

TESTIMONY

36805

1100 WEST HAYDEN ISLAND CWG REPORT1101 RESOLUTION TO PROTECT AT LEAST 500 ACRES AS OPEN SPACE AND IDENTIFY NO MORE THAN 300 ACRES FOR FUTURE MARINE TERMINAL DEVELOPMENT

Comment on CWG Report and/or OPPOSE Resolution

NAME (print)

ADDRESS AND ZIP CODE

Email

✓ Will Lewenson	2946 NE 48 th Ave 97213	will-lewenson@hotmail.com
✓ ANN FARICY	1935 NE 158 Court 97230	annfaricy@comcast.net
✓ John Marshall	2723 SE 115 th Ave. PORT., OR 97266	JL.marshall@comcast.net
✓ Cheryl K. Lund	Portland, OR 97217	ck5863@comcast.net
✓ Barbara Wilson	12820 SW 20 th Ct Beaverton 97008	wilsonbn@verizon.net
✓ Emile H Combe	59 NE Monroe PDX OR 97212	emile@worldaccessnet.com
✓ Alexandra Deahl	626 N. Lombard St. PDX OR 97217	adeahl@smith.edu
✓ GORDON BUSSEY	3939 N MARINE DR #22	GBUSSEY@e.com
✓ Neil Schulman	2324 SE Madison St. Portland OR 97214	neil@neilschulman.com
✓ Susan Lindsay	625 SE 17 th Ave PDX 97214	

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NAME (print)

ADDRESS AND ZIP CODE

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✓ CHRIS FOUNTAIN	" #5 "	cfont@earthlink.net
✓ Dawn Banker	3 " " #1 97217	bankersdg@gmail.com
✓ Wally MEHRENS	11817 SE 119 th Av.	wally mehrens
✓ CAPRA J'NEVA	4134 N. KERBY AVE.	capra@firebulb.com
✓ DAVID BECKETT	PAGE, Three Rivers LAND CONCERNANCES 17738 Kelok Rd Lake Oswego, 97031	Davidbeckett@PSN.CO
Ariana Longanecker	2818 SE Franklm St Portland OR 97202	apteryx1@gmail.com
✓ Bob Bernstein	7415 SE main pulled OR 97215	bobbo1946@yahoo.ca
Barb Grover	2526 NE 48 th Ave (P) 97213	redravens@yahoo.com

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300 ACRES FOR FUTURE MARINE TERMINAL DEVELOPMENTComment on CWG Report and/or **OPPOSE** Resolution

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✓ JAMES G (Jimmy) TANGUARY	199 N. Hayden Bay Dr. PDX 97217	tanguaryn@comcast.net
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NAME (print)

ADDRESS AND ZIP CODE

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Comment on CWG Report and/or SUPPORT Resolution

NAME (print)

ADDRESS AND ZIP CODE

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✓ Beverly Broder	1020 SW Taylor Street #760 Portland, OR 97205 (The Bodew Group)	looking@lookinggroup.com
✓ Bill Wyatt	7200 NE Airport Way 97218	
✓ Larry Paulsen	3103 NW Lower Ring Road Vancouver Wa 98660	
✓ ^{Sam} Sam Ruda	7200 NE Airport Way 97218	
✓ Michael Williams	3744 SE Harrison, St Portland, 97214	michael.williams@state.or.us
✓ Tom Chamberlin, AFLEIO	6605 SE LAKE ROAD	2110 State St, Salem, 97301
✓ Steve Clark	PORTLAND, OR 97222	
✓ Walt Evans	1211 SW 5TH AVE. Suite 1900 PORTLAND, OR 97204	
✓ BRAD PERKINS	1722 NE SCHUYLER PORTLAND, OR 97212	
✓ Jonathan Schluter	16200 SW Nimbus Ave, 97223	
1. Peter Livingston	1211 SW 5th, Ste 1600, 97204	

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Comment on CWG Report and/or **SUPPORT** Resolution

NAME (print)

ADDRESS AND ZIP CODE

Email

✓	Jim Mark	111 SW Columbia, Suite 1B80	
✓	Steve Wells	1300 SW 5 th , Suite 3050	
✓	Tom Dechenne, NBS	121 SW Morrison, Suite 200, 97201	
✓	Joe Bmande - IBEW	15937 NE Airport Way,	joe@ibew48.com
✓	Jeff Smith	2435 NW Front Ave, 97209	
✓	MARTIN LARSON ^{ITF}	14444 NW LARSON 97231	MARTIN D. LARSON @AOL
	John Nassichuk	3255 Schooner Creek Boat Works N. Hayden Island Drive	
✓	SAM Gillispie	UFCW LOCAL 555	
	Mary		
	Nelda Wilson	IUPUI Local 701 355 E First St Gladstone OR 97027	Nelda@Iupui701.com

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Comment on CWG Report and/or **SUPPORT** Resolution

NAME (print)	ADDRESS AND ZIP CODE	Email
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✓ Laurie Wall	7904 SW 4th Portland 97219	lauriea.wall@yahoo.com
left Sorin Garber	2615 NE 37th Portland OR 97212	garberwest2@msn.com
yes Bill Elzie		
Brad Perkins	✓ may have already testified 1722 NE Schuyler 97212	perkinsrealty@comcast.net

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Comment on CWG Report and/or NOT SURE about Resolution

NAME (print)

ADDRESS AND ZIP CODE

Email

John Marshall	2723 SE 115th Ave Port. OR 97266	jl_marshall@comcast.net
✓ t.a. barnhart	3111 SE 29 th Ply 97202	ta@tabarnhart.net
✓ Susan Barnes	17330 SE Evelyn St Clackamas 97015	
✓ Larry Epstein	9930 SW Quail Post Rd Portland OR 97219	lepc@comcast.net
✓ DAVID E. STRADER	15725 SE Grand Ave. Milwaukie OR 97267	
✓ Josh Faber-Hammond	1208 Daniels St. Vancouver, WA	jfaberha@gmail.com
✓ Scott Lukens	1419 NE Fremont Portland	

I WANT TO TESTIFY TONIGHT

First Name

- ✓ ERICK
- ✓ HERMAN
- ✓ EDWARD
- ✓ LINDA
- ✓ JOHN

Last Name

REDDEKOP
KACHOLD
GAREN
CASO
MARLE

before
8:30

Moore-Love, Karla

From: Mike Karnosh [mike.karnosh@gmail.com]
Sent: Thursday, July 29, 2010 6:32 PM
To: Moore-Love, Karla
Subject: Request for entry into record

Hi Karla,

Rachael Hoy referred me to you because I just got into Portland and I'm afraid I won't be in time to testify at tonight's City Council meeting.

I would like it entered into the record that the Tribe requests that more intensive archaeological/cultural resource surveys be performed, in the event the City proceeds with further planning on West Hayden Island.

Thank you so much,
Mike Karnosh
Ceded Lands Program Manager
Confederated Tribes of Grand Ronde

Sent from my iPhone

TO RANDY LEONARD

I SUPPORT PARTIAL
DEVELOPMENT OF WEST HAYDEN
IS/AND TO CREATE 1200 JOBS.

Ed Kaufmann
947 E. BURNSIDE ST
PORTLAND OR 97214

Dear Dan saltzman,

Please support the port of west Hayden
Island, Portland needs good local jobs!

- Mike Littwin

924 N. Mission

Portland, Oregon 97217

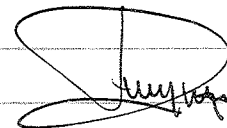
Joe W. Spain
4720 N. Greiner

I support the creation of
1200 jobs on West
Hayden Island.
Thank You!

Dear Nick fish

I Suppose the creation
of the job in ~~western~~ island
Western Hayden island.

ISAAE NIYONKURU



(9771) 645-9978

DEAR COUNCILMAN FISH
I HAVE BEEN AFFECTED BY
LAY OFF AFTER 20 YEARS ON SAME
JOB - WE REALLY NEED JOBS.

H. Guzman
H. Guzman

8601 N. HAMLIN AVE
PORT. OK. 97217

Dear Nick Fish,

Please support the port on West
Hayden Island. Thank you.

Rebecca E. Ken

5102 N. Syracuse
Portland, OR, 97203

Dear Nick Fish, jobs for Portland
are needed on West Hyden Island. Please support
the Port. ~~ADAVIS~~ Gabriel Davis 11084 NE
Mason Portland
OR, 97220

36805

Dear amanda fritz

I support the creation
of 12000 jobs on hayden
Island.

Kahle Pined

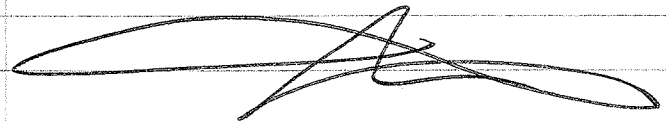
10746 NE wiggant st
portland OR 97220

DEAR AMANDA FRITZ
I LIVE ON HAYDEN ISLAND
AND SUPPORT THIS IDEA
WHOLE HEARTEDLY.

JOB ARE OF MOST
IMPORTANCE (1200)

LET'S GET BUSY

EDWIN PERSEN
2030 N. MIDDLESHOKE DR
PORT OR. 97217



Dear Amanda Fritz,

We definitely need the jobs + the
wildlife habitats. Please Support the Port
of Portland + West Hayden Island.

Thanks

Zac Jones
1919 N. Fairview St.
Portland OR

Dear Cousine: Fritz
my working job ~~has~~ has
been ~~efford~~ by ~~it~~ it a economy
med jobs at ~~Wish~~ ~~Hyden~~ ~~Hyden~~

CHRISTINE Hendrix:
8515 N. Hamlin
P/O

DEAR COUNCIL WOMAN FRITZ.

As A North Portland Resident
adding Jobs to our Economy
would be a good thing. So I
URGE you to CONSIDER the Proposed
Development of Hayden Island. ~~It~~ It
would be a good thing for our local
Economy.

Thank You

Todd BURNETT
9213 N. Endicott Ave
Portland, OR 97217
503 283-7958





Oregon

Theodore R. Kulongoski, Governor

3 6 8 0 5

Department of Fish and Wildlife

Northwest Region
17330 SE Evelyn Street
Clackamas, OR 97015-9514
Phone: (971) 673-6000
Fax: (971) 673-6070



Testimony Provided: July 29, 2010

Testimony Submitted by: Susan Barnes, ODFW

To: Mayor Sam Adams and Portland City Commissioners

RE: West Hayden Island

My name is Susan Barnes. I am the Conservation Biologist for the Oregon Department of Fish and Wildlife's Northwest Region, a geographic area that includes the Portland Metro area.

I served on the Technical Advisory Pool for the West Hayden Island planning process.

The purpose of my testimony today is to communicate how the Oregon Department of Fish and Wildlife views the importance of West Hayden Island to Oregon's fish and wildlife. I am not here to support or oppose the proposed resolution, but to provide information to hopefully aid in your decision making process.

West Hayden Island's location in the confluence area of the Columbia and Willamette Rivers makes it particularly valuable to fish and wildlife. From a fishery perspective, West Hayden Island plays an important role in supporting the critical life functions of the region's various fish species, specifically ESA-Listed salmonids moving through the Columbia and Willamette River systems. West Hayden Island's undeveloped shoreline provides shallow water habitat, a habitat feature that serves as resting and rearing areas for juvenile and migrating fish. At the regional level, shallow water habitats are now considered rare, so the fact that WHI has a shallow water component elevates its importance to fish. While ODFW's native fish recovery plans for the area focus on habitat restoration, preserving remnants of historical habitat where it exists is considered a priority recommended action. Though degraded by surrounding development features and changes in the hydrologic regime, West Hayden Island is a remnant of historical habitat conditions.

From a wildlife perspective, West Hayden Island's location, size (i.e., habitat patch size), and habitat types currently present make it valuable to numerous wildlife species, particularly migratory birds as they move east-west and north-south through flyways.

The habitats currently present on West Hayden Island are specifically addressed in the Oregon Conservation Strategy. The Oregon Conservation Strategy is Oregon's statewide blueprint for conservation. It identifies the habitats and species of greatest concern, the threats that they face, and recommended conservation measures for aiding these habitats and species. One of the main goals of the Oregon Conservation Strategy is to help recover currently listed species and to prevent additional species listings.



The Oregon Conservation Strategy identifies wetlands, wet prairies, grasslands, riparian (including bottomland cottonwood / ash forest), and oak woodlands as the habitats of greatest conservation concern in this part of the state. As a note, area sometimes referred to as the dredge spoil area is considered an upland grassland habitat type.

Priority species associated with these habitats include red legged frog, western painted turtle, California bat, Chinook salmon, Coho salmon, Pacific lamprey, steelhead, bald eagle, little willow flycatcher, streaked horned lark, western meadowlark, and shorebirds. Many of these are known to occur or are likely present on West Hayden Island.

The main limiting factors to these habitats are:

- Land conversion
- Altered floodplains
- Habitat fragmentation
- Invasive species.

