

## **Appendix G**

### **Public Comments, May 16, 2002 Open House**



**DEPARTMENT OF BUSINESS AND COMMUNITY SERVICES**

Land Use Planning Division  
1600 SE 190<sup>TH</sup> Avenue, Portland, OR 97233  
503- 988-3043 FAX: 503- 988 -3389  
<http://www.co.multnomah.or.us/dscd/landuse>

**Howard Canyon Quarry Open House Public Comments**

Open House - May 16, 2002  
Corbett School  
Attendance: 32

The format for the meeting was an informal open house with five stations on various topics, including: aggregate resources, stream corridor assessment, noise impacts, farm and forest impacts, and transportation. Each station presented preliminary findings with opportunities to discuss the issues with County staff and consultants. Comments were recorded on flip charts at each station in addition to written feedback questionnaires.

**Aggregate Resources**

- Howard Canyon Reconciliation Report was based on aggregate mining vs. decorative rock extraction
- Question as to significance under state law and whether decorative rock is a protected resource under Goal 5.
- Aggregate is not exported from the quarry
- Dust impact will harm allergies
  - Can mitigate by watering the crushed rock, tarp the load, and water the road
- Aggregate is sometimes exported by a local independent contractor depending on variable circumstances
- Don't mine the hogback-
  - Very little volume of rock.
  - Tax lot 16 - this area is EFU land. Forty to fifty head of cattle grazing on that land
  - Impact is lessened if hogback is not mined
  - Unstable slopes
  - Noise
- How will reclamation plan impact creek, ground water flows, and surface water runoff especially if there is a failure of any sediment pond?
- How can County monitor and enforce activity?
- Quarry has exceeded it's exemption parameters
- This review must deal with fundamental concept of resource protection under Goal 5. All discussions of significance must based on the rock crushed as aggregate. Decorative rock violates the concept of protection under the intent of Goal 5 and should be prohibited.

## **Stream Corridor Assessment**

- How do impacts from the quarry on water quality during low activity affect assessment?
- Has efforts to protect Sandy River been figured into the impact from quarry?
- Mitigation- They should re-forest the surrounding parts of the property
- Need to mitigate offsite – Quarry could lead / organize voluntary rehab of area streams
- How to implement assessment of stream conditions over time & monitoring
- Will runoff increase as operation continues? Need to take into account water quality.
- Haul Roads run too close to creek in some places.
- Mitigation – monitoring – enforcement critical issue. Trustworthiness of operator is questionable.
- Improve the entire watershed.
  - Re-forest quarry property not planned for mining.
  - Larger culverts at stream crossings.
  - Fence livestock out of streams and reforest.
- No impact as long as there is adequate sediment ponds.
- Trucks throw off a great deal of debris which gets into the streams
- Pave the haul roads

## **Noise Impacts**

- Problem w/study because little quarry activity at the time of the sampling
  - How can “actual” noise be measured accurately?
- Noise levels seem low
  - When dropping rocks into trucks sounds like an explosion or gunshots
  - Jackhammer noise sounds as if in back yard of Noise receptor site #4
- Noise is worse in the summer when demand is higher
- Since the quarry is on a low ridge and sound travels, mitigate by high berms
- Mitigate by restricting hours of operation
  - Now quarry activity begins @ 6:30 a.m. Starting at 8:30 would be better
  - In winter activity stops @ 4:30 – Summer activity continues to 6:30 pm but should not
  - Should not operate on Saturday
- Resale value would be negatively affected
- Amphitheatre effect if due south
- Peaks are more important than ambient
- Back up beeping noise is very noticeable
- Eliminate use of air brakes on trucks – often used unnecessarily
  - Fines
  - Use must be justified e.g. steep slopes
- Monitoring and enforcement must be linked
- There was no noise receptor site to the east toward Loudon – Very audible now in that direction

