



Problem solved.

RECEIVED
08 OCT 15 PM 3:35
MULTNOMAH COUNTY
PLANNING SECTION
Problem solved.

October 13, 2008

Joanna Valencia, Staff Planner
Land Use and Transportation Program
Multnomah County
1600 SE 190th Avenue
Portland, OR 97233

Re: T3-08-002, Notice of Public Hearing, Gulbrandson A-1 Marina and Boat Repair

Dear Ms. Valencia:

We are in receipt of the Notice of Public Hearing for the Gulbrandson A-1 Marina and Boat Repair, Case File Number T3-08-002.

While we do not oppose the Applicant's request, we'd like to point out to the County and the Applicant that ESCO Corporation ('ESCO') operates an industrial landfill across the channel from the Applicant's site and proposed land use. The landfill is expected to be in operation for many years. We assume the Applicant has acknowledged these facts as it proceeds with further development of its site.

ESCO requests that you add this letter to the record for this application. Should you have any questions regarding the contents of this letter, please feel free to contact myself or Fran Erickson at 503-778-6260.

Respectfully,

J. Carter Webb
Manager, Environmental/Safety Affairs

c: Frances Erickson, ESCO
J. Carter Webb, EH&S File Copy

World Headquarters
2141 NW 25th Avenue
Portland, Oregon 97210-2578

Phone: 503.228.2141

Exhibit #
H.3

VALENCIA Joanna F

From: CRAYNE Vickie on behalf of PLANNING LAND USE
Sent: Friday, October 17, 2008 10:28 AM
To: VALENCIA Joanna F
Subject: FW: Case file T3-08-002

-----Original Message-----

From: Mark/Juli Valeske [mailto:valeskes@msn.com]
Sent: Thursday, October 16, 2008 4:21 PM
To: PLANNING LAND USE
Subject: Case file T3-08-002

October 17, 2008

Mark Valeske
 13010 NW Marina Way, Slip 4,
 Portland, Oregon 97231

Regarding: A-1 Moorage, Dan Gulbrandson, owner , Application for a Conditional Use, Community Service, Willamette River Greenway, Design Review, and Variance Permit Case File: T3-08-002 , 12950 NW Marina Way TL 700, Sec 28D, T 2N, R 1W, W.M.
 Tax Account # R97128-0500

Dear Members of the Planning commission,

As immediate downstream neighbors, we are significantly impacted by the actions of Mr. Gulbrandson. For years we have put up with his night time or weekend activities of construction/destruction as well as witnessing significant amounts of debris floating downstream into our moorage. We have suffered the visual blight of burned out boat hulls and boathouses and various other piles of rusting metal and other collections of junk stored on the premises. To my knowledge, Mr. Gulbrandson is not in compliance with any local or state permits and I have grave concerns that this proposed activity will not be adequately supervised or regulated by state, county, and local permitting agencies, resulting in more of the same kind of junkyard fallout that we have had to look at for years.

Our moorage recently replaced our boat launch ramp, spending almost \$10,000 on permits and engineering fees to complete that project in compliance with all state, county, and local building codes and required permits. Dan Gulbrandson recently repaved his boat launch ramp, in asphalt, on a Sunday. It would be generous of me to assume that he did so with any kind of permits. Complaints have gone unheeded, with lack of funding to enforce these violations listed as the reason for allowing his noncompliance to continue. While I don't fundamentally oppose his right to apply for permits to upgrade his moorage, I seriously doubt whether he will fully comply with all the zoning and permitting requirements necessary for a project of this scope. With funds for oversight extremely limited, I question whether the county will be able to ensure that he is in compliance once he starts all this. We, his immediate downstream neighbors, will have to bear the brunt of his various indiscretions. Additionally, I have the following concerns.

It is my understanding is that A-1s permit with the Division of State Lands (DSL) only allows log

10/17/2008

Exhibit #
H.4

storage, but A-1 is renting slips and stores an abandoned, burned-out houseboat there. Granted, there are logs being stored there but there is a lot a lot of activity taking place beyond that, including moorage of boats, covered boat slips, and in water storage of all kinds of stuff. Over the years, fill has been placed on the property, presumably without permission from DSL or the Army Corps of Engineers.

A-1 graveled a portion of its property and rented it to a paving company as a staging area. When I had contacted the county about the possibility of a similar activity on our moorage, I was told that it was not Marine related and therefore not permitted under the restrictions of our Willamette River Greenway Permit. Does A-1 have an exclusion to allow this activity to take place right next door to us?