Recommended actions include:

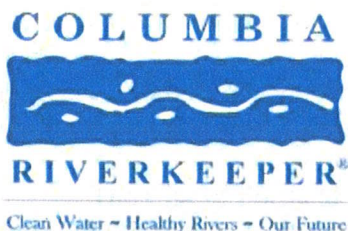
- Protect and maintain existing priority habitats where they remain
- Restore and expand to improve conditions and value to fish and wildlife
- Protect and restore river / floodplain interactions
- Control invasive species

ODFW reviews numerous proposed development actions each year and it is well known that impacts extend beyond the immediate footprint of any development.

In summary, West Hayden Island's importance to fish and wildlife both locally and regionally is elevated due to it being a riverine island in a confluence area, its large habitat patch size, and the habitat types present are priority habitats as described in the Oregon Conservation Strategy.

I appreciate this opportunity to testify. Thank you.

Susan Barnes
ODFW



Columbia Riverkeeper
724 Oak Street
Hood River, OR 97031
Phone: (541) 387-3030
www.columbiariverkeeper.org

July 26, 2010

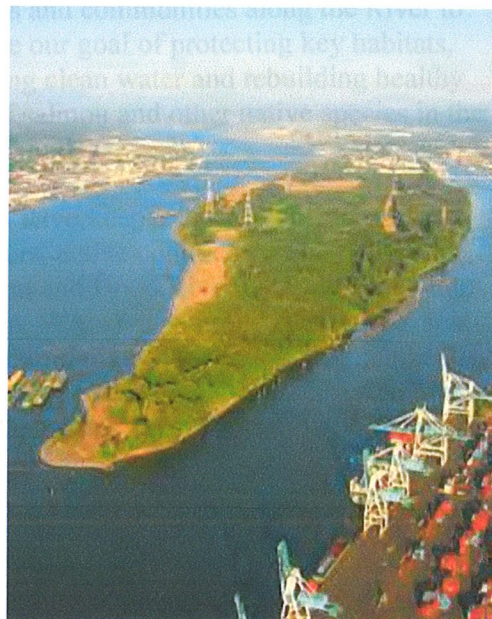
Honorable Sam Adams
1221 SW 4th Ave Room 340
Portland, OR 97202

Via email: dan@ci.portland.or.us, samadams@ci.portland.or.us, nick@portlandoregon.gov,
leonard@ci.portland.or.us, amanda@ci.portland.or.us

Mayor Adams and Members of the Portland City Council:

Columbia Riverkeeper asks that the mayor and the council reject all proposals for developing West Hayden Island into an industrial marine terminal, and allow West Hayden Island to reach its maximum potential as a critical refuge for people, wildlife, and salmon on the Columbia River. The Port of Portland's so-called "win-win" development proposal fails to adequately protect a premier conservation asset, and creates an economically questionable project.

West Hayden Island's unique location, size, and intricate mosaic of habitat types go unrivalled in Portland. The island harbors some of the Lower Columbia River's *last* remaining intact cottonwood-ash bottomland habitat, and supports over 100 species, including the federally protected bald eagle, western painted turtle, and migratory songbirds. The 39 acres of wetlands found on West Hayden provide exceptional habitat for anadromous fish species in the metropolitan area. Steelhead, Coho, Chinook, and Chum Salmon are among the threatened species throughout the Columbia River basin that come to rely on the island's precious refuges for their survival. Metro defines West Hayden Island as Class 1 Riparian Habitat, and encourages protecting this ecologically high-value land resource. The Port of Portland is not exempt from following Metro regulations that aim to protect fish and wildlife on public lands.



If the council does not protect West Hayden Island from development, taxpayers will have to tackle a slough of costly infrastructure projects while giving up environmental safeguards. The Port's development plan would require taxpayers to risk spending over \$100 million for affiliated infrastructural projects on a river island that is prone to seasonal flooding, a natural threat that should be taken seriously. Instead, should the council preserve West Hayden Island in its entirety, immeasurable public goods would be protected, from improved air and water quality, reductions in the severity of seasonal flooding, carbon sequestration, and nature-based recreational tourism. Planners, who once looked to West Hayden Island as environmental mitigation land for development

projects, will be hard-pressed to successfully mitigate West Hayden Island's irreplaceable habitat within Portland's already heavily fragmented corridor.

The City of Portland has been a nationally leader in sustainability thanks to the hard work and focus of this Council, city staff, and thoughtful citizens. Protecting West Hayden Island is a great opportunity to live up to this hard-earned reputation. Please reject the "lose-lose" plan to degrade West Hayden Island critical habitat and destroy an important urban refuge. We request that the City of Portland move to permanently protect West Hayden Island from wasteful and hurried development plans, preserving one of Portland's last functioning wildlife habitats—a conservation asset that serves the greater Columbia River basin.

About Columbia Riverkeeper

Columbia Riverkeeper formed in 2000 through the merger of Clean Water Columbia and Columbia River United, which had been organized since 1989. Our mission is to protect and restore



the water quality of the Columbia River and all life connected to it. Riverkeeper works with citizens and communities along the River to achieve our goal of protecting key habitats, restoring clean water and rebuilding healthy runs of salmon and other native species in the Columbia River.

well as our 200 active volunteers. Columbia Riverkeeper is a member of the Waterkeeper Alliance, founded by Robert F. Kennedy Jr. in 2000 to support Waterkeeper organizations across the United States and now the world.

Sincerely,

A handwritten signature in black ink that reads "Brett VandenHeuvel".

Brett VandenHeuvel
Executive Director
Columbia Riverkeeper

Date: July 29, 2010

City Council Meeting: Hearing regarding WHI Planning Process

To: The Honorabale Mayor Sam Adams and Portland City Council

From: Tom Dechenne

TESTIMONY REGARDING WEST HAYDEN ISLAND POTENTIAL USE, IF ANNEXED

My name is Tom Dechenne. My background includes 25 years as an industrial real estate broker (sales and leasing of industrial buildings and land around the Metro area), and the past 5-6 years as a member of the Portland Freight Committee, the METRO Freight and Goods Movement Task Force, and most recently a member of the BEST Freight Coalition Group. I'm currently a member of the industrial brokerage team at Norris, Beggs & Simpson

I'd like to address FOUR (4) main points today.

- 1. Shortage of USEABLE, available industrially zoned land parcels**
- 2. This unique property for special industrial uses: Water, Rail, Highway access**
- 3. Balance economic needs AND environmental preservation over the long term**

4. Call to action to make a decision

1. Shortage of Industrial Land: While there has been much debate over the past 15-20 years regarding the actual amount of industrially zoned land available,

as a daily practitioner working with companies to re-locate, expand or move for whatever reason, there are VERY FEW sites in the region to accommodate this demand. The real demand is for acreage in the 2-10 acre parcels, for the growth of small businesses. Annexation and future development of this parcel would help supply this need to help the region to be globally competitive.

2. Uniqueness of the WHI, approximate 800 acre parcel: Served by water for deep channel shipping, rail, and easy freeway access is so unique it can't be duplicated. Portland has been a distribution hub of the West Coast for many decades. By limiting this parcel, it not only jeopardizes the industrial land supply, but also does NOT allow the shipping concerns of the region to grow and expand, given the projected population growth over the next several decades.

3. Balance economic needs with environmental preservation over the long term: As a region it's imperative these 2 factors be in balance. Given the debate over this property during the past 20-30 years, by using 300 acres as potentially industrial developed land to serve the needs. AND preserve the most important westerly area as a natural reserve is very prudent and meets a compromise of uses.

4. Call to action to make the decision of annexing the property with 300 acres of industrial land and the remaining +/- 500 acres as a natural reserve. The debate has taken place and with the planning process of the Portland Plan, the "Reserve" decision regarding the Urban Growth Boundary, the CRC project, it only makes sense to move forward rather than jeopardize the region's ability to meet both the fiscal and livability factors of our future growth.

Outline examples of missed opportunities where adequate, economical land parcels were not available.

Thank you.



Submitted by
Capra J' Neva
7/29/10 36805

I am a former Port employee who worked on the marketing piece that promoted the West Hayden Island project. I loved working at the Port, but this was one project I didn't want to work on, in part because while the project managers kept saying they didn't want to pull the wool over anyone's eyes, they repeatedly asked me to do so.

*The Port of Portland is a private company
100% Public funding*

The Port tried to obscure the real environmental impact of their proposed project by under-reporting and under-mitigating the wetlands affected by in-water construction, ~~and by trying to paint the island as a sullied industrial place just under the flight path from the airport. A short trip to that part of the island will show you that despite industrial pressures on all sides, it is a haven to all kinds of animals and birds.~~ As an example of the Port's tactics: their wetlands mitigation plan when I was working on the project did not even contain the minimum legal requirement for the amount of wetlands they were *claiming* to "affect" which at that time was 22 acres. Let's explore one aspect of this: Benson Pond. The part of the pond that they claim to affect is only the exact footprint of the piling of a railroad bridge planned to cross the pond. In actual fact, when you do in-water construction in a pond, it affects the entire pond. If you cement over half a wetland, it affects the entire wetland. Birds and other creatures continue to be affected by the noise and vibrations of railroad cars passing over the remaining pond that according to the Port's calculations was "unaffected." The actual amount of wetlands affected by their plan was closer to 36 acres.

The Port claims that this move is about creating jobs. When I worked at the Port, they claimed that 1/4 of the jobs in Portland were a direct result of their activities, while they actually employed only 750 people. ~~The Port's 1200 jobs will have to be created over the next 20 years by people like me who are entrepreneurs who help bring investment dollars into the area—paving West Hayden Island will not create the 1200 jobs that they claim.~~ *I believe the strongest opportunity jobs will come from startups create far more jobs*
Keeping himself of a resource-based economy.

While at the Port, I also worked on the Channel Deepening project. Channel Deepening, while environmentally impactful, has a more pivotal effect on the Port's ability to remain competitive, because of the economies of scale involved in letting Post-Panamax carriers reach the Portland region. That project was vital to the Port's ability to compete with Seattle for Asian export business, and for that reason, I had less objections to it, except that I knew it would make possible a push for the development of the West Hayden project.

West Hayden Island is not vital to the Port's health. It is more a symptom of the endless upward spiral of growth that the Port will always push for, and the impact of losing 400 acres of critical habitat (especially for birds), and creating noise, light pollution and other impacts on the remaining 400 acres is not worth what we gain. I urge the city council & the mayor to encourage the Port to get creative with the usage of their existing land to handle greater volumes of material.

Jeff Smith

Mayor Sam Adams and Commissioners

My Name is Jeff Smith, President of ILWU Local 8. I represent more than 500 men and women, employed in the harbor. Even in the face of this recession, the number of men and women that work on the rivers has grown- reflecting the importance of global trade to our city. The harbor is a place of work for thousands of employees. It is also part of the historical, cultural and social fabric of Portland.

The ILWU was founded in 1934 in Portland, the first in the Pacific Northwest. It provided a way for the people of Portland to secure adequate jobs that paid wages to raise their families. We have members whose parents were members- all working in the same harbor and enjoying the sort of work that made Portland the kind of city that prided itself on hard work, independence of spirit and jobs that built or delivered tangible results.

Our city was borne from trade- going back to our native people. And Portland continues the strong tradition of trade that is the basis of the founding of this city. We are the second-most export dependent metro area in the US, and one of the four fastest growing. President Obama's National Export Initiative designed to increase the nation's exports through metropolitan areas specifically to generate good-paying jobs. Research shows 1) wages are higher for exporting companies, 2) export related jobs offer good pay to workers at all levels of education and 3) the multiplier effect for related and supported jobs is more than 3 to 1.

The waterfront provides jobs but it also provides a sustainable way to move products to other markets. Water borne commerce is substantially better from an air quality standpoint and moves 100 times more product per single move than rail or truck.

I applaud the Mayor's vision. It is vision because this obviously is a tough decision. But we must have a mix of uses on West Hayden Island; a mix that includes land for our future marine terminals. As we move to diversify our economy and bolster our tax base, access to international markets will be essential to the success of these new and existing businesses. West Hayden Island was brought into the Urban Growth Boundary 27 years ago for marine industrial development. The location provides unique assets that are not replicated elsewhere in the region. WHI is one of the few places left in our region already well suited to take advantage of the deeper channel; great rail access by both class ones, two interstate freeways and access to skilled labor. I urge your support of the Mayor's resolution.

July 29, 2010

Portland City Council
City of Portland
1221 SW Fourth Avenue
Portland, OR 97204

Dear Mayor Adams and Commissioners:

I am writing in support of the resolution to direct the Bureau of Planning and Sustainability to develop a legislative proposal for annexation of West Hayden Island to the City with the intent to protect 500 acres as open space and identify 300 acres for future marine terminal development.

WHI was brought into the Metro Urban Growth Boundary in 1983 to satisfy a long term regional need for water-dependent, marine industrial. In 2004, Metro designated WHI as a Regionally Significant Industrial Area, noting that its site characteristics are relatively rare in the region and render it especially suitable for industrial use. In 2009, Metro included a portion of WHI in the 20-year land supply for future industrial use. According many studies and Metro documents, there is shortage of large undeveloped industrial sites in the Portland Area UGB. Maintaining an adequate supply of large industrial land is vitally important to the region's economic health given the relatively large contribution of industry to Portland's economy, the high wage jobs that will result directly from the marine facilities, and the indirect impacts of those jobs and the marine facilities.