- Is 5 trucks per hour one way or two way?
- One person bought a house farther away because of noise in this area - rather than one for sale on Howard Rd.
- Was the crushing of gravel adequately accounted for in noise study?
- Did the study model accurately reflect the equipment that will be used?
- Did the test for truck noise measure difference when stopping and starting at stop signs and lights? (Hurlburt/Evans – Hurlburt/Scenic highway)
- Truck noise will occur all along truck route not just at mine site
- Noise and safety issues could be reduced with a lower speed limit
- Primary noise heard now is the “hammer”, adding a crusher would be much worse
- Noise from independent trucks is more problematic than state operated trucks
- Springdale will be impacted
  - Houses along the road
  - Culvert near Big Market – already vibrates
  - If road is widened, houses along the road will lose front yards
- Mining the western ridge will reduce the natural berm thereby causing increased noise levels to those areas
- Were the strong winds factored in to the study – noise is carried even further
- Home occupation is noise sensitive – testing of microphones
- Now no other major truck traffic
  - Logging is short term
  - Mining is long term, persistent, day in and day out
- Long term cumulative impacts
  - Depression – psychological effects
  - Interruption of nature
  - Frustration & Stress
  - Its there when one wakes up in the morning and it’s there at the end of the day
- Profanities can be heard from the quarry site - sound travels
- Effective notification is needed for blasting
- Wildlife impacts
  - Sensitive to low frequency
  - Blue Heron rookery on Howard Rd.
- Truck noise and vibration on roads.
- Noise study is questionable
  - Less than full cooperation of the operator
  - Estimates from file data and references
- Use smaller trucks with no trailers
- How will notice of blasting be implemented?
  - One evening several neighbors called 911 regarding gunshots, which turned out to be quarry blasting at 7:30 p.m.
- The study is quite weak. Comparables to other sites assume production for aggregate. Also, some of the more disturbing noises are short-duration spikes, such as dumping a larger boulder into an empty truck.

- Restricted hours are necessary to protect the residential quality of life in the area. Sound-reducing mitigation measures should be required to demonstrate actual noise reductions, not just theoretical reductions.
- The noise study does measure the noise levels that continue day after day, month after month, year after year. Homeowners are subjected to the noise on a continuing basis. Noise study was limited when the quarry was not operating at a peak production time.
- Noise impacts decrease property values.
- No noise levels were measured east on Loudon Road, where most of the noise complaints have been made.
- Need restricted hours. Late spring and summer are when residents are outside the most. No mining before 9 a.m. and ending at 3:30 p.m. and NO Saturdays or Sundays. Citizens who live in Corbett have moved specifically to Corbett for the peace and quite of rural living.
- 20 ft. berms around the drilling and mining site are not sufficient when residents are located at a much higher elevation. Sound mitigation measures need to make the noise almost non-existent to surrounding neighbors – or do not mine!
- The Hurlburt Road truck route will impact a large number of residential properties. Several sections of the route are fairly dense. It is hilly and when truck climb grades they change gears and apply power.
- The intersection of Hurlburt and Evans is a four-way stop. A west-bound truck (loaded) will have to accelerate from 0 mph while climbing a grade. There are several residences at this location.
- The noise report should include data on noise levels from a loaded truck starting from a stop and accelerating to 25 mph.
- Limit the noise level allowed.
- Limit the size of load. No trailers.
- Blasting should be regulated to cause the least amount of community disturbance. Blasting only from 1:00 to 3:00 p.m. on 1 or 2 days per week.

### **Farm and Forest Impacts**

- Dust from trucks on hay
  - Control blast to keep dust down
  - Tarp the loads
- Dust from crushers
- Allergies from dust
- Maps not large enough
- Increased number of trucks due to landscape rocks not aggregate
- Limit number of trucks not the tonnage
- If limit number of trucks then trucks will be overloaded
  - Safety
  - Road weight impact
- How to monitor & enforce weight limit?

- Farm equipment on road – smaller acreages tend to use the road more often to move equipment around.
- Trucks damage the road causing damage to farm equipment due to pot holes
- Staging of livestock moving from field to field incompatible with truck traffic creates a risk assessment
- Along the haul route there are mainly sheep, horses and cattle. All are skittish when large fast vehicles whipping by. One neighbor claimed her llama miscarried because of gravel trucks.
- Howard Road has blind corners. Widening shoulders is not an option with the canyon walls on one side and the creek on the other. Can the trucks slow down?

