



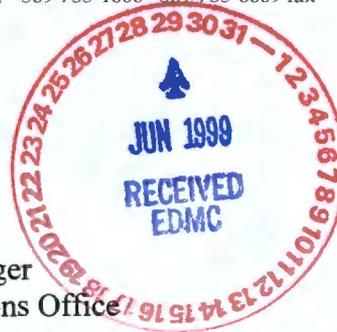
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TRI-CITY INDUSTRIAL DEVELOPMENT COUNCIL

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June 7, 1999

Thomas W. Ferns, HRA-EIS Document Manager
U.S. Department of Energy, Richland Operations Office
PO Box 550, MSIN HO-12
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DOE-RL / DIS

Re: Revised Draft Hanford Remedial Action Environmental Impact Statement and Comprehensive Land-Use Plan, DOE/EIS-0222D

The Tri-City Industrial Development Council (TRIDEC) is pleased to submit its comments regarding the proposed land use planning of the Hanford site. TRIDEC is a non-profit association of over 500 individuals, commercial and industrial firms, local governmental agencies, and civic organizations having an interest in the economic vitality and growth of the Tri-City area. TRIDEC has been designated by the Department of Energy as the spokesman for these interests on economic development issues related to the Hanford site.

We wish to commend the Department of Energy for the significant and high quality assessment of the site and its potential future utilization. The Revised Draft Document (DOE/EIS-0222D) is a substantial step forward as compared to the earlier version of this plan. We believe that a comprehensive land use plan must be established for the Hanford site in order to provide a firm bases for the planning of the future utilization of the site and its resources for the benefit of the general public including the various special interest groups.

Our values for the Hanford site include the following:

- Protection of the Columbia River.
- The preservation or protection of those portions of the site having unique cultural, environmental, historical, and public values.
- The utilization of other portions of the site for industrial and economic development in order to provide support for the Tri-Cities area and regional economies and population.
- Completion of the Hanford site cleanup in an expeditious and timely utilization of the site for the future utilization of the site for the purposes identified above.

Consistent with these values and philosophy, we wish to submit the generalized comments on the various proposed alternatives.

Mr. Thomas W. Ferns
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- The continuation of the "no action" alternative for an indefinite period of time is not acceptable. A firm bases must be established for the site in support of the current cleanup program and the future utilization of the site.
- We do not support alternatives 1,2, or 4 in that they would place essentially the entire site, with the exception of the 200 area waste management areas off limits for any future utilization of the site for industrial or economic development purposes. This would require existing facilities such as the LIGO installation to be permitted as non-conforming uses. Restrictions on future industrial utilization of what are national resources of large underdeveloped industrial sites are not compatible with the objectives of this organization.
- The two remaining alternatives, the "preferred" and the number three alternative both make provision for industrial development of the Southeast corner of the Hanford site. In this regard, we support either of these two alternatives. Alternative No. 3 provides for increased industrial area in the May Junction-Hanford town site area, and for additional public recreational use along the river including the McBee ranch area. We do not support the utilization of this site as a wildlife corridor.

In conclusion, we wish to restate our position that provision must be made in future land use planning for the maintenance of current and the future industrial and economic utilization of the Hanford site. We also believe that the site should be retained in Department of Energy control throughout the cleanup of the site. We do not support the turnover of control of the site to any single interest user or governmental body.

Thank you for the opportunity to present our views on this subject.

Very truly yours,



William A. Martin, CED
President/CEO

C: Benton County Commission
Franklin County Commission
City of Richland
City of Kennewick
City of Pasco
City of West Richland
Benton County PUD
Energy Northwest
Port of Benton