Our state's land use planning system and regional government overlay have put incredible power in the hands of Metro to say no to development outside of the urban growth area. This system has been mostly successful and contributed significantly to Portland's vitality and vaunted quality of life. But this power comes with a huge responsibility. Just as land outside the UGB is presumed to be undevelopable, land inside it must be presumed to be developable. The involved governments have an obligation to support the overall system with land use decisions and infrastructure or the system starts to fail and choke our regional economy which is at least important to our future as our physical environment.

It is becoming more and more difficult to get the right land into the UGB at the right time and supported with the right zoning and infrastructure. The designation of a portion of WHI as marine industrial land needs to be respected and supported and can be in while still maintaining a very large area for Habitat Conservation.

Sincerely yours,



Steven J. Wells
Senior Managing Director

July 29, 2010

The Honorable Sam Adams
City of Portland
121 SW 4th Avenue, Room 340
Portland, OR 97204

RE: Support for resolution to develop a legislative proposal for annexation of West Hayden Island to the City with the intent to protect at least 500 acres as open space, and identify no more than 300 acres for future marine terminal development.

Thank you Mayor Adams and City Commission members. I appreciate the chance to testify here tonight in favor of moving forward on the annexation of West Hayden Island and the Port of Portland's plan for future industrial-related uses on West Hayden Island.

My name is Michael Williams. I am here as a representative of Oregon Business Development Department, formerly the Oregon Economic and Community Development Department. I am an adjunct professor at PSU where I teach at the School of Urban Studies and Planning. I am also a resident of the City of Portland.

The future development of West Hayden Island will likely prove to be a lynchpin of the State of Oregon's critical supply chain connections to the world. A rail-served terminal that could handle cars, break bulk items, containers and agricultural goods will provide vital support to businesses in Portland, the greater Metro region, and industry across the state.

It is important that the Port and other industrial users have a sufficient supply of land to properly serve current and future industries. The land needs of key traded sector industries are increasing because of globalization. Larger facilities, with very specific site needs, in a few strategic markets is the current trend we are seeing for the most impactful recruitments.

For example, the next wave of clean tech plants will be anchored on large 100- and 200-acre sites that will be served by efficient supply chain connections (port, rail, and truck) and a host of smaller firms that are suppliers and technical service providers. The activity in this segment of the market has been robust nationally, despite the fact that we are experiencing the worst recession since the great depression. We

can provide a long list of such facilities that have been announced nationally and worldwide since 2009. Many of these companies actively considered Oregon, but have not located here in part because of a lack of large industrial sites and transportation limitations.

The types of facilities that the Port of Portland is considering will support "high value" industrial land. Business Oregon has completed studies across the metro region regarding the economic impact of industrial districts. The results of the studies show impacts exceeding more than \$600,000 per acre – that's \$600,000 in salaries alone -- in regionally significant industrial areas. The per-acre salary impacts for individual industrial projects across the state range from \$200,000 to \$1.4 million per acre. In terms of economic productivity, this is hundreds of times more impactful on the economy than alternative productive uses (mainly farm and timber) that have an economic impact closer to \$5,000 per acre. While this is not to say that these other uses don't have important value to Oregon that need to be considered carefully and protected. We just ask that communities be cognizant of the magnitude of the economic tradeoffs that are being made when imposing limitations on land dedicated to supporting industrial uses.

It would be a mistake to rule out or shortchange manufacturing and other industrial uses as an economic engine for future economic growth. President Obama's understands the importance of these industries as demonstrated by the considerable investments that his administration advocated for and made in our auto industry, renewable energy, and our industrial infrastructure over the past 18 months. While manufacturing's share of total employment has decreased over the decades, the United States and Oregon produce significantly more in terms of total value (even in inflation adjusted terms) than thirty years ago. Much of this increase can be attributed to a shift to higher value goods and gains in productivity by the goods producing sector of the economy. As I mentioned earlier, more product is being produced in fewer, but larger facilities across the world and if we are going to be competitive for such facilities, we will need the type of freight connectivity that the West Hayden Island expansion provides.

The location on West Hayden Island is unique because of its waterfront location near an existing Port of Portland facility, its access to the newly-deepened Columbia River Channel, and its adjacency to a Class 1 mainline railroad. These factors matter and they cannot be easily duplicated.

We would encourage you to allow the Port of Portland enough flexibility to meet the needs of tomorrow. In the near future we see changes in renewable energy and the auto sector that could bring large scale facilities that require high throughput cargo handling to Portland or the greater Metro area.

But what are the long-term needs of industry ten or twenty or fifty years from today? We cannot say for certain at Business Oregon as they will be driven by changes in business practices, markets, and technology. So why not provide the Port of Portland the kind of land-supply flexibility it desires to properly serve these unknown industry needs when they occur.

Given the cost of development; the Port is not going to take any investment in Hayden Island lightly. The Port of Portland has proven itself as a trusted partner for the City of Portland and the State of

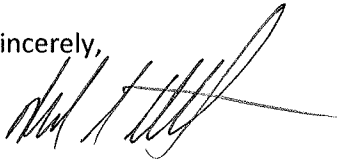
Oregon. Few organizations in this state can match the Port of Portland's ability to deliver on the multiple goals of economic growth, quality long-term investment, and environmental stewardship.

My final comment is that land use in Oregon does not have to be an either-or proposition. Oregon's strong land use controls that require urban growth boundaries and comprehensive planning are essential to protecting open space and our agricultural heritage. Thoughtful planning can also make room in communities for the industries of today and tomorrow that pay family-wages and provide the tax base we need to afford first-rate public sector services that will protect our environment, educate our children, and help the most in-need.

I think the current resolution does an exceptional job recognizing that land use can move forward and meet the goals of both industry and the environment and I encourage you to continue the process to annex West Hayden Island. My only reservation is to allow for some limited development flexibility so the Port's development program can best match future industry requirements as well as any unknown regulatory requirements.

Thank you for your time and the opportunity to comment on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael J. Williams', with a stylized flourish extending to the right.

Michael J. Williams

Industrial Lands Specialist

Large Clean Tech Facility Announcements (2009-2010)

Company	Acres	Location	Industry
Tokuyama*	494	Malaysia	Solar
Tesla/Toyota	380	California	Electric Cars
Xtreme Power/Clairvoyant Energy	320	Michigan	Solar
Vestas*	300	Colorado	Wind
US REG - A Power	150	Nevada	Wind
REC*	150	Singapore	Solar
Tindall	144	Kansas	Wind
Green2V	124	New Mexico	Solar
LG Chem Ltd.	120	Michigan	Battery
Autoport/AC Propulsion	102	Delaware	Electric Vehicles
Siemens	100	Kansas	Wind
Undisclosed**	100	Oregon/Nation	Battery
Energy Composites Corps	94	Wisconsin	Wind
Tesla	90	California	Electric Cars
Mitsubishi Heavy Industries*	90	Arkansas	Wind
Schott Solar*	80	New Mexico	Solar
Enerdel	75	Indiana	Batteries
BMW	60	Washington	Electric Car Supplier
Nissan Leaf Battery	67	Tennessee	Battery
Energy Composites Corporation	54	Wisconsin	Wind
Proterra*	50	South Carolina	Electric Buses
Confluence	50	Tennessee	Solar
Bosch Solar	50	Germany	Solar

* Considered Oregon/**Source: OBD (2010)

Source: News Reports & Business Oregon

Table 3: Economic Impact of Employment Land

Industry/Sector	Acres	Economic Impact Per Acre	Basis of Impact	Notes on Methodology	Source
Lowe's Distribution	205	\$207,500	Payroll + Multiplier	Potential Impact of Large distribution Center in Lebanon	Business Oregon
Solar Cluster	179	\$1,400,000	Payroll + Multiplier	Potential impact of three firms in Portland, Hillsboro, and Salem	Business Oregon
Genentech	75	\$400,800	Payroll + Multiplier	Potential Impact Study Contracted for Incentives	Business Oregon
Title 4 Lands Hillsboro	3,388	\$616,000	Payroll No Multiplier	Industrial Lands in Hillsboro based on Employment Data	Business Oregon

EMHCO AND ASSOCIATES

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13002 NE 5th Street
503-995-9132

Portland, OR 97212
Vancouver, WA 98684
emile@worldaccessnet.com

Portland City Commissioners
Portland City Hall
Portland, OR

Dear City Commissioners,

For over 15 years I have served in the port industry as planning and development director, and later as an international port and development consultant and for the National Port Authorities in Chile, Ecuador, Panama, and for all the ports in Central America. During this time I have prepared strategic documents for all of these authorities and am well versed in port planning and development issues facing the port industry in the 21st century. While there is a need for some moderate development of the port sector in the Pacific Northwest, West Hayden Island is not the place for such developments to occur.

West Hayden Island, a 826-acre natural area at the confluence of the Willamette and Columbia Rivers provides critical wildlife habitat for more than 100 species of fish and wildlife including bald eagles, federally listed steelhead Coho, Chinook, and chum salmon, western painted turtles, and dozens of songbird species. The island's size, location and complex mosaic of forests, wetlands, grasslands and riparian habitat make it an irreplaceable resource.

I am opposed to The Port of Portland's efforts to have the City of Portland annex and rezone the island to allow it to convert hundreds of acres of wildlife habitat into marine industrial terminals. The Port's plans would turn the island into a sea of parking lots, railroad tracks and roads leaving only heavily fragmented and disturbed habitat remnants behind.

This is the second time in 10 years that the Port has attempted to annex and rezone West Hayden Island. In 2000, opposition from conservation groups, neighborhood groups and the Business Journal of Portland (See article below) turned back Port of Portland development efforts by demonstrating that the development was not needed and would do irreparable harm to our environment. Ten years later, nothing has changed to justify this development.

West Hayden Island's size (826 acres), location at the confluence of the Columbia and Willamette Rivers, and complex mosaic of habitat types make it a critically important and irreplaceable natural area. It contains 826-acres of intact habitat including 39 acres of wetlands and 4% of the remaining intact cottonwood bottomland habitat between rivermile 12 and rivermile 145. It is home to at least 81 species of birds, 9 mammal species, 4 amphibian species (including bald eagles,

western painted turtles, and provides critical habitat for federally listed salmon. It is designated as Class 1 riparian habitat and a "Habitat of Concern" under Metro's Title 13

Former US Fish and Wildlife Service State Supervisor Kemper McMaster has written the West Hayden Island is considered "an important conservation asset regardless of its location. Its presence on and otherwise highly urbanized landscape accentuates its importance."

West Hayden Island is located entirely in the floodplain. In 1996, all of West Hayden Island was underwater. This is not the place to construct industrial facilities especially in the age of climate change (See picture below).

The Port of Portland does not say what exactly it intends to build or when it will be built, but insists that annexation and rezoning a necessary. It also still failed to address issues raised by Audubon and the Business Journal of Portland in 1999 regarding collaborating with the Port of Vancouver. There is no excuse for destroying critical wildlife habitat when the two Ports are not already maximizing use of the existing industrial land base.

East Hayden Island is currently one of the most park deficient areas in the City. (The Port does not allow access to West Hayden Island) Protecting West Hayden Island as a natural area would create outstanding recreational opportunities to enjoy nature in North Portland and it would undoubtedly become one of the regions premier natural areas.

Demand for new port facilities is traditionally based on high, medium and low cargo projection models that assume economic and cargo growth into the future based upon existing economic conditions. These models have been developed without consideration of the circumstances of climate change and its impact on our environment, and finite resources facing our planet today. In the future we will find that economic growth will be impacted in ways that we have not yet adequately taken into consideration in these models. I believe that the projections of future cargos will be dramatically revised downward in the future, and that our perception of facilities need will likewise be reduced to reflect these changes in how world economies function.

Finally, the public port industry in the Pacific Northwest is based on competition between port authorities rather than on sound regional planning. The need for new port facilities should be based on a consideration of the regional availability of resources rather than on a narrow view of "capture the cargo for the local community." Ports should be participating in regional planning for facilities development, and such development should be located based on optimum locations for the region rather than for a single community. For example, opportunities for auto imports might better be developed through stronger facilities planning and development between the Ports of Portland, Vancouver, and other Pacific Northwest and West coast ports, at the expense of developing a prime natural area which should be preserved for both wildlife and low intensity park development.

Please join me and other concerned citizens to protect this prime natural area from encroaching development of any kind, and preserve it for future generations.

Thank you in advance for considering this request for action to protect and save Hayden Island.

Sincerely

A handwritten signature in cursive script that reads "Emile H. Combe". The signature is written in dark ink and is positioned above the typed name and title.

emile h. combe, M.A., Ph.D.
President, EMHCO and Associates

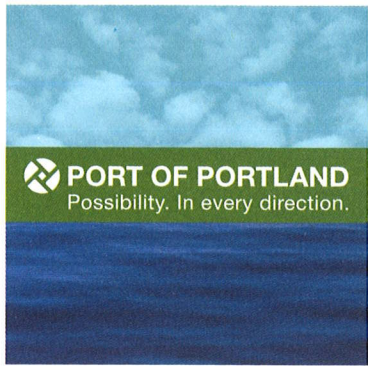
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Submitted by
Erick ReddeKopp
7/29/10
36805





**West Hayden Island Annexation Testimony
Portland City Council, July 29, 2010**

Good Evening.