Mr. Gulbrandson is living on the property in a portion of the pole barn. Is that permitted under provisions of the WRG? More importantly, does he even have a WRG permit? It is also my understanding that there is an existing drainfield on the property that is likely below the 100 year flood plain.

In reviewing the staff report of this application, Mr. Gulbrandson refers to some existing vegetation on the southernmost side of his property. Those trees are on our property, on our side of the fence. There is also mention of chickens. I havent seen any chickens there in years. The only reason I can see that he would mention this is because the pole barn was reportedly used at one time to raise chickens.

The fact that he does not have building, electrical, or plumbing permits for his pole barn sets a dangerous precedent. I also assume that he doesnt have a permit for the other building he put up a few years ago that he kept horses in.

His application states that many of the activities that he is requesting permits for are marine related and have been going on for years. Apparently, he thinks that if you engage in illegal and unpermitted activities long enough, they are allowable. As I understand it, only activities related to log salvage and storage have been permitted. All other activity that has been undertaken over the years has been in violation of the law.

A-1 moorage, as it stands today, is an eyesore, an environmental disaster, and an affront to everyone who follows the law. My expectation is that Mr. Gulbrandson will bring his property into full compliance with all permits and zoning requirements PRIOR to these permits being issued and ANY work beginning. I am afraid that once he starts he will follow his usual building practices and who knows what we will end up with then.

Respectfully submitted,

Mark Valeske

MULTNOMAH YACHT HARBOR
P O R T L A N D O R E G O N



October 16, 2008

Multnomah Yacht Harbor, LLC is not opposed to developing a marina, boat houses or floating homes if completed and held to the same code and permit standards as adjacent marinas.

Dan Gulbrandson has multiple violations of Multnomah County Code and Oregon Division of State Lands rules. Mr. Gulbrandson has a history of not complying with Multnomah County codes, applying for or requesting the proper permits and not cleaning up or disposing of old boats and salvaged houses in a timely manner. This raises major concern as to Mr. Gulbrandson's ability and intention to lawfully execute this or any proposed development. There are a number of issues that Multnomah Yacht Harbor has with these code violations as follows.

The "pole barn," building was built without building permits or inspections. At a minimum, electrical and water permits should have been pulled and a wood stove that burns regularly throughout the winter months is not on the Fire Marshall's record. Mr. Gulbrandson burns this stove almost continuously and inefficiently during cold months to the point that smoke has been so bad that the Portland Fire Department has arrived to look for the cause of the excessive smoke.

Dan Gulbrandson currently resides on the premises. It is believed that he resides in the structure he refers to as the "Pole Barn." (see attached photo with caption). This means that there will be two single family dwellings on-site, which is in conflict with OARs, which limits development to one single family dwelling per lot or parcel. If Mr. Gulbrandson denies that he resides on the property, please ask him to provide evidence of another physical residence.

Multnomah Yacht Harbor believes that the power in the "pole barn," is also used for A-1 welding service. This service is also advertised as located at the property's address in the Portland phone book.

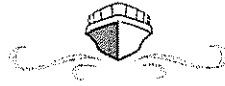
The Applicant's proposal does not speak to coming into compliance prior to developing (i.e. no bathrooms are proposed until year three which is 2011). To operate a marina, a bathroom facility is required. Numerous people rent boat slips (that the applicant rents unlawfully) and work on the property throughout the day and night (see attached photo). Multnomah Yacht Harbor has knowledge of a bathroom facility within the "pole barn," structure. How is the current sewage being handled?

Phone: 503-737-1651 Fax: 503-737-1652 Email: moorage@myharbor.com
Location: 12900 NW Marina Way ~ Mail: PO Box 10447 Portland, Oregon 97296-0

Exhibit #
H.5

MULTNOMAH YACHT HARBOR

P O R T L A N D , O R E G O N



Utilities (power & phone) for the "pole barn," are being served from the adjoining property's (Multnomah Yacht Harbor) utility easements. The Applicant's property has its own access to these utilities but does not use them. Multnomah Yacht Harbor objects to these utilities crossing private property where no easement exists to serve this "pole barn."

Multnomah Yacht Harbor is opposed to the proposed 15-foot extension of the DSL lease beyond abutting neighbors. Furthermore no evidence has been provided in the Application and Staff Report that the DSL will waive the 25% rule in regards to the depth of the land lease. If this extension is approved, hazardous debris will collect on the upper end of the docks. This debris will collect in Multnomah Yacht Harbor's moorage, versus flowing downriver as it currently does. This would cause a life safety hazard during the Spring and during flooding. (see attached photo with caption).

No storm water design plan has been submitted as was required by Multnomah County in/for Multnomah Yacht Harbor's GEC storm water and land use permits.

No evidence has been shown that the same compliance rules will be required of Mark Hess/Mr. Gulbrandson. For example, during Multnomah Yacht Harbor's design review land use hearing, building elevation drawings with color specifications and design particulars were required.

Multnomah County has a history of requiring neighboring property owners to comply with all codes and laws prior to accepting any future proposals. We request Multnomah County to be consistent in its decision and ruling of this application. Multnomah County should not deem Mr. Gulbrandson's current property use violations as lawfully existing to the extent that they exist today or as a part of the proposed A-1 Marina. The Applicant and Mr. Gulbrandson should be required to comply with all current codes and laws prior to Multnomah County's consideration of this or any future proposal. Multnomah Yacht Harbor requests that Multnomah County require Mark Hess and Mr. Gulbrandson to provide evidence that they will follow thru with meeting the current codes, permits and laws. Multnomah Yacht Harbor strongly opposes approval of any phase or part of the application or to legalize his numerous unlawful uses and violations prior to coming into compliance with current codes and laws.

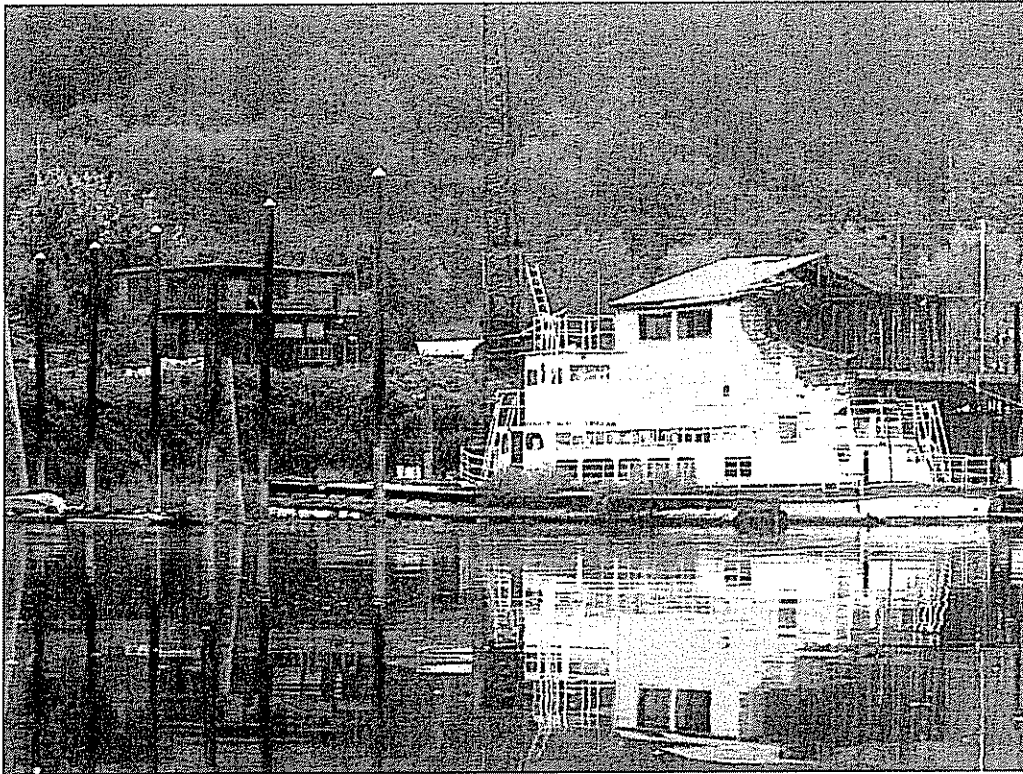
Respectfully,

Joseph and Shirley Ashton

Owners
Multnomah Yacht Harbor, LLC

MULTNOMAH YACHT HARBOR

P O R T L A N D O R E G O N



DSL lease line is at piling with white caps. In this photo Multnomah Yacht Harbor property is to the left (upstream) and A-1 moorage is to the right (downstream). If A-1 marina is extended 15-feet, this will cause hazardous debris to collect within neighboring upstream moorage. Currently debris flows downriver in line with all marinas along channel.

Phone: 503-737-1651

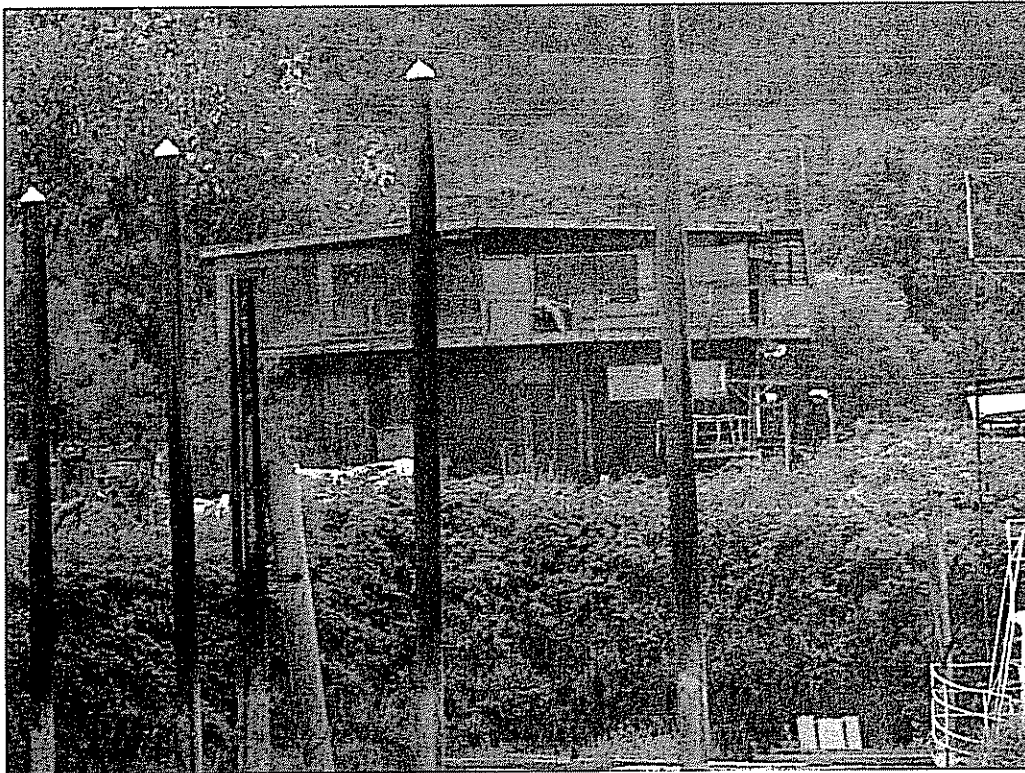
Fax: 503-737-1652

Email: moorage@myharbor.com

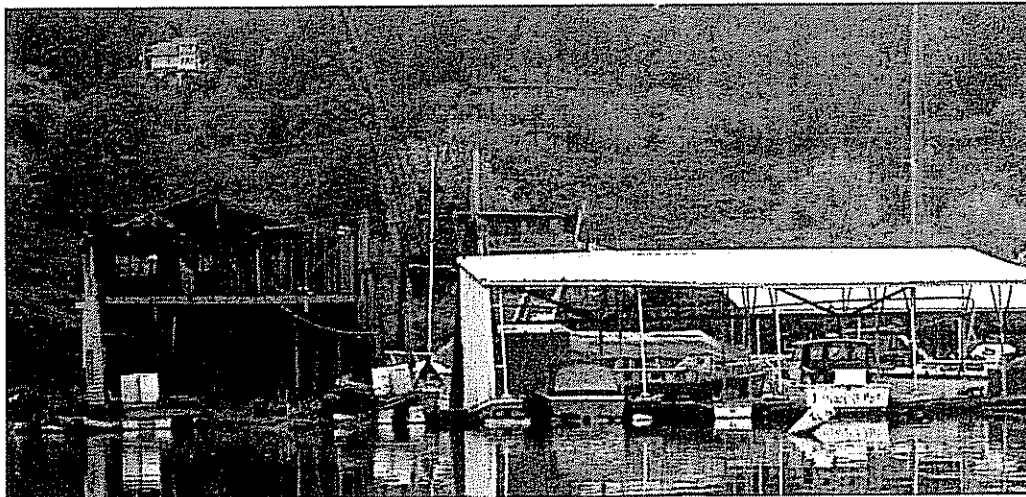
Location: 12900 NW Marina Way ~ Mail: PO Box 10447 Portland, Oregon 97296-0447

MULTNOMAH VACUITY HARBOR

P O R T L A N D O R E G O N



Existing "pole barn"



Existing unlawful marina use with burned out floating structure.

Phone: 503-737-1651

Fax: 503-737-1652

Email: moorage@myharbor.com

Location: 12900 NW Marina Way ~ Mail: PO Box 10447 Portland, Oregon 97296-0447

October 17, 2008

Statement of:

MARILYN ZORNADO

Resident of MARINA WAY MOORAGE since 1990

13140 NW Marina Way, Slip 15, Portland, Oregon 97231

Location: Our moorage is the closest neighbor downstream from A-1

Regarding:

Greenway, Design Review, and Variance Permit / Case File: T3-08-002

12950 NW Marina Way

TL 700, Sec 28D, T 2N, R 1W, W.M.

Tax Account # R97128-0500

We are downstream from A-1 and, consequently A-1's activities and development have a direct impact on us. Any run-off, altered channel hydraulics, increased sediment, water quality issues, changes in navigation access/safety and the like, directly affect us. Development in the channel is a very complex environmental issue and permitting needs to involve many agencies in addition to the County (DSL, USACE, DEQ, NMFS).

We believe that most of A-1's past (additions or developments) were undertaken without proper permitting or compliance with local guidelines. ~~Any plans we have submitted to the County have been rejected by the County staff.~~ Consequently there is no reason to believe A-1's proposed development would be done in compliance with the County's regulations, or those of other agencies. We cannot understand why the Multnomah County Staff now recommends A-1 be allowed to proceed with it expansion before the property has met its current Greenway requirements. Furthermore, we understand that Multnomah County has a very limited budget for enforcement of its regulations. How can we be assured that Multnomah county will follow up on enforcement of regulations in consideration of A-1's pattern of ~~disregard~~ disregard of existing regulations and the permitting process.

A-1 is a nuisance neighbor whose activities and development is an aesthetic eyesore that would not meet any reasonable design standard.

Additional piling can slow down channel flow and increase sedimentation downstream (that's us). We already have sedimentation issues and dredging limitations that hamper navigation access to our marina. Has A-1 conferred with USACE, DEQ and other agencies and performed studies on channel hydraulics and sedimentation? If not, why not? If so, can we get copies of the studies?

We strongly suggest that the County take more time and research these issues well before granting any permits to A-1 and we insist that Multnomah County require A-1 Marina to meet all existing Greenway criteria before any further development is permitted.

H-11

US ARMY CORPS OF ENGINEERS (USACE)	<p>What uses/activities/construction do their existing USACE permits authorize?</p> <p>WE know that A-1 did not obtain a fill permit from DSL for construction of its asphalt boat ramp into the channel.</p> <p>WE know that A-1 did not obtain a fill permit from USACE for construction of its asphalt boat ramp into the channel.</p> <p>A-1 graveled a portion of its property and rented it to a construction company as a staging area.</p>	<p>the future?</p> <p>Is USACE aware of this proposed development?</p> <p>What permits would/might A-1 need from USACE for this development?</p> <p>Has A-1 conferred with USACE and performed studies on channel hydraulics, sedimentation and water quality?</p> <p>Can we get copies of these studies?</p> <p>How will the USACE force compliance in the future?</p>
NATIONAL MARINE FISHERIES (NMFS)		<p>Is NMFS aware of this proposed development?</p> <p>What permits/studies would/might A-1 need from NMFS for this development?</p> <p>Has A-1 conferred with NMFS and performed biological studies relative to salmon and other aquatic habitat issues?</p> <p>Can we obtain a copy of the studies?</p>
DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ)	<p>Does A-1 have a storm water permit from DEQ? What type of storm water control/processing is required?</p> <p>A-1 graveled a portion of its property and rented it to a paving company as a staging area. Was this permitted by DEQ and property developed relative to potential petroleum leaks and other water quality issues?</p>	<p>Is DEQ aware of this proposed development?</p> <p>What permits would/might A-1 need from DEQ for this development?</p> <p>Has A-1 conferred with DEQ and performed studies on channel hydraulics, sedimentation and water quality?</p> <p>Can we obtain copies of these studies?</p> <p>How will the DEQ force compliance in the future?</p>

Signed,

Marilyn Zornado

SPECIFIC QUESTIONS/ISSUES

Agency	Existing Activities & Compliance	Proposed Expansion
Multnomah County	<p>Our understanding is that A-1's (DSL?) permit only allows log storage, but A-1 is renting slips and stores an abandoned, burned-out houseboat there. As these activities are not permitted, why have they been allowed to continue?</p> <p>Likewise, A-1 built an asphalt boat ramp into the channel that we are not convinced was properly permitted by DSL. We know that no permit was issued by USACE. This also appears to have happened after he entered into the voluntary compliance agreement with Multnomah County, a clear violation of the agreement.</p> <p>A-1 graveled a portion of its property and has rented it to Summit Paving, a construction company, as a staging area. We'd like to know if this was permitted by DEQ and property developed relative to potential petroleum leaks and other water quality issues. Summit Paving approached our moorage to ask if they could rent from us, but we had to tell them that although we would like to, it would violate our Greenway Permit, so we turned them down.</p> <p>Mr. Gulbrandson appears to reside in the Willamette Greenway on the property. He has never provided another address of residence. We do not believe that this is allowed under the Willamette Greenway plan.</p> <p>The A-1 property is an aesthetic eyesore from the water and other vantage points as well. What are the aesthetic design standards that should apply to the existing A-1 property? Why are they not being applied?</p> <p>Does Mr. Gulbrandson have a permit for the septic system currently in use on the property bordering his upstream neighbor?</p>	<p>Has A-1 obtained/applied for DSL, USACE and DEQ permits for this development?</p> <p>NMFS is very concerned about additional shading and juvenile salmonid survival in the area. Has A-1 conferred with NMFS and performed biological studies relative to salmon and other aquatic habitat issues? If not, why not? If so, can we get copies of the studies?</p> <p>Additional piling can slow down channel flow and increase sedimentation downstream (that's us). We already have sedimentation issues and dredging limitations that hamper navigation access to our marina. Has A-1 conferred with USACE, DEQ and other agencies and performed studies on channel hydraulics and sedimentation? If not, why not? If so, can we get copies of the studies?</p> <p>Ditto for DEQ and water quality studies/permits.</p> <p>What aesthetic design standards would apply?</p> <p>How will Multnomah County enforce compliance in the future?</p>

DIVISION OF STATE LANDS (DSL)	<p>Does A-1 have a submerged land lease with DSL with current payments?</p> <p>What uses/activities/construction do their existing DSL permits authorize? Log storage? Slip rental? Storage of dilapidated houseboats?</p> <p>Did A-1 obtain a fill permit from DSL for construction of its asphalt boat ramp into the channel?</p> <p>A-1 graveled a portion of its property and rented it to a paving company as a staging area. Was this permitted by DSL?</p>	<p>Is DSL aware of this proposed development?</p> <p>What permits would/might A-1 need from DSL for this development?</p> <p>Has A-1 applied for a submerged land lease expansion?</p> <p>What is the scope (dimensions) of the expansion request?</p> <p>How close does the requested lease expansion come to the edge of the channel?</p> <p>Are there design or aesthetic standards for development?</p> <p>How will the DSL force compliance in</p>
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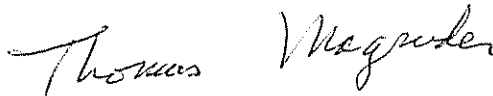
October 17, 2008
Statement of Thomas Magruder
Resident of Marina Way Moorage
13100 NW Marina Way, Slip 11, Portland, OR 97231

Re: Greenway, Design Review, and Variance Permit / Case File: T3-08-002
12950 NW Marina Way, Portland, Oregon
TL 700, Sec. 28D, T 2N, R 1W, W.M.
Tax Account # R97128-0500

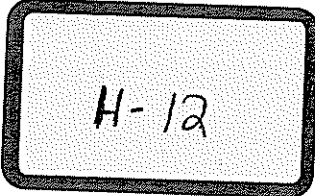
My wife and I are both retired. We moved here recently from Nevada in order to live on a floating home along the Multnomah Channel because we like the natural beauty and wildlife of this area.

For two years I served on the board of the Marina Way Moorage and became aware of the various regulations regarding the Greenway. We, as a moorage, have been very conscientious about following the regulations in order to keep the area attractive. We believe it's important for our next door neighbor to be in similar compliance with the Willamette Greenway regulations before he applies for any kind of variance. We do not understand why he has been allowed to be out of compliance for so long.

Thank you for your consideration.



