

NE 92ND DRIVE LID HEARINGIF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ John Mencil	6411, Howe Road Portland	John.Mencil@O-I.com
✓ Richard Larson		

Owens Illinois – Portland, OR Plant



O-I Contributions to Portland & Oregon

- The factory has been in its current location 53 years and was one of the first employers in the area. When the plant was built, the area was outside the Portland city limits.
- We have more than 200 employees working 4 shifts around the clock.
- We manufacture glass containers that are 100% recyclable.
- We use 70,000 tons of recycled glass a year from Oregon recyclers putting \$2 million into the economy. O-I is a major contributor in easing the burden on land fills used by Portland and the rest of Oregon.
- We are paid \$550K in property tax this past year.
- Our customer base is large and small bottlers, many of which are located in the Portland metropolitan area and depend on us as their sole supplier.

O-I Position

- Increased traffic on 92nd has a negative impact to truck traffic using our back entrance.
- The foot bridge has given better access to transients to our property next to Johnson Lake. Property damage and trash brought in by transients is up significantly.
- The project went over board with double wide sidewalks on both sides of 92nd. The road & bridge are too narrow for most trucks servicing our plant.
- The path from the foot bridge dead ends on the south side of the Colombia slough. With limited foot & bicycle traffic, the foot bridge was a waste of money!
- The trees are planted too close to an already narrow road. This will severely limit traffic in the future as the trees grow.
- There is a drainage in the middle of the road making maintenance dangerous and the road even narrower. Adequate room for the drainage was used for sidewalks.
- The design of the project clearly accommodates the Port of Portland and gives access to property they want to develop.

Project NE 92nd Drive Street LID

We object to the proposed assessment

1. We are on record objecting to the formation of the subject Local Improvement District (LID.)
2. We object to a \$35K assessment for an improvement that provides limited to no benefit to O-I.
3. The following pictures demonstrate that the design of the project excludes the O-I Portland Plant from any benefit from truck traffic using that route.

Double Wide Sidewalks on both sides of 92nd Street



Double wide sidewalks on both the west and east side of the 92nd Street improvement unnecessarily limit the width of the road.

Side walks on Alderwood



The sidewalks along Alderwood are on both sides of the road. Both are single width. The sidewalks on 92nd are out of character with the rest of the area land improvements. Clearly the project was designed to limit our access and benefit only the Port.

Why all the sidewalks and narrow road?



Why build a double wide sidewalk on the east side of 92nd Street that narrows to a small sidewalk across the bridge? The bridge should have been widened. It would have been adequate to have one sidewalk across it without the foot bridge.

Foot Bridge – Limited / No Value

1841 91



The pathway that links to the foot bridge dead ends in the road. This is a very expensive bridge that goes nowhere. Current & future foot / bicycle traffic do not justify such a bridge. It is a much improved transient access to our Johnson Lake property!

Trees and Drainage



Why plant trees that already have branches that are flush with the inside of the curb? They will grow and restrict access. Why put in an island for the drainage restricting the width of the road even more?

Questions?

Suggestion

Let the Port Authority pay for an improvement that was designed for their needs and severely restricts our access to project improvements!