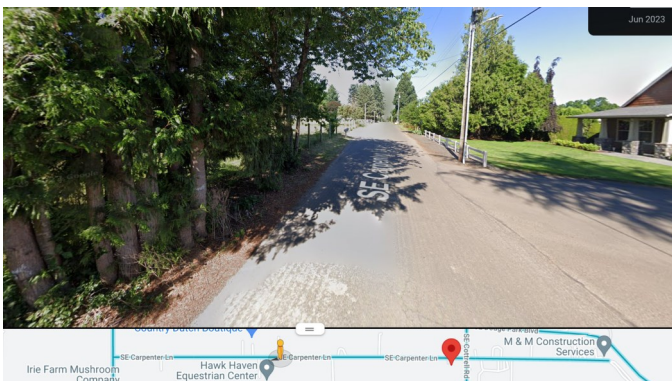
Mid-way on Carpenter Lane, looking east. Pot-marked lane and gravel from nursery access.



Mid-way on Carpenter Lane, looking west. Homes on either side with shrubs and trees to the edge of the lane.



Mid-way on Carpenter Lane, looking west. Homes on either side with shrubs, trees and fences to the edge of the lane.



Mid-way on Carpenter Lane, looking west. Homes on either side with shrubs, trees and fences to the edge of the lane.



Mid-way on Carpenter Lane, looking west. Homes on either side with shrubs, trees and fences to the edge of the lane. Cars drive slow and around potholes because no concern with heavy traffic!



Near the West End of Carpenter Lane, looking east along the lane. Most residences don't have fences unless they have dogs or farm critters.



Mid-way on Carpenter Lane—Basketball hoops on the street!



Mid-way on Carpenter Lane, looking east. Shrubs and trees along the narrow lane.



Mid-way on Carpenter Lane, looking east. This is a traffic jam! One truck headed west, making room for the Google vehicle while walkers pause along the south side.



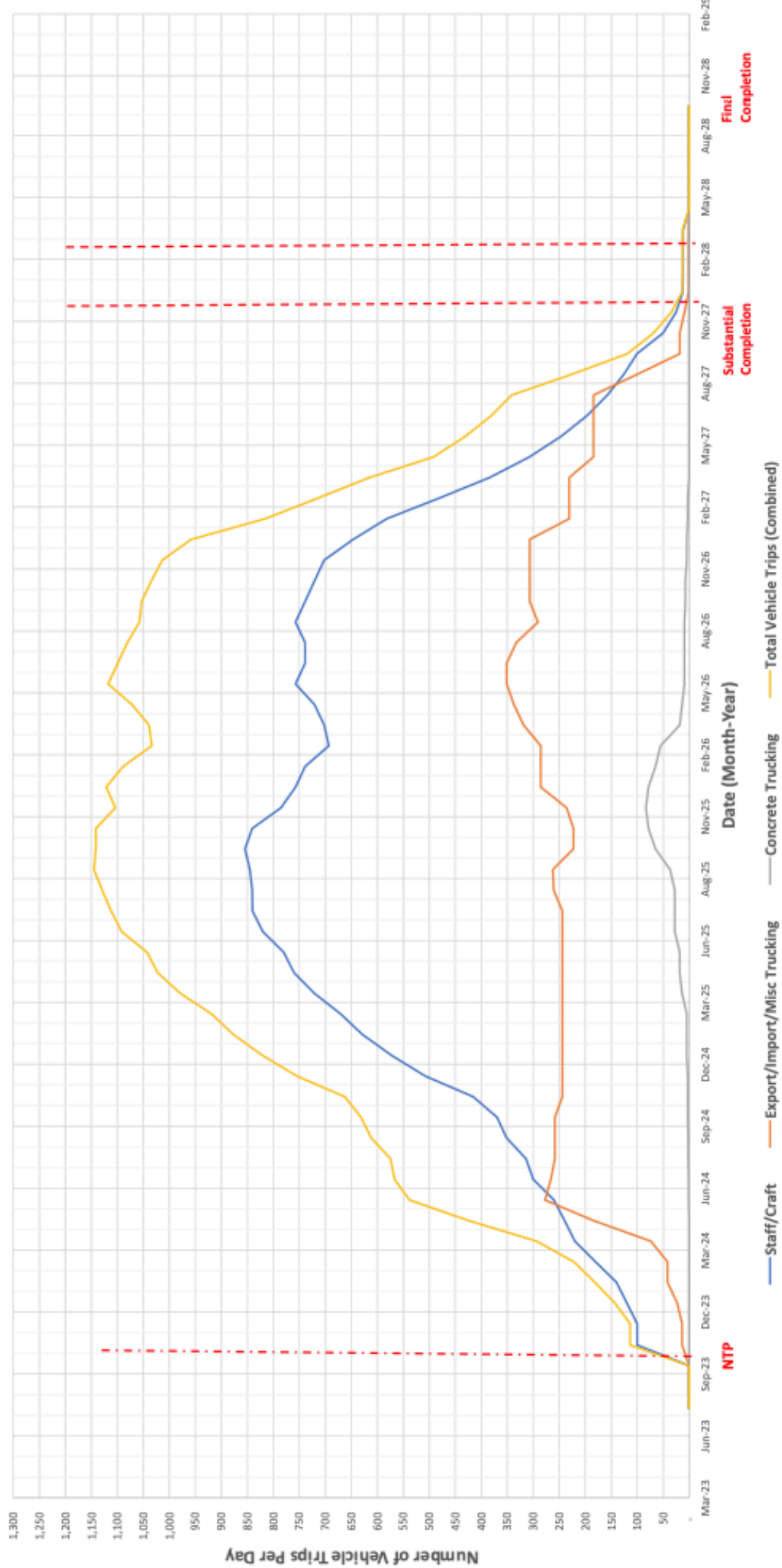
Looking east on Carpenter from the intersection of Carpenter and Cottrell towards where the plant will be built.



Looking east on Carpenter from the intersection of Carpenter and Cottrell towards where the plant will be built. Homes are close to the narrow lane!!



Total Vehicle Trips Per Day 3.8.23





File #T3-2022-16220 Portland Water Bureau

1 message

Leslie Newberry <Leslienewberry@comcast.net>
To: lup-comments@multco.us
Cc: tomnewberry@comcast.net

Wed, Sep 6, 2023 at 10:44 AM



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

Please see the attached rebuttal letter from my husband Tom Newberry regarding the proposed PWB filtration plant in East Gresham.

Leslie Newberry

Principal Broker, John L Scott Real Estate

Cell: 503.349.2727

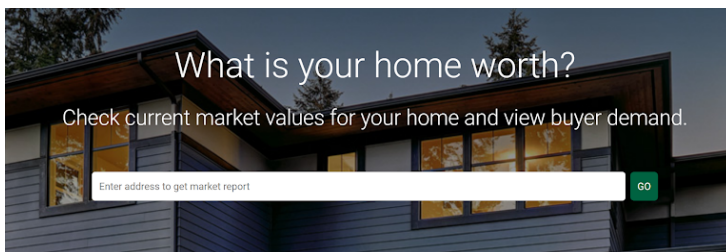
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Newberry Rebuttal Letter - File T3-2022-16220 PWB.pdf
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