Thomas Magruder



October 17, 2008

Mark Valeske
13010 NW Marina Way, Slip 4,
Portland, Oregon 97231

Regarding: A-1 Moorage, Dan Gulbrandson, owner , Application for a Conditional Use,
Community Service, Willamette River Greenway, Design Review, and Variance Permit Case
File: T3-08-002 , 12950 NW Marina Way TL 700, Sec 28D, T 2N, R 1W, W.M.
Tax Account # R97128-0500

Dear Members of the Planning commission,

As immediate downstream neighbors, we are significantly impacted by the actions of Mr. Gulbrandson. For years we have put up with his night time or weekend activities of construction/destruction as well as witnessing significant amounts of debris floating downstream into our moorage. We have suffered the visual blight of burned out boat hulls and boathouses and various other piles of rusting metal and other collections of junk stored on the premises. To my knowledge, Mr. Gulbrandson is not in compliance with any local or state permits and I have grave concerns that this proposed activity will not be adequately supervised or regulated by state, county, and local permitting agencies, resulting in more of the same kind of junkyard fallout that we have had to look at for years.

Our moorage recently replaced our boat launch ramp, spending almost \$10,000 on permits and engineering fees to complete that project in compliance with all state, county, and local building codes and required permits. Dan Gulbrandson recently repaved his boat launch ramp, in asphalt, on a Sunday. It would be generous of me to assume that he did so with any kind of permits. Complaints have gone unheeded, with lack of funding to enforce these violations listed as the reason for allowing his noncompliance to continue. While I don't fundamentally oppose his right to apply for permits to upgrade his moorage, I seriously doubt whether he will fully comply with all the zoning and permitting requirements necessary for a project of this scope. With funds for oversight extremely limited, I question whether the county will be able to ensure that he is in compliance once he starts all this. We, his immediate downstream neighbors, will have to bear the brunt of his various indiscretions. Additionally, I have the following concerns.

- It is my understanding is that A-1's permit with the Division of State Lands (DSL) only allows log storage, but A-1 is renting slips and stores an abandoned, burned-out houseboat there. Granted, there are logs being stored there but there is a lot a lot of activity taking place beyond that, including moorage of boats, covered boat slips, and in water storage of all kinds of stuff. Over the years, fill has been placed on the property, presumably without permission from DSL or the Army Corps of Engineers.

H-13

- A-1 graveled a portion of its property and rented it to a paving company as a staging area. When I had contacted the county about the possibility of a similar activity on our moorage, I was told that it was not Marine related and therefore not permitted under the restrictions of our Willamette River Greenway Permit. Does A-1 have an exclusion to allow this activity to take place right next door to us?
- Mr. Gulbrandson is living on the property in a portion of the pole barn. Is that permitted under provisions of the WRG? More importantly, does he even have a WRG permit? It is also my understanding that there is an existing drainfield on the property that is likely below the 100 year flood plain.
- In reviewing the staff report of this application, Mr. Gulbrandson refers to some existing vegetation on the southernmost side of his property. Those trees are on our property, on our side of the fence. There is also mention of chickens. I haven't seen any chickens there in years. The only reason I can see that he would mention this is because the pole barn was reportedly used at one time to raise chickens.
- The fact that he does not have building, electrical, or plumbing permits for his pole barn sets a dangerous precedent. I also assume that he doesn't have a permit for the other building he put up a few years ago that he kept horses in.
- His application states that many of the activities that he is requesting permits for are "marine related" and have been going on for years. Apparently, he thinks that if you engage in illegal and unpermitted activities long enough, they are allowable. As I understand it, only activities related to log salvage and storage have been permitted. All other activity that has been undertaken over the years has been in violation of the law.

A-1 moorage, as it stands today, is an eyesore, an environmental disaster, and an affront to everyone who follows the law. My expectation is that Mr. Gulbrandson will bring his property into full compliance with all permits and zoning requirements PRIOR to these permits being issued and ANY work beginning. I am afraid that once he starts he will follow his usual building practices and who knows what we will end up with then.

Respectfully submitted,



Mark Valeske

Statement in regard to Case File T3-08-002
12950 NW Marina Way
TL 700, Sec 28D, T2N, R1W, W.M.
Tax Account #R971280500
Owner: Daniel C. Gulbrandson

From:
Dwight Jaynes
13110 NW Marina Way
Portland Or. 97231

To Whom It May Concern:

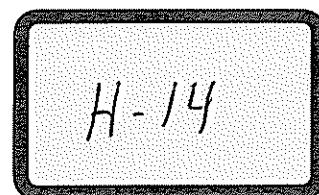
First, allow me to apologize for not being at the hearing in person, but I have an obligation that takes me out of town today. I appreciate the opportunity to speak out on this issue, because it is extremely important to my quality of life in an area I've grown to love.

I live in the most upriver houseboat at Marina Way Moorage, down river from the property in question. In fact, if a boat lift is allowed on the Gulbrandson property, it will sit fewer than 100 feet from my bedroom, which -- because of noise, pollution and potential for accident -- is one reason I believe it should not be allowed.

But after living adjacent to said property for 13 years, I have other serious concerns about granting ANY variances or even building permits. I have supplied, along with this document, photographs of the moorage that were taken this week. For years, it has been known in our neighborhood as a "floating junkyard."

As I look out my living room and bedroom windows each day, I'm confronted with a burnt-out shell of a former boathouse on the upriver side of the Gulbrandson moorage. It didn't burn at that location, he obtained it many years ago after a fire on the Columbia and towed it there. At the time he said he was going to quickly salvage the float. It still sits there, many years later, in much the same condition -- a terrible eyesore on the river. Would anyone ever have to put up with such a thing near their home on land? No way.

But it's a symbol of what that moorage is all about -- unfinished projects, hazardous conditions, disregard for neighbors and very likely a myriad of



construction and environmental issues undertaken without permit or discussion.

Consistently over the last dozen years, the configuration of the Gulbrandson moorage has been changed, oftentimes in the dead of night. I have never received any notification of permits, variances or other official sanctions for these changes, some of which would seem to violate standard practice. Recently, asphalt was used on a boat ramp fewer than 50 feet from my house -- with that asphalt submerged during high-water months. I've always understood this to be a violation of pollution laws.

A few years back, a covered section of boatslips was installed on the water, at the outermost edge of that moorage, obscuring our view upriver. The structure was towed there and in place in one day, without any permit, hearing or notification that we know of. Now, the owner wants to extend his reach out into the water by another 15 feet? I find this totally unacceptable.

I have included other pictures of the current condition of this moorage. It's been assembled from salvaged bits and pieces that are in terrible disrepair, in most cases. The dock alongside the boat ramp is made up of a combination of a rotted-out deck that is dangerously unusable and a section of an old metal ramp. Again, it's an eyesore that sits about 25 feet from my living room window.

His current moorage is marred by several boats that appear to be unfixable wrecks, salvaged for their parts or as a part of a long-forgotten, lost-cause renovation -- much the same as the burnt-out boathouse.

In summary, the existing moorage is an esthetic and environmental nightmare with an element of hazard attached to it. To think there would be variances allowed on this project defies common sense. I see no evidence that rules will be followed, proper inspections will be done and that the result will be appropriate for the neighborhood or the river itself.

I haven't even spoken about the part of his property that sits on dry land. For years, a horse was boarded on the property -- which provided its own special aroma and background noise in the neighborhood. Now, it appears the property is a staging area for a paving company's trucks and equipment, some of which may be an environmental threat. I also believe that someone lives on the property, although it's hard to imagine anyone being able to live in the ramshackle structure located there.

This property has been a constant source of irritation for many of us on the river but we've tried to be good neighbors and mind our own business. However,

when there is a public discussion about allowing the owner to further expand what is already a very problematic situation, we must speak up.

I would urge the hearings officer to deny any and all requests for expansion or variances and also ask that an investigation be undertaken for possible violations on the property as it exists now.

Respectfully,

A handwritten signature in black ink, appearing to read "D. Jaynes", written over the word "Respectfully,".

Dwight Jaynes
(503) 978-1540
13110 NW Marina Way
Portland, Or. 97231

Multnomah County
Land Use and Transportation Program

October 16, 2008

Regarding A-1 Moorage Application:

On page 8 the Applicant stated his pole barn today continues to be used to store agricultural implements, tools, feed, and to house chickens which the owner raised for his own personal consumption. But there is no mention of living quarters above the pole barn or the existing drain field located between the river and the pole barn. Looking at the revised drawing submitted on August 20, 2008 the drain field may be situated under the seven (7) boat parking spots.

I see nothing in the Staff Report showing his proposal to extend his moorage 15 feet of the upstream boundary to 190 feet as shown in the Greenway Design Review Plan which will set a precedent and not conform to existing moorages.

The only permit we were aware of was just for log storage, never marine related moorage or boat storage even though he uses his property as such. If this is allowed to pass is someone going to watch what he actually does instead of what he has proposed? I understand he is expected to only do work during the week and Saturdays. In the past, most of his work has been done on Sundays or late at night when all of the county offices are closed.

Respectfully Submitted,

Jean Adams
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