## **Transportation**

- Put cost burden of road improvements & maintenance on operator
- Dangerous intersection @ Hurlburt & Historical Columbia Highway
- Sight distance problems along entire route
- Traffic studies should be done in tourist season – summer
  - Make note of camps e.g. Gordon Creek, Numanu, Outdoor School
- Don't allow quarry to operate during summer
- Intersection at Evans and Hurlburt: non-compliance w/ flashing light are already a problem – accident history
- Concern about enforcement:
  - How to keep them to the proposed route?
  - How to keep them to the single truckloads?
  - How to keep them to the weight limit?
- Put scale on site to weigh all loads
- Roads are not currently wide enough to handle trucks with other uses safely
- Hurlburt and local roads are used by have bicycles, children, horses and riders, walkers (both from the area & from outside) during the week and weekends.
  - Mitigate by adding shoulders (accessible to horses)
  - Problem: Wider roads or shoulders entices people to drive faster & may affect the rural character of the area
- Blind corners at Hurlburt and Kimberley
- Recreational groups/tours – Including motorcycle traffic on weekends
- Non-compliance with speed limits along entire route and crossing centerline
- Historic Columbia River Highway – trucks will conflict with special events – car rallies, bicycle groups etc.
- Safety of proposed haul road; too steep, a truck has overturned on it
- Burden of proof should be on operator
- Volume of truck traffic is too high already
- Two to five trucks equates to 5 to 10 trips per day
- Springdale already has hazardous conditions; store parking requires backing out onto roadway, pedestrian traffic along the road and other businesses, speeding along straight stretches

- Mitigate by moving parking away from the road
- Culverts in the area can't handle the weight of the trucks
- Corbett water supply & phone lines in the right-of-way are not deep – concern about disruption
- Back entrance to Oxbow park is used by horseback riders (Hurlburt to Gordon Creek) could cause conflicts
- Make sure trucks can use the route without breaking the law (crossing center line) before a permit is issued
- Bike path should be required along route (Hurlburt / Historic Columbia River Highway to address safety concerns
- Reynolds High School students walk along Hwy. To the Natural Resource School
- Truck traffic causes vibrations
- Must protect the quality of life – rural values including property values
- Is truck staging is currently allowed at Lewis and Clark allowed?
- Curve on HCRH were built by the Job Corp and are too narrow now for two cars.
- Widening would be too difficult; creek on one side, rock face on the other, but it would nevertheless be needed for a truck route
- School buses from Corbett and Reynolds school district operate on proposed truck route
- Proposal is too much for road structure and safety issues
- Sharp turns to ingress and egress quarry already cause safety issues
- Should give property owners early notice if roads are going to be blocked
- Increased truck traffic will add to traffic, noise, and risks to safety throughout the community.
- Springdale is the most hazardous area. ¾ of travelers from Corbett go through Springdale. Market does not have adequate parking with cars backing out onto the highway. Increased truck traffic will increase hazardous conditions.
- Enforcement is the issue. If there isn't monitoring and enforcement, then the public process is meaningless and a waste of taxpayers time and money.
- The truck route on Hurlburt will concentrate impact, especially if two trucks and a bicycle or horse all try to pass at once.
- Local roads are heavily used by pedestrians, horse riders, and bicycle riders and do not have adequate shoulders or are minimal when present.
- For Corbett residents, the access to horse trails on the north side of Oxbow Park is via Littlepage and/or Hurlburt.
- The Historic Columbia River Highway is heavily traveled by those unfamiliar with the road and its sharp turns. The safety risks associated with the projected truck volume are substantial and frightening.
- No truck activity should be allowed on weekends.
- The roads on the truck route are usually paved yearly, due to the influence of the quarry. That is a lot of tar and asphalt. It must certainly affect the environment.
- Trucks should be limited to 4 per hour and restricted to 8:00 a.m. to 4:30 p.m.
- Road maintenance and improvement costs should be on the quarry operator, not the taxpayer.

- **Greatest concern is truck traffic on roads frequented by bike riders, joggers, horse riders, walkers. Shoulders are inadequate. Some areas along Hurlburt and the Scenic Highway beg the questions of compatibility of these uses.**
- **8 foot shoulder, unpaved, on Hurlburt is needed for bicycles, horses, joggers and walkers.**