My name is Sam Ruda, Director Marine and Industrial Development, Port of Portland, 7200 NE Airport Way, Portland

Mayor Adams and Council Members:

As the Port's Director of the Marine and Industrial Property franchise, I want to thank the Mayor and City Council for establishing the Community Working Group process. Though unanimity was not reached, I commend the entire group for their civic engagement and for their commitment to participating in the lengthy process that was recently concluded.

Given my title, I am obviously before you today to endorse a commercial marine future for a part of West Hayden Island.

Our mandate and indeed our mission are to keep Portland relevant as a marine gateway for decades and generations to come. Carrying out this responsibility and with a firm commitment to the environment is equally our goal.

It should be clear that any decisions that are made tonight will not have immediate ramifications for the Port of Portland today or tomorrow. But I do believe strongly that decisions that are made tonight will have a direct impact on future generations of Oregonians and Portlanders. A thriving maritime sector is one of the key attributes that defines our great city. The Port sector attracts significant investment and equally attracts a professional class of highly skilled workers. A growing and viable Port also attracts capital investment from the two West Coast Class 1 railroads that just so happen to intersect right here in Portland and whose mainline also happens to intersect with the Island under discussion. The commercial maritime sector also attracts and employs professionals representing law, engineering, navigation, banking and finance, ship building and repair, as well as supporting a significant labor force of long shoremen.

If geography is destiny, then Portland, at the confluence of the Columbia and Willamette, is also blessed with being a natural gateway to the growing Pacific Rim countries. We are well positioned to benefit from global trade growth and be one of the true marine gateways of significance in this country. Abandoning this future tonight on West Hayden Island does not bring with it the immediate demise of the Port of Portland. What it would do however, is relegate the Port and the City, by implication, to spectator status over time. I do not believe that we strive to be spectators here in Oregon.

Sam Ruda, Director Marine and Industrial Development, Port of Portland
West Hayden Island Annexation Testimony
July 29, 2010

We do not know exactly how trade patterns will evolve over time. There will be periods of growth, perhaps followed by periods of stagnation. Nevertheless, even at a time of economic turmoil, the Port of Portland had its 4th highest tonnage year in the fiscal year that ended in June. The trajectory of global trade, even with the recent downturn, will rebound. It already is.

Let's continue to keep Portland on the world trade map. The wooden plank road that was built over a century ago on what today is Canyon Road was one of the sparks that placed the Portland harbor on the world trade map. Keeping us on this map will require our active engagement, participation and leadership.

I advocate that you contemplate what has taken shape in Portland as a result of the building of that plank road long ago. Responsible marine development on West Hayden Island is simply a continuation of that road.

Thank you so much for your time.

**My name is Jimmy Tanquary. I live at 199
N Hayden Bay Dr. Portland, Or. 97217**

Represent Columbia Point West Condominiums
Mayor Adams and City Council, Commissioners

**I've been a resident on Hayden Island 4
years, the first year as a renter then
bought I bought late summer of 2007.
What attracted me to the island was
livability, I moved here from Cannon
Beach.**

**Since then I have lost about 40% of my
property value. After putting \$75,000
down on a \$250,000 condo I'm currently
upside down \$25,000, and just heard a
unit similar to mine on my floor is in a
short sale asking price of \$129,000 so I'm
slowing going in the hole even more.**

**I'm stuck! I have to ride this Real Estate
crash out and hope it rebounds over the
next 5-10 years.**

Adding a commercial/ industrial facility will only add to the crime that we already have to deal with. We have 25 establishments with On the Island with poker and liquor for the 2300 residents. Add next is a ~~titty~~ bar/strip club.

Strip

Over crowded parking lots in front of these establishments have lots of drug activity, hot merchandise and prostitution.

Hayden Island seems to be the ugly redheaded step child of the North Portland.

Where I'm going with all of this is we have enough to deal with, drugs a new ~~titty~~ ^{Strip} bar on it's way. ~~Yes nobody seems to care that the Newport Bay Restaurant is going to be a titty bar/ Strip club! We don't need to add a commercial and industrial facility.~~

This will be another Black Eye to The Island!

**HOW could that help my property value?
Adding an annex to the Port will only
slow down the real estate recovery!**

**The West End of Hayden Island is
paradise on Columbia River between our
two livable/sustainable cities. It's a
natural setting, lots of wildlife, and the
trees root systems holds the island west ^{END}
~~825~~ acres from washing down the river.
This area was under water in 1996.**

Instead of a Parking Lot
**How about a park? We have one park
with orange plastic mess fence that reads,
"Unsafe play area", signed the Portland
Parks and Recreation. It's been this way
all spring and summer.**

**We are the most deprived neighborhood
in the Portland metropolitan area for a
park!!**

*32nd st exit to V street
Go Right
2521 33rd ct. WASH H414
98671*

One We have
This park might be one acre in size.

**Maybe for the West End of Hayden Island
some picnic tables, park benches, and
open space to throw a Frisbees and play
fetch with the dog.**

**Walking and jogging paths around the
river banks to enjoy the views.**

**A pavilion for wedding, family reunions
and Corporate parties for the Port of
Portland and the City Council.**

**The Port doesn't have an immediate need
for the land the just want lock it up now
for the future they say.**

**Other Ports, Astoria, Longview and
Vancouver are at less than 50%
occupancy.**

The NW has lots of unused port.

Another port is not needed at this time.

Let's hold off on this decision and think of other uses for this beautiful area.

You don't know what you got till it's gone!

Why a parking Lot!

***The temporary jobs and the few long term jobs don't out weigh the this destruction.**

***We have mall construction, bridge construction, which until it's built , no one can say for sure what impact it will have on the island.**

Hayden Island/Jantzen Beach already has to deal with I-5 traffic until the new bridge is complete.

Mayor and council members I need all the help I can get to save my property values. I'm begging you to save the West end of the Island.

Give us a park not a parking lot!

ORAL Testimony

Scott Salzweide
Scheduled to testify
8W. Hayden Island Meeting
Aug 29/2010

Thank you, Mayor Sam Adams and Portland City Council for this opportunity. 36805

The Mayor's proposal of setting aside 300 acres for development – and leaving 500 acres untouched as natural habitat is admirable. And worthy of consideration.

However, my fear is developing even ONE ACRE of West Hayden Island. West Hayden Island is a unique and high-quality wildlife environment. It is designated as Class 1 riparian habitat and a "Habitat of Concern" under Metro's Title 13. This is a pristine place as you well know.

I ask that the entire 826-acre parcel remain free of Port development – and be made a wildlife sanctuary in which all humans and wildlife can enjoy and take refuge. I hear all this talk of Hayden Island providing middle class jobs, but I just don't buy it. What kind of jobs? How many Jobs? Nobody knows for sure. Even the Port cannot tell us who or what will go there. "Jobs" is such a buzzword today and anyone who stands in the way of job creation is anti-American, or if you listen to Fox News, is some kind of socialist.

Having been raised in a pro-business family, and being a concerned citizen for the future of Portland, I will say this. If you can get a Green company or any type of shipping company to base its **headquarters** in the designated 300-acre parcel, then, I'd be okay with development. But development for the sake of development is unacceptable and extremely short sighted.

Who would we hold accountable if, in three years from now, West Hayden Island was developed and all we had was empty pavement and a smattering of low-wage jobs. We're Portland, we don't fall into the same traps that the cities back East have fallen into.

page 2 of 2

July 29, 2010

Good evening, My name is Wally Mehrens. I currently reside at 11817 SE 119th Ave, Clackamas, Oregon. I lived most of my adult life in either North Portland or on Hayden Island. I am here tonight to testify in support of the West Hayden Island Annexation in order to place a Marine Terminal in one of the last places on the Columbia that would benefit the Portland Metro area. I hope you all received my email letting you know I would be here for this purpose.

As I stated in the email it is an important project. With 40% unemployment in some of the trades, and an overall Oregon unemployment rate of over 10%, many of which have exhausted their unemployment benefits and given up searching, this project is not only needed for Portland but it is also needed for the success of the Obama administrations attempt to turn around the economy.

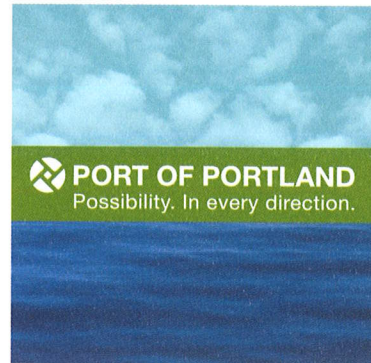
There is a definite attempt to make this administration fail, in an attempt to return to the ways of the past. A past that I believe most Portlanders do not wish to revisit and I hope you feel the same.

This project, I believe, could be considered a "Main Street" bailout which is long overdue.

Thank You: for your attention and consideration.

Sincerely;

William W. "Wally" Mehrens



**West Hayden Island Annexation Testimony
Portland City Council, July 29, 2010**

36805

Good Evening.

My name is Bill Wyatt, Executive Director Port of Portland, 7200 NE Airport Way, Portland.

Mayor Adams and Council Members:

I am very pleased to be able to address you this evening because I believe this is a truly critical moment in the history of our community. Since 1891, the Port of Portland has been charged with providing a navigation channel and port facilities that make Portland the gateway to the world for people and products. Over the course of those 120 years, we have adapted quite successfully to changes while still carrying out that mission – a mission, I might add, which contributes significantly to the region's job and tax base. Portland's Pacific Rim location, its traded sector economy (the 9th most trade-dependent region in the nation), its local skilled maritime workforce and competitive marine facilities have helped Portland greatly. The decision you make this evening will tell us and this community whether there is a future for maritime commerce in Oregon. It will also tell us, as a city, whether we can embrace multiple values and provide the kind of innovative solutions that once again will put Portland on the map.

Our city and our state are in crisis. Portland is not only losing jobs, our per capita income has fallen behind the nation's. Oregon ranks 32nd among states in per capita income. Portland's average wages are on par with cities like Allegheny, Pennsylvania and Marion, Indiana—a far cry from the cities we like to compare ourselves to, such as Seattle or Austin. Not only do we need to grow jobs, we need to grow our tax base so that we can continue to fund essential public services such as schools, police and fire.

West Hayden Island represents our next and most unique opportunity to help reach this Council's goal of creating 10,000 jobs in Portland. With an average annual wage of up to \$45,000, the 1,200 direct jobs projected from development of a portion of West Hayden Island will be good, solid, blue collar jobs that provide opportunity and excellent income for all education levels.

President Obama has called for a doubling of U.S. exports in five years to help grow the economy. This National Export Initiative means we need places to export from. Interestingly enough, Portland was recently one of four cities the Brookings Institute suggested the president look to when deciding how to move forward with the plan. According to the study, Portland doubled its exports from 2003 to 2008 and our exports are 17 times larger than our economic size would predict. In this time when our city, our state and much of the nation are struggling with high unemployment and the prospect of a jobless recovery, we cannot afford to lose sight of the fact that this property is an important regional, if not national, asset.

Bill Wyatt, Executive Director Port of Portland
West Hayden Island Annexation Testimony
July 29, 2010

Nearly 30 years ago, this region identified West Hayden Island as a site for marine industrial development and it was brought into the Urban Growth Boundary to serve that need. Since that time, the policy body of this region has continued to consider a portion of this site for marine terminal development and for good reason. It is located on a deep water shipping channel and a 400-mile inland waterway barge system; it is intersected by the mainline railroads and is adjacent to a highway that runs from British Columbia to Baja. Metro has designated the entire island as a regionally significant industrial area and counted 380 acres as industrial in their most recent Urban Growth Report to support the urban growth boundary decision expected this fall.

Ongoing policy must continue to support part of this island for marine terminal use because, if we can't do it here, where would we develop our maritime trade future? Having the land to accommodate the projected growth in trade volumes helps our region's businesses stay competitive and may attract new employers to our region. Having land on West Hayden Island for development is one of the best "Portland is Open for Business" messages the city could send.

The Port fully acknowledges the need for responsible stewardship of both the economic and environmental values of West Hayden Island. In keeping with our mission and environmental policy, we will continue to integrate environmental considerations into all aspects of our strategic planning and business decision-making for this property. Any development that does occur on the island will be done in an environmentally sensitive manner employing the latest innovations in sustainability.

The Port has demonstrated this capability again and again. In the Rivergate industrial area, nearly 500 different species of birds and mammals thrive in Smith and Bybee Lakes and the surrounding area, right in the midst of Terminal 6 activity and more than 150 industries. A new warehouse across from Terminal 5 is the largest LEED silver certified industrial development in the United States. The Port, with Toyota, designed the Terminal 4 area with a laid back bank and riverbank habitat and received a Salmon Safe award for the entire development.

Perhaps the best example of the Port's success in balancing jobs and the environment is our newest development in Troutdale which is one of the largest brownfield sites under development in the state. The 700-acre site includes a 350-acre industrial park and 200 acres of preserved habitat, bank restoration and wetland development, including a 3.5-mile segment of the 40-mile bike loop. In October Fed-Ex will open its new facility on an 78-acre portion of the site. The company will employ 1,000 people at full build-out. When the balance of the industrial park is developed another 2,500 people could be working there and \$46 million in state and local taxes will be generated annually.

You have my assurance that the Port will carry this same commitment to a balance of uses into any development on West Hayden Island. We are prepared, along with community and private partners, to make a significant investment in mitigation, restoration and recreation. The 500 acres we are deciding tonight to preserve could be a true legacy in the form of the 5,100-acre Forest Park or the 170-acre Mt. Tabor Park – both located right in the heart of bustling urban neighborhoods.

Bill Wyatt, Executive Director Port of Portland
West Hayden Island Annexation Testimony
July 29, 2010

The mitigation opportunities will be especially important as we move forward in the Superfund process – both from a Port perspective and from the perspective of other potentially responsible parties – including the city of Portland.

While we are agreeing to commit more than half of the island to open space, I must also be very clear about the 300 acres being proposed as the development footprint. The development probably would not be feasible within a simple rectangle footprint, but will most likely need some acreage devoted to more linear design to accommodate roads and rail infrastructure. I hope that if and when we move forward with the annexation process, this issue can be addressed in more detail.

In closing, I would like to thank Mayor Adams for his leadership on this issue. A mix of uses can and should be accommodated on the west end of Hayden Island. To get there, we must commit ourselves to thinking creatively and working cooperatively. If we can't determine how to create this mix on West Hayden Island with the Port, the city and our stakeholders working together, I am not sure it is possible anywhere in the city. I urge you to vote yes tonight.

Now I would be happy to answer any questions you may have, or to simply turn it over to my colleague, Larry Paulson, Executive Director of the Port of Vancouver.

MODERN FUEL SALES

July 29, 2010

Mr. Mayor and Members of the Council;

I am a member of the Citizens Working Group for West Hayden Island and I am supporting the Mayor's recommendation for further action on the study area. First, I want to thank the staff and consultants for the large amount of work they did and their ongoing patience for the demands of the committee. I think at times the committee was a difficult group to work for, but the staff served us well and in a very professional manner.

Portland's economy and Oregon's economy are hurting. They are hurting bad. Not just short term, but in a long term, structural manner. And if we can't resolve our economic problems, we can't solve all our other problems. In dealing with West Hayden Island, we have an opportunity to help address our most pressing issue.

A public policy decision was made in 1983 to bring West Hayden Island into the urban growth boundary with the express purpose of using the land for marine development. One of the underlying principles of the Oregon planning process is the use of urban growth boundaries. The underlying concept of UGBs is that lands outside the boundary have a presumption that they will generally be preserved, and that lands inside the boundary have a presumption that they generally will be developed. The system means that to protect lands outside the UGBs we have to sometimes make tough decisions and allow development on lands inside the boundaries that we would otherwise like to preserve. And this case is a tough decision. West Hayden Island is a special place in a special location. We have to make a decision that we aren't thrilled about, but a decision which is needed to support the overall Oregon planning philosophy and the well being of our citizenry.

I think it is very important to remember that we are not talking about developing all of West Hayden Island, or even half of the area. The ideas being discussed are for development on less than half of the study area, with much of this on land that is used for dredge spoils, and with very little impact on the important shorelines. This is not development run amok.

Sensitively developing the minimum area needed for a viable project, while preserving and enhancing the majority of the site, is a victory for good planning in the City and the region. Of course, it would be nice to not develop the land at all, but our

economic and social needs don't afford us this luxury, and West Hayden Island is too well situated to not be used for marine development.

I urge you to support the Mayor's recommendation to continue planning for annexation and development on West Hayden Island.

A handwritten signature in blue ink, reading "Bruce Halperin". The signature is fluid and cursive, with the first name "Bruce" and last name "Halperin" clearly distinguishable.

Bruce Halperin
2717 SE 33rd Pl
Portland, OR 97202

Testimony of Victor Viets , Hayden Island Resident, WHI CWG member

I'm here to support passage of the Resolution before you today to continue evaluation of WHI for possible future annexation.

We have a problem if Portland wants to continue to grow as an international port:

- *There is no question that there are high value environmental resources on WHI.
- *WHI has the only remaining space in Portland for modern, deep-water marine terminals with main-line rail access.
- *Demand for port facilities will continue to grow with global economic expansion.

The CWG has no solution:

- *Our working group spent countless hours reviewing technical information. We agreed on many points but when we actually tried to site facilities on the island, it was obvious that a 75% consensus was not possible.
- * Development advocates offered footprints less than 400 acres and environmental protection measures for the critical shallow water habitat but wanted flexibility of terminal acreage and rail facilities to accommodate the uncertainty of future marine terminal needs.
- *The environmental advocates were not willing to compromise for anything less than the protection of the full footprint of WHI even though over 100 acres of the possible development area are already permitted and used for dredged sand handling and utility rights-of way.

There are some clarifications that I suggest for your Resolution:

1. Any terminal development on WHI should be only for deep-water marine cargo terminals and only if future studies show there is no other alternative location. The Resolution mentions needs for general industrial and marine industrial facilities (presumably including manufacturing or refining facilities that require water access). Don't impact WHI with facilities that can be located elsewhere!
2. Let's be clear that even if the City annexes the WHI property in 18 months, terminal development, when needed, will require numerous State and Federal permits, including NEPA compliance. That permitting process could preclude development. We are many years away from any development decision.
3. Opportunities for coordination with the Port of Vancouver need more emphasis. To me, development of WHI, when lower impact opportunities appear to be available in Vancouver, is the most difficult issue to resolve.
I propose that a Bi-State/Bi-City/Bi-Port IGA be explored to coordinate marketing and joint development of major new port facilities on the Columbia River in the Portland/Vancouver Area. This IGA could also coordinate protection and enhancement of environmental resources in the river corridor and work to improve rail capacity within the ports and along the rail corridors through the Gorge.

I support your efforts to continue the planning process with your Resolution and appreciate your continuing leadership in resolving these important Public Policy issues.

Thank you.

Victor Viets
v.viets@comcast.net



Testimony to Portland City Council

Chris Hathaway, Director of Stewardship and Technical Programs

RE: West Hayden Island

July 29, 2010

My name is Chris Hathaway, I'm the Director of Stewardship and Technical Programs for the Lower Columbia River Estuary Partnership and was a member of the West Hayden Island Community Working Group.

The Lower Columbia River Estuary Partnership is one of 28 National Estuary Programs across the country. National Estuary Programs are independent locally driven programs located in estuaries of national significance.

The Estuary Partnership was created in 1995 by the governors of Oregon and Washington and EPA to protect and restore the lower Columbia River. Since 1999 we have been implementing on-the-ground actions, funding and coordinating habitat restoration projects, monitoring ecosystem conditions and reducing toxic contaminants, and providing stewardship opportunities – particularly to students. Our Science Work Group brings a wide range of scientific expertise to the Partnership's activities, and we are governed by a diverse Board of Directors that includes representatives from the Oregon and Washington Governor's offices, EPA, NOAA, the City of Portland, the ports, and others. Our Portland based staff of 22 works from Bonneville Dam to the Pacific Ocean in both Oregon and Washington.

Our organizational approach is science based, collaborative, and focused on positive actions that can be implemented to protect and restore the lower Columbia River. We are not an activist organization.

As such, the organization has never campaigned for or against a project or testified in front of this or any other City Council within our study area. Until today.

The Estuary Partnership believes West Hayden Island's highest and best purpose lies in its conservation and restoration, and its ability as an intact, 800 plus acre mainstem lower Columbia River island to provide ecological benefits to the region's residents, fish, and wildlife, particularly the 13 species of salmonids listed as threatened or endangered under the federal Endangered Species Act.

The island is surrounded by 240 acres of shallow water habitat within a highly developed reach of the river near the confluence of the Willamette River and NOAA has identified the shoreline as critical habitat for ESA listed fish. The interior includes a rich diversity of high quality and important habitats, including one of the largest stands of mature black cottonwood forest remaining in the lower Columbia River. No one should question the island's ecological uniqueness within a developed landscape, its value to threatened and endangered fish species, and the value and importance of its habitats.

As BPA, the US Army Corps of Engineers, the City of Portland, the Estuary Partnership, and a host of other entities and non-profits struggle to find and implement meaningful habitat restoration projects in the lower Columbia River to help recover salmon, we feel it is short sighted to annex for future development 300 acres of such important habitat, as well as contrary to regional river and salmon recovery plans such

as the Estuary Partnership's Management Plan for the Lower Columbia River,. Oregon and Washington State salmon recovery plans, and most significantly the 2008 Biological Opinion on the Federal Columbia River Hydropower System. We've been working hard to help BPA and the Corps meet the juvenile salmon survival requirements outlined in the BiOp, but the region remains well off pace.

There is a growing and urgent need for additional mitigation sites. West Hayden Island is perfectly sited and situated as a potential mitigation bank – providing economic benefit to the Port of Portland. In 2005 Estuary Partnership and other environmental organizations offered to enter into negotiations with the Port to purchase West Hayden Island for conservation purposes. Today, we renew that offer.

During tough decisions policy makers often look to find balance. The Estuary Partnership does as well. That was the charge to the Community Working Group, and that is the direction of the Mayor's proposal. But, balance on an individual property must also be put in the context of the city and the region.

The lower Columbia River, its habitats and species have been nearly balanced out of existence for more than 100 years. Today, we must begin to consider the unbalanced approach we took for so many decades - an approach that left us with 13 listed species, contaminants in water quality, fish and sediment, and numerous superfund sites. If we continue to "balance" sites like West Hayden Island we will only further degrade the river.

The Lower Columbia River Estuary Partnership urges you to make the tough decision to put the lower Columbia River and its species first and consider balance within a watershed and regional context. West Hayden Island is too ecologically important, too rare, too special to balance away. Today you can make the truly hard decision to prioritize an undeveloped 800 acre island for the ecosystem, for the fish and wildlife, and for the future generations who will undoubtedly commend and recognize you for saving this ecological jewel.

Finally, I can't help but add a personal note. I'm a native Portlander and I spent a good portion of my summers in the 80s and 90s swimming, water skiing, and sailing in North Portland Harbor, having the good fortune to be family friends with the owners of a houseboat directly across from the island. The days and nights gave me the opportunity to become intimately connected to the island's south shore, and to observe and experience the island's unique and special ecological character. It inspired me to go to graduate school, and to devote my professional life to protecting and restoring the lower Columbia River.

Chris Hathaway

July 28, 2010

Dear City Council:

Let us do the same thing with West Hayden Island as the Port is doing with Government Island.

Most of the Government Island is owned by the Port of Portland. The Port acquired the entire island (as well as adjacent Lemon Island and McGuire Island) in 1969 in order to expand nearby Portland International Airport. Though those plans have been abandoned, the Port continues to control the land to prevent any uses incompatible with its location under the airport's primary flight path. In 1999 the Port sold 224 acres of the island to Metro, and leased the remainder to the Oregon Parks and Recreation Department for 99 years.

It seems to me that the Port has the ability and experience to manage West Hayden Island as a Urban Wildlife Habitat along the lines of Government Island. I would consider nothing less from our local governments.

Herman and Carroll Kachold
1501 N. Hayden Island Dr, 42B
Portland, OR 97217
503-286-1150

Members of Hayden Island Manufactured Home Community Home Owners Association and
Hayden Island Livability Project.

Mayor Adams and Commissioners,

My name is Bruce Holte I am a Port of Portland Commissioner and Secretary of local 8 ILWU. I am a member of the WHI Community Working Group and I want to thank you for taking on this very important issue for the future of Portland.

I want to cover three things briefly tonight-

- How the work of the CWG should help you with your deliberation regarding a mix of uses.
- Why a mix of uses is possible on West Hayden island and
- Why marine terminal growth ensures the city's future

The CWG work has put a fine point on the issue before you. The CWG worked for more than a year and half reviewing conclusions of studies. Studies that the CWG had input into developing and modifying. It was clear from the discussions around the table that many of the members had strongly held views that were not going to be influenced by the information. This why it didn't surprise me that we spent very little time discussing how a mix of uses could be reconciled. This kind of issue is not solved with data. This is a policy issue that has been around for more than 30 years. It is one of those issues that requires the leadership and commitment of the community elected body to solve

I believe a mix of uses on West Hayden Island is possible. The island is currently zoned as MUF 19 Multiple Use Forest by the county- which would allow for 19 acre lots for residential development-about 42 homes or the zone allows for forest practices associated with the production, management and harvesting of timber; wood processing operations; and the raising and harvesting of crops or livestock – all of which are not subject to the limitations of the county's environmental overlay code. So from my perspective the current zoning allows for a mix of uses today. But only a portion is needed for industrial development, the remainder can be protected and improved for habitat, creating close-in natural setting for species growth and recreation amenities to be enjoyed by our citizens. The undeveloped land surrounding the port facility can be restored and enriched to provide critical habitat for species in the forests and meadows. The best way to protect the natural areas on the island and create new recreation opportunities is to develop a portion of the island and use the income it generates to enhance natural habitat. Without development the resources to improve the natural area will be constrained and compete with the multiple other demands.

Why is marine terminal growth critical to this city's future?

Oregon is the ninth most trade dependent state in the nation and the Portland metro area produces \$22.0 billion in total exports. In 2008, as a share of its total economy, over one fifth what it produced was exported. According to the Brookings Institute most recent analysis of metro areas and trade- Portland is one of four metro areas that doubled the value of their exports form 2003-2008. The same study says exports can be a key source of U.S. growth and job creation. Trade growth fuels job growth- and our community sits at the edge of major export market- China. If we don't develop WHI in the future, our citizens will lose work like we did to the Port of Longview. I just got back from Oregon's trade mission to China and the work is coming. Many have forgotten the family wage jobs that can be created and sustained if we have the land.

Thank you for this very important opportunity. I urge your support of the Mayor's resolution for a mix of uses.

July 29, 2010

Portland City Council
City Hall
1221 SW 4th Avenue Room 110,
Portland OR 97204

City Council members,

All north Portland neighbors should be engaged in the discussion of industrial development of West Hayden Island since it could likely impact our neighborhoods with more truck or rail traffic. The degree of impact is unknown since no one including the developer, the Port of Portland, knows what kind of industry would go there. Yet leaders are asking the public, including north Portland taxpayers, already overly affected by industrial conflicts, to support an unknown marine industrial development and gamble their tax dollars when no one knows what direction the marine economy is going, nor can anyone say whether there will be jobs and certainly not how many.

Before we agree to the Port's less than solid promises, gamble on an unstable economy and before we add more industrial conflicts prematurely, north Portlanders would like to see our leaders step up to the plate and help with existing conflicts. We have been waiting for a number of years with many public discussions. Yet they have gotten us no further down the road toward improved livability. We have noise conflicts, odor conflicts, truck conflicts, and rail conflicts, which have been overlooked by the city, agencies and industry. For instance a residential street in the St. Johns neighborhood has been enabled for years as a de facto truck route allowing illegally overloaded trucks, some carrying hazardous substances going too fast for a residential neighborhood and endangering neighbors' safety. Though promised relief with the MTIP truck improvement funding of 2002, more recently we've been told that there's not enough money to actually to send the trucks on the designated truck route. In fact individual agency representatives have displayed great sympathy for the trucker's wish to save time and money, citing the high price of gas and the recession as a reason for continued use of our residential street. Meanwhile we have an unsafe and unnecessary de facto truck highway through the center of our neighborhood. Now you're asking us to support more possible impacts?

The Port bought West Hayden Island while discussion of its environmental value was ongoing and incomplete. Let's finish the discussion. The remnant natural areas of north Portland are an incredibly important resource for the next 30 years of the environmental crisis, which is mostly due to depleted natural areas.

Just as private businesses currently seek to maximize their resources in an unstable economy, we the public, also insist the Port, though a public agency maximize its tax dollars by utilizing its existing empty industrial land better and cooperating with other nearby jurisdictions such as the Port of Vancouver which has available marine land. Destruction of an irreplaceable nature resource because of lack of human desire to cooperate or due to competitiveness is unutterably wasteful. I don't think the citizens should support that kind of waste of our resources. What do we have to do to encourage

cooperation...pass a congressional law? Maybe we should be looking into that. But we would hope our city leaders and the Port would be interested in maximizing efficiency of tax dollars in this economy.

I urge city council members to not support this resolution. It is premature, poorly timed, and public discussion on the Island's environmental value is not complete. North Portland also has too many overlooked industrial conflict issues pending to agree to more at this time. I would like ask for the opportunity for north Portland neighbors to enter the discussion and offer feedback since we have been engaged peripherally up to this point.

Thank you,

Barbara Quinn, chair,
Friends of Cathedral Park Neighborhood Association
Friends of Baltimore Woods
7034 N. Charleston
Portland OR 97203
503 289-6112

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July 29, 2010

Portland City Council
1221 SW Fourth Ave., Room 140
Portland, OR 97204
FAX 503-823-4571

RE: West Hayden Island

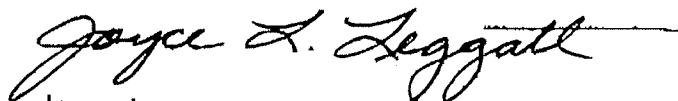
Everyone I have spoken to about developing a large portion of West Hayden Island cannot believe the City would even consider a marine industrial complex of 300 acres on this beautiful land.

Swan Island, Ross Island, Rivergate have already been paved over and are no longer the pristine areas they once were.

The project would destroy wetlands, fish and wildlife areas. And the truck and railcars are noisy and dirty. The trains can be heard for several miles in a number of neighborhoods. And the traffic on the island and Marine Dr. is extremely heavy all day long.

We need to preserve the West end of Hayden Island as we did Forest Park. We don't need another costly paved industrial area.

Respectfully,



Joyce Leggatt
joyce@harbor-properties.com
173 NE Bridgeton Rd. #6
Portland, OR 97211

36805

Moore-Love, Karla

From: Kelly Ross [kelly@westernadvocates.com]
Sent: Thursday, July 29, 2010 3:16 PM
To: Moore-Love, Karla
Cc: Adams, Sam; Commissioner Fish; tykovatch@aol.com; Leonard, Randy; Commissioner Saltzman; Commissioner Saltzman; Finn, Brendan
Subject: NAIOP Letter to Council re West Hayden Island
Attachments: 7-29-10 Letter to Portland re WHI.pdf

Ms. Love,

Unfortunately, no one from our organization will be able to attend the Council hearing this evening on West Hayden Island; please accept the attached letter in support of Mayor Adams's proposal.

Kelly Ross, Executive Director
NAIOP Oregon Chapter

Kelly Ross

NAIOP Oregon Chapter
12725 SW 66th Ave., Suite 107
Portland, OR 97223
(503) 924-1181
(503) 380-1316 Cell
(503) 597-3668 FAX

7/29/2010

Moore-Love, Karla

From: Dawn Banker [bankersdg@gmail.com]
Sent: Thursday, July 29, 2010 6:51 AM
To: Moore-Love, Karla
Subject: No Industrial Development on West Hayden Island

Dear City Council Members,

I am against any industrial development on West Hayden Island. It is an irreplaceable natural resource that should be preserved for future generations.

Sincerely,

Dawn Banker

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WESTSIDE ECONOMIC ALLIANCE

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36805

July 29, 2010

Mayor Sam Adams
City of Portland
1221 S.W. Fourth Avenue, Room 340
Portland, Oregon 97204

Dear Mayor Adams,

Subject: Support for Resolution () proposing annexation by the City of
Portland of 814 acres owned by the Port of Portland on West Hayden
Island for marine terminal development and employment opportunities

The resolution being presented to the Portland City Council tonight proposes to annex for future development, 814-acres on West Hayden Island in north Portland. This proposal carries important implications for the greater metropolitan region, and would improve the supply of prime industrial land in this fast-growing region at a time when we need it most. As such, Westside Economic Alliance appreciates the opportunity to comment on this proposal, and we invite your consideration of the perspectives and recommendations we will outline below.

Westside Economic Alliance has identified 105 companies in Washington County that ship containerized freight through the marine facilities operated by the Port of Portland. Without access to these port facilities, the products and supplies needed by many of Oregon's largest manufacturers---and some of our smallest farming operations and agricultural processors---will not be able to move. The continued health and vitality of the Port of Portland has a direct and significant influence on the economic health and vitality of our region, and the entire state.

Secondly, no other deepwater port in the western U.S., Canada or Mexico can boast 814 acres of undeveloped property under single ownership, with immediate access to five interstate and U.S. highways; two Class One rail carriers; and flight access to an international airport. The Columbia River gives Portland and lower Columbia River ports the unique advantage of having the only sea-level access for millions of tons of freight moving from the interior of our country and Canada. If we do not use these assets, we squander our economic opportunities, and we impose significant environmental and economic impacts on many other states.

Thirdly, our state, regional and local land use policies strictly limit urban development around the tri-county region and require public and private sector developers to utilize available land more efficiently through infill, increased density, and brown field redevelopment opportunities wherever possible.

The resolution before your Council, is the largest opportunity anywhere in this region to test these decisions, and we simply cannot squander this opportunity. West Hayden Island has been part of the Urban Growth Boundary since 1983, and if we fail to develop this area to its full potential, we will be required to replace this capacity in other parts of our region.

10220 SW Nimbus Avenue, Suite K-12, Tigard, Oregon 97223

Phone: 503-968-3100 • Fax: 503.624-0641 • E-mail: westside@westside-alliance.org • URL: www.westside-alliance.org

Mayor Sam Adams
July 29, 2010
Page Two

WEA regrets that several of the organizations who have spoken out and testified in opposition to the proposed annexation and development of West Hayden Island have also filed objections to the urban and rural reserves recently designated by Metro and the three urban counties, to guide future growth of our region in the next 50 years. This contradiction is unfortunate and challenges the credibility of our regional planning efforts, and invites prolonged legal challenges of the recommendations and policies we have labored to create for our region.

Mayor Adams and Commissioners, your decision on this resolution is important to our region, and will serve as an important case study that will show our resolve and help shape the future of land use decisions and infrastructure investments throughout our region.

In the past three years, five separate studies by Oregon's Community and Economic and Community Development Department (OECD), Regional Partners for Economic Development, Metro, and the Cities of Hillsboro and Wilsonville have all concluded that industrial land is in seriously short supply in this region, and is either being developed faster than expected; converted to other uses; or is being land-banked for future use by the owners.

As a result, there is a serious shortage of developable industrial land in the tri county region, and only a handful of available sites offering ≥ 50 contiguous acres on reasonably flat ground that can be efficiently accessed and served by public services and urban infrastructure.

The application before you represents the first of several such opportunities for the City of Portland and local planners to develop underutilized spaces within our urban growth boundary that are fully accessible and well-served by existing public infrastructure.

With reference to West Hayden Island, the City has an exceptionally rare opportunity to work with just one owner to access and develop this 814-acre site in the very heart of our urban region, offering deepwater marine terminal access to 3 interstate highways, two Class One rail carriers and international flight service at Portland International Airport.

These assets are extremely rare and will be increasingly valuable in our metropolitan region, where the population is projected to grow by more than a million more people, and 600,000 new jobs in the next 25 years. Metro's 2035 Regional Transportation Plan (RTP) forecasts more than half of this growth in regional employment will need to occur here in Multnomah County, on undeveloped and underdeveloped sites that include West Hayden Island.

Westside Economic Alliance is a regional business advocacy organization, currently serving 150 private sector employers, land developers, commercial property managers, as well as nine cities and ten public agencies serving the Westside of the metropolitan region. Our clients and constituents share a common commitment to improve the business climate, diversify the employment and economic base of our region, and improve the quality of life in the neighboring communities we call home.

As such, WEA appreciates the opportunity to share these views, and we look forward to your Council's decision on this resolution.

Jonathan Schlueter
Executive Director

7/26/2010

Tri-County Economic and Demographic Indicators

	<i>Clackamas</i>	<i>Multnomah</i>	<i>Washington</i>	<i>Oregon / U.S.</i>
Resident Population (July 1, 2009)	386,143	726,855	537,318	3,825,657
Total non-farm employment: Public and Private Sectors (June 2010)	134,800	422,200	229,400	1,594,600
Percentage of resident work force who are currently unemployed (June 2010)	9.7%	9.5%	8.4%	10.5% (Oregon) 9.5% (U.S.)
Adjusted Gross Income (2008 tax returns)	\$10.94 billion (12.2% of statewide totals) (25.2% of tri-county totals)	\$17.85 billion (19.8% of statewide totals) (41.2% of tri-county totals)	\$14.6 billion (16.2% of statewide totals) (33.6% of tri-county totals)	\$90.1 billion
State Income Taxes Paid (2008 tax returns)	\$641.6 million (12.8% of statewide totals) (25.3% of tri-county totals)	\$1.03 billion (20.5% of statewide totals) (40.6% of tri-county totals)	\$864.2 million (17.2% of statewide totals) (34.1% of tri-county totals)	\$5.0 billion
Median Household Income (2008)	\$66,122	\$51,393	\$65,625	\$50,165 (Oregon) \$52,029 (U.S.)
Average age of county residents	38.9 years	36.9 years	35.0 years	36.4 years
Education attainment levels:				
High School Diploma or GED among residents age 25 or older	90.7%	87.9%	90.1%	84.0% U.S. Average
Bachelor's degree or higher among residents age 25 or older	30.9%	35.1%	37.4%	27.0% U.S. Average
<i>Note: The figures reported in blue-colored font represent <u>all-time record highs</u></i>				
Sources: U.S. Census Bureau Portland State Center for Urban Studies WorkSource Oregon Oregon Dept. of Revenue Updated: 7/26/10				

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Prosperity and Poverty in Oregon & SW Washington

	Clackamas	Clark	Multnomah	Washington	Yamhill
Median household income (2008)	\$66,122	\$59,194	\$51,393	\$65,625	\$64,889
Average Wage Per Job (2008)	\$41,145	\$40,677	\$45,992	\$51,134	\$34,258
Percent Receiving Food Stamps	11%	13.8% (2008)	19%	12%	18%
Unemployment Rate June 2010	9.7%	12.4%	9.5%	8.4%	10.5%
Jobs lost since June 2009	-4,300	-1,400	-7,100	-3,900	-260

Sources: U.S. Census Bureau
 WorkSource Oregon
 Daily Columbian
 Wash. Dept. of Employment Security

Updated: July 26, 2010

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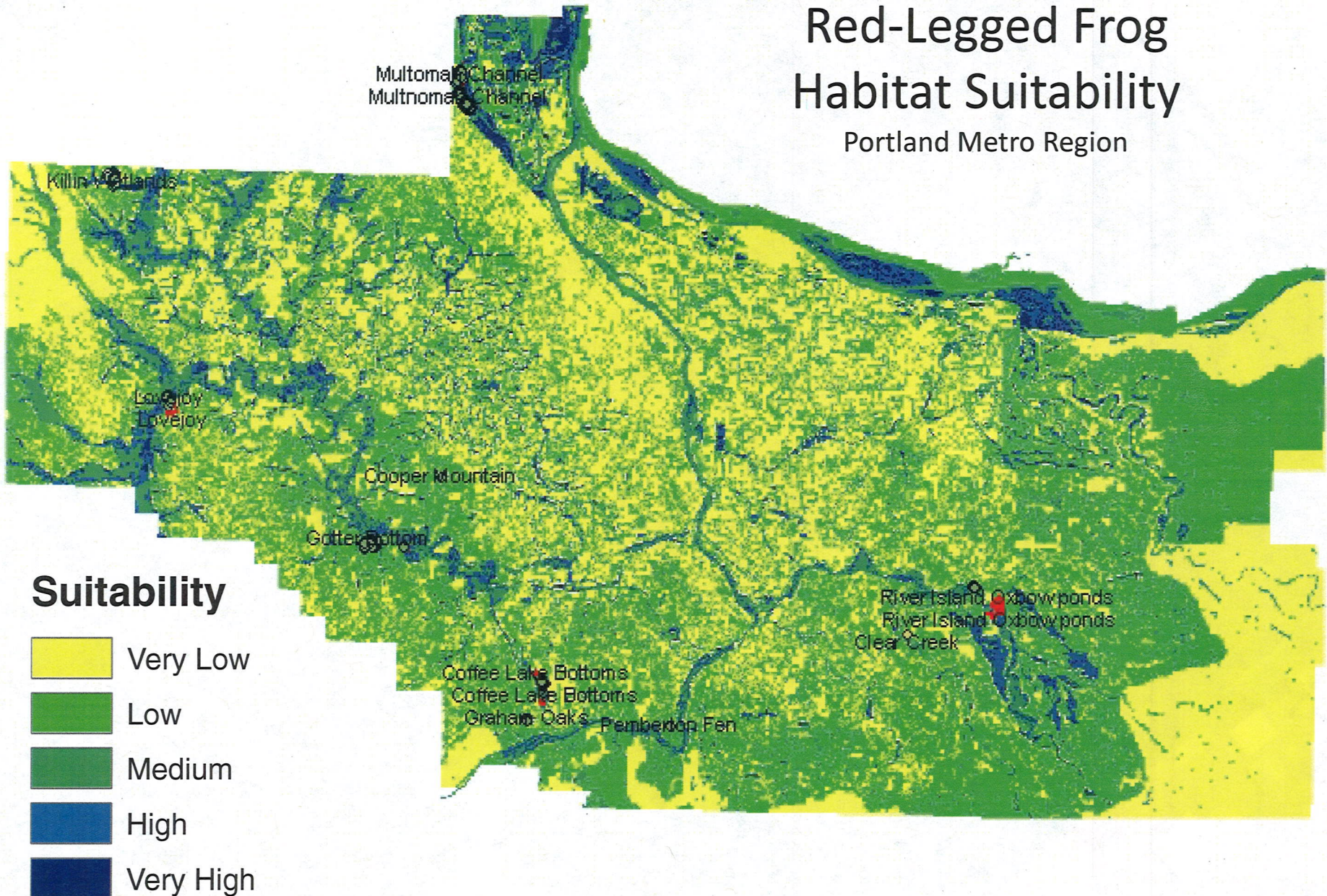
Submitted by
Josh Faber-Ham-
mond
7/29/10

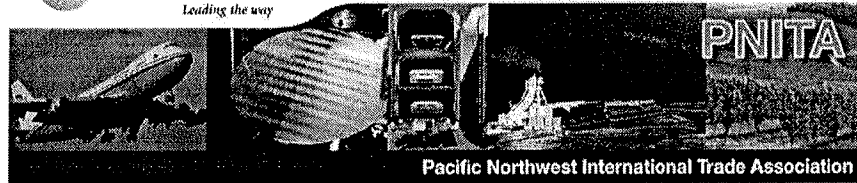
West Hayden Island



Red-Legged Frog Habitat Suitability

Portland Metro Region





On behalf of the Pacific Northwest International Trade Association, thank you for the opportunity to testify before the city Council to urge the City to adopt a plan for West Hayden Island that embraces multiple uses that include development of new port facilities.

I am Walt Evans, Chair of PNITA's Trade Policy Committee. My day job is as a lawyer with Schwabe Williamson & Wyatt.

PNITA is our region's leading voice for increased international trade for our city and region, with a goal of seeing more of our citizens working in family-wage jobs in port-related export and import activities. From longshoring jobs to freight forwarder-logistics managers to small supplier, trade-related jobs pay more than jobs not linked to international trade.

As an essential element in expanding the economic base of Portland, the Port of Portland needs to develop new port facilities to maintain its competitive position. As with other segments of our economy, the Port must remain nimble, and ready to provide solutions to those existing Portland businesses that import or export, and to provide sites and facilities that attract new businesses and new jobs to Portland. Simply put: we can't stand still, or we will watch our competitors leave us behind. We also do not agree with the "absolutists" who see this decision in stark (and sometimes overheated) terms. It need not be "either/or"—the Port can expand its facilities at West Hayden Island while environmental improvements take place elsewhere in the area.

PNITA is committed to policies that will enhance the international competitiveness of Pacific Northwest-based companies. Expansion of port facilities is a key element of job creation and economic growth. The people of Portland and Oregon cry out for good jobs—and these will be good jobs-- family-wage jobs.

Portland is a proud port city, a gateway to the Pacific Rim. Existing trade creates thousands of jobs in the region, including, for example, in the freight transportation services sector. We are reaching our capacity, however, in terms of our ability to import and export goods. This presents a fundamental decision: will we call our port business "good enough" and slack off, ceding additional international traded goods to other West Coast ports? Or, will we make the investments necessary to ensure Portland is an attractive destination for these goods in the future? And by "attractive," in this context, I do not mean a beautiful city, or a city with the best food carts (much as I love them) and famous brewpubs. I mean attractive facilities that help exporters and importers move cargo efficiently.

Portland already is blessed with three transportation modes that appeal to people looking at international trade facilities or sites for new facilities: a 400-mile inland waterway barge system, two main-line railroads and two interstate highways—all available to offer competitive and efficient ways to move goods to other population centers. Our shore-side facilities must continue

to meet the needs of companies looking to expand here, or locate here from elsewhere—either from within the US or from overseas.

Moving cargo by barge, for example, is the most energy efficient way to move freight, as cargo moves much farther on a gallon of fuel by water than by rail or truck. In addition, barge transport also is the most environmentally benign way to transport cargo. Far fewer emissions are discharged from tugs than from freight locomotives or from semi-trucks. Truck and rail, I also want to emphasize, meet different and critical needs of shippers, and that emphasizes my earlier point: we can offer three competing modes to companies coming to Portland—if our shore-side facilities meet their needs.

Transportation services already account for a significant number of jobs in the Portland region. We are told that workers in the maritime industry earn an average annual salary of \$46,000 per year. As Oregon and the City of Portland work to identify new ways to create jobs, this sector is a natural. Investment in new port facilities allows us to take advantage of our existing assets, including available land, proximity to the Pacific Rim, and a trained workforce. I urge you to leverage these existing assets by allowing new port facility development on West Hayden Island.

At a time of stressed local budgets with many competing claimants, the City should maximize our strengths—leveraging them—by expanding the port infrastructure already in place to improve our competitive position to capture more international trade. As with every other port on the West Coast, the Port of Portland must make the investments necessary to maintain existing lines of business while attracting new businesses. Can anyone cite a successful entity—business, public, non-profit—in a competitive field that has backed off and stood pat while all its competition improved and strengthened its operations and facilities?

Over the course of the last 20 years, the port system along the lower Columbia River, our two states and the federal government have made a historic investment in deepening the Columbia River channel that allows larger vessels to call on our lower river ports. This investment was critical to keep us a viable option for international shipping lines calling on West Coast ports. Not allowing the Port of Portland to expand its facilities on West Hayden Island, however, will limit significantly our ability to take advantage of the new channel depth and the economic benefits it promises.

Lastly, I suggest that partnering with the Port of Portland will help the City develop innovative and creative new approaches to protecting and enhancing other parts of West Hayden Island. The Port has been an early adopter of some innovative environmental processes and solutions in its wide-ranging operations, and I see no reason that an expanded port facility on West Hayden Island cannot be a showplace for how both economic development and environmental enhancement need not just coexist, but how both can flourish.

We urge you to allow the Port of Portland to continue to develop its infrastructure on West Hayden Island. Thank you for considering PNITA's views.



CREEC

1020 SW TAYLOR, SUITE 780 PORTLAND, OR 97215 503.241.2423 (V) 503.241.2721 (F)

**TESTIMONY OF BEVERLY BOOKIN BEFORE THE PORTLAND CITY COUNCIL
RELATED TO THE PROPOSED DISPOSITION OF WEST HAYDEN ISLAND (7/29/10)**

I am here this evening to represent the Commercial Real Estate Economic Coalition (CREEC), a coalition of 12 trade associations, organizations and companies involved in the development, sales and operation of retail, office, industrial and institutional property in the Portland metropolitan area. CREEC's Board of Directors strongly supports the Port of Portland's request that 300 – 350 acres of the over 800 acres on the west end of Hayden Island be designated for future expansion of the Port's deep-water port and related rail access, still leaving a majority of the site in open space. Mayor Adams, we are pleased that you also support a development plan that meets both the economic and environmental needs of the City.

I have been a land use planner for nearly 30 years. As a young associate at Cogan and Associates in the early 1980s, I worked on the application to bring WHI into the regional urban growth boundary. Its inclusion in the UGB was based on the importance of preserving the north shore of the island for an expansion of maritime port facilities. As I recall, we presented several possible development scenarios in which the deep-water port facilities on the north shore and related rail connection to the mainland southward were the common denominator, with the remainder of the site in general industrial, open space or a combination of the two.

Remember, this was in the early 1980s, only a few years after the regional UGB was established by CRAG. The request for inclusion was not because the region could not meet its state-mandated 20-year land supply – there was no for a major expansion of the UGB until 2002 – but because the north shore of WHI is a unique economic resource that cannot be replaced anywhere else in the region, not in Hillsboro, Wilsonville or even on the Columbia River east of the I-5 bridge.

Several policy decisions have occurred subsequently to support Metro's approval of the WHI boundary expansion:

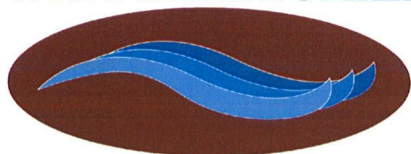
- *Metro has designated the site as a Regionally-Significant Industrial Area (RSIA) and included nearly 350 gross acres in its regional inventory of existing industrial land¹.*
- *Per the required methodology established in Statewide Planning Goal 5, Metro down-graded the habitat value on WHI from high to moderate to offset its high economic value for maritime port facilities in the its Title 13 ESEE analysis.*
- *The Port has deepened the main channel of the Columbia from 40' to 43' to the I-5 bridge, an enormous public investment, and the key to keeping Portland competitive with other West Coast ports even as it lies 100 miles inland from the Pacific Ocean.*

¹ Letter from David Bragdon, Metro Council President, to the Portland City Council (7/26/10).

We also urge you not to view this decision through the lens of the current recession, although the latter reminds us of the consequences of not making economic development a high priority. In the past decade (2001 – 2009), only 10,000 new jobs were created within the Portland city limits, even as we experienced some of the biggest growth years in recent history. In contrast, Austin and Raleigh grew by 79,000 and 55,000 jobs, respectively²². The expansion of the deep-water port on WHI will create 1,200 direct, family-wage jobs and 2,200 more indirect/influenced jobs, given that one out of every nine jobs in the Portland metro area is related to port activity.

This is a long-term decision to protect a unique industrial site. It was prescient for Metro to bring WHI into the UGB 27 years ago and it will be a prudent decision of the City Council to protect the site's economic capacity for future generations. Thank you.

²² Source: "Picture-Perfect Portland?", Aaron M. Rein, Sunday Oregonian, 1/17/09.



SOIL & WATER CONSERVATION DISTRICT

July 29, 2010

Mayor Sam Adams
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Dan Saltzman
1221 SW Fourth Avenue
Portland, OR 97204

Re: West Hayden Island

Dear Mayor and Commissioners:

West Hayden Island is an important resource for mitigating past and future impacts in the Columbia River, Lower Willamette River and their riparian and wetland areas. From personal experience with US Army Corps of Engineers and the proposed ship terminal proposed by PGE and others, I know there are very valuable undisturbed ash/meadow forests and wetlands adjacent to Oregon Slough. Further, the slough itself is pretty much in its natural condition and supports a wide variety of aquatic life. This was discovered as a result of sediment studies I was required to complete as part of my responsibilities with the Corps.

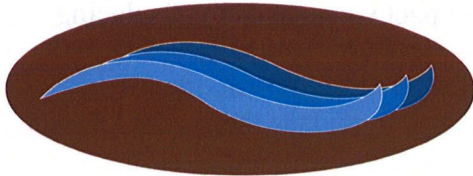
Very few other places in the Columbia and Oregon Slough have been spared from deepening for navigation and fill for real estate development. Further there are at least 30 acres of degraded wetlands that could be restored and even connected to the Columbia River. I have observed these areas when flooded by the river and they are significant stopover and feeding areas for green winged teal, cinnamon teal, and wood ducks as I have observed on many occasions while working on this project as well as dealing with violations.

Much caution needs to be used prior to opening any part of West Hayden Island to development. The lynch pin is that my recollection is that access to this part of the island will require a major Federal and/or State action to cross over or under the railroad.

Sincerely yours,

Brian Lightcap, Board Chairman
West Multnomah Soil & Water Conservation District

West Multnomah Soil & Water Conservation District mission: "Conserve and protect soil and water resources for people, wildlife and the environment."



SOIL & WATER CONSERVATION DISTRICT

2701 NW Vaughn St, Suite 450
Portland, OR 97210
<http://www.wmswcd.org>
Phone: 503-238-4775
Fax: 503-326-3942

July, 2010

Mission: Conserve and protect soil and water resources for people, wildlife and the environment.

We are a municipal agency, governed by a publically elected board of directors. We serve private landowners in our district, which covers over 80,000 acres in Multnomah County, west of the Willamette River and including all of Sauvie Island. Conservation Districts were established by the federal government after the devastation of the Dust Bowl in the early 1930s, allowing each community to make decisions about the unique set of issues in their own backyards. For information about District policies, goals and strategic planning, contact District Manager Dick Springer at 503/238-4775, ext. 106; dick@wmswcd.org.

Conservation Plans

A conservation plan is a tool to help landowners operate profitably while protecting natural resources. It's free of charge and voluntary. The landowner makes all the decisions and implements the plan. WMSWCD conservation professionals work with landowners to develop individual plans that meet both landowner and environmental goals. Conservation plans can increase your property value and save you money as your land becomes more productive.

Farms & Livestock

West Multnomah SWCD provides free technical assistance to district residents who own and/or manage cattle, horses, sheep, llamas and other animals. We help you write conservation plans to improve land productivity and animal health. Issues include pasture, mud and manure management, over-winter areas for livestock and horses, and the establishment of trails and watering facilities away from natural streams.

Forestry

If you own wooded property in West Multnomah County, you are providing a home to wildlife. Our experts offer free technical advice on wildlife health and habitat, and the eradication of invasive weeds such as English ivy, Japanese knotweed, and garlic mustard, which can kill trees and native plants. A District conservationist can also identify ways to improve your woods, such as planting trees, protecting a creek or wetland, or increasing your land's profitability.

Healthy Streams

The *Healthy Streams* program provides full funding and technical assistance to landowners for streamside restoration that improves water quality and wildlife habitat. Target areas include canals and ditches on Sauvie Island and Rock, Abbey, and McCarthy creeks in the West Hills.

The goal is to reduce invasive plants that contribute to erosion and sedimentation and the installation of native riparian buffers.

Invasive Weeds & Native Planting

Invasive weeds, such as English ivy and garlic mustard, significantly impact watersheds by displacing native plants and wildlife habitat and negatively affecting timber and agriculture production. Native plants are less expensive to maintain, using less water, fertilizers and pesticides. WMSWCD can identify invasive weeds, options for eliminating them and recommend native plants to replace them. The District also offers regular Multnomah Weed Watcher trainings.

Outreach & Education

We provide media and consumer outreach and education on a wide range of farming, forestry, gardening, wildlife, restoration and conservation topics. WMSWCD helps fund class field trips by Sauvie Island Center for elementary schools, covering topics such as soil composition, clean watersheds, and the Grow Lunch Garden program where children plant and harvest their own gardens. WMSWCD staff is currently working on the Chapman Elementary School Vegetable Garden with parents and school staff to develop integrated curriculum that meets state benchmarks. WMSWCD hosts workshops throughout the year on topics such as invasive weeds, native plants, septic system maintenance, horse and livestock mud and manure management, woodland restoration and market incentives. Some workshops are held on site and involve tours of natural areas so that attendees may experience restoration practices first hand. For information about workshops, visit our web site calendar at www.wmswcd.org.

Sauvie Island

WMSWCD was established almost 70 years ago under the name Sauvie Island Soil Conservation District. The District provides funding and technical assistance on restoration projects, farm and agriculture issues, and Oak habitat protection. WMSWCD partners with State Parks to restore and protect Wapato Greenway State Access Area. Sturgeon Lake, connected to the Multnomah Channel and Columbia River, is one of the premier natural and biologically significant aquatic and wildlife habitats in the state. An 18-mile levee, built in 1949 to prevent flooding, severely restricted natural water flow, increasing sedimentation and greatly reducing aquatic habitat function. WMSWCD is working with a number of public and private agencies on a feasibility survey to halt or reverse sedimentation and restore water flow to this important ecosystem.

Urban Programs

WMSWCD offers several urban programs in response to pressure from population growth, urbanization and changing environmental regulations. You may, for instance, join with your neighbors on a large scale streambank restoration project or be interested in improving wildlife passages through forests, streams and trails. WMSWCD forms strategic partnerships with public and private organizations working in the City on conservation initiatives.

Grant Programs

Grant funding may make the difference in accomplishing restoration projects. WMSWCD offers two grant programs:

- FISH-Financial Incentives for Sustainable Habitats
- CARE-Conservation Assistance and Restoration

FISH provides financial support to conservation projects, education and community events that promote natural resource conservation in the District. CARE provides funds for specialized technical expertise for current District clients.

####

Submitted 7/29/10



April 1, 2010

Mayor Sam Adams
Commissioner Amanda Fritz
Commissioner Randy Leonard
Commissioner Nick Fish
Commissioner Dan Saltzman
City of Portland
1221 SW 4th Ave
Portland, OR 97204

Dear Mayor Adams and Portland City Council,

Audubon Society of Portland urges you to reject all proposals to develop West Hayden Island for marine industrial terminals. We believe that you have before you an historic opportunity to protect one of the regions most important natural areas, ensure access to nature for future generations and enhance the city's reputation for being on the cutting edge of sustainability. We expect that future generations will look back on such a decision with the same reverence devoted to other milestones in our city's evolution such as the decision to set aside Forest Park and the decision to abandon the Mt. Hood Freeway.

Audubon has participated in public processes associated with West Hayden Island for more than two decades including serving on the recent Community Working Group. We believe that the reasons to fully protect the island have only grown more compelling during that time, while the reasons to develop the island remain at best speculative, poorly defined and inadequately evaluated.

We would offer the following alternative vision for West Hayden Island for your consideration:

A New Vision For West Hayden Island

We envision a fully restored 800+ Acre Wildlife Area and Nature Park at the confluence of the Willamette and Columbia Rivers: A place that provides habitat for more than 100 species including bald eagles, painted turtles, federally listed salmon and steelhead and extraordinary opportunities for people to hike, paddle and enjoy nature in an urban environment.

Visitors will explore a mosaic of wetlands, grasslands, beaches and one of the largest intact bottomland hardwood forests left on the Lower Columbia River. A new nature center will provide programs for children and adults about the unique role that confluence areas play in the migratory cycles of our imperiled fish and wildlife populations. Our local green economy will be

Audubon Society of Portland
5151 NW Cornell Road
Portland, OR 97210
(503) 292-9501

supported by nature based recreation, restoration projects, and establishment of a regional mitigation bank to allow for marine development in more appropriate locations. West Hayden Island will symbolize our commitment to restoring balance to our urban landscapes and leaving the land better than we found it for future generations

West Hayden Island is a unique and irreplaceable resource:

The proposal to allow 300 acres of industrial development on West Hayden Island has been portrayed as a fair compromise and a "win-win." It is neither. The problem with this logic is that it looks at West Hayden Island in isolation when what is really required is to look at West Hayden Island at a landscape scale. Viewed from the 10,000 foot level, West Hayden Island looms out as an oasis of green on an otherwise highly developed landscape. The vast majority of our urban river system has been deepened, channelized, de-vegetated, hardened and polluted. Its historic floodplains have been filled and paved. Nearby Superfund designations, Clean Water Act violations, and the listing of anadromous fish under the Endangered Species Act are clear reminders that we must seek to improve the landscape rather than simply accepting a more gradual rate of decline. Converting an additional 300 acres of river island floodplain--an area greater than the size of 200 city blocks-- to parking lots, railroad tracks and industrial structures takes us precipitously in the wrong direction.

West Hayden Island is a unique and irreplaceable wildlife area. Its 826-acres of wetlands, grasslands, forests, beaches and shallow water salmon habitat represent some of the last intact wildlife habitat on our otherwise developed and degraded urban river system. Its location at the confluence of the Willamette and Columbia Rivers places it at a critical juncture for migrating fish and bird populations. Many species that are declining or which have disappeared altogether from our urban landscape are still found on West Hayden Island and our efforts to re-green our city and restore native wildlife populations can only be successful if we retain anchor sites such as West Hayden Island that serve as the foundation for any such effort.

West Hayden Island is also entirely in the floodplain--in 1996, the entire 826-acres was underwater. Both the city and the region have recognized the importance of avoiding floodplain development to protect the unique ecological values associated with floodplains, reduce hazards associated with flooding and provide landscape resiliency in the face of global climate change. Avoidance of floodplain development is highlighted both in Metro Title 13 and the City's recently adopted Climate Change Action Plan. The proposed development on West Hayden Island would represent an extraordinary loss of floodplain, expose our river to increased contamination during flood events, and would deliberately put hundreds of millions of dollars in



West Hayden Island Grasslands--99% of Willamette Valley Grasslands have been lost. A recent scientific panel assembled for the Airport Futures Proecess places a high value on even highly degraded large urban grassland areas because of their importance to imperiled species.

publicly funded infrastructure directly in harms way. There are some places that simply should not be developed--River island floodplains are one of those places.

West Hayden Island Could Provide the Community with World Class Nature-Based Recreation and Stewardship Opportunities:

The Coalition for a Livable Future Equity Atlas identifies East Hayden Island as one of the most natural area and park deficient neighborhoods in Portland. Out of more than 600 developed acres, there is only a single acre devoted to parks. West Hayden Island presents the opportunity to create world class opportunities for nature based recreation in an urban environment. The key to making such an effort sustainable however is to provide that enough acreage is protected that large undisturbed areas can be set-aside for wildlife. Attempting to combine large-scale industrial development, nature-based recreation and wildlife habitat protection on West Hayden Island would leave little but highly disturbed and fragmented edge habitat.



The Economic Benefits of Developing West Hayden Island are unsubstantiated:

Oregonians have every reason to be skeptical about the economic benefits projected for the Port of Portland's proposed marine industrial development on West Hayden Island. By now we should all be wary of gargantuan, publicly subsidized development projects that promise massive economic payoffs with minimal analysis. The economic recession ought to be a reminder to look more critically at our existing economic models; instead it is being used to hit the panic button and run roughshod over both our environmental values and our economic sanity.

First, the Port remains unable to say what it intends to build on West Hayden Island and when these projects might be needed. The Economic Foundation Study produced by Entrix (May 2010) reveals that adequate capacity exists through 2040 to handle four out of the six cargo types handled or likely to be handled by the Port of Portland. The Port only shows a deficiency in either the "low" or "most likely" forecasts for automobiles and grain.¹ In the case of automobiles, the Ports consultants failed to address how increased capacity currently being created at the Port of Vancouver would affect this demand. However when directly queried as to whether there was demand for two new facilities in both Portland and Vancouver, the Port's consultants responded that "it would be pushing it."² In the case of grain, the Port's consultants failed to address how new grain capacity recently created at the Port of Longview would impact demand and also failed to address a huge range in existing capacity (4.1 million tons-7.1 million tons) within the existing Port infrastructure which could potentially handle demand at the low, most likely and high forecasts. West Hayden Island has been a parcel in search of a credible project since the Port first began attempting to annex and rezone West Hayden Island in 1990s.

Second, the proposed development on West Hayden Island will require hundreds of millions of dollars in publicly financed infrastructure. Just the new bridge required to access the West Hayden Island facility is estimated to cost between \$100-\$150 million dollars. There has been no cost benefit analysis done to justify these extraordinary costs or to consider what other

¹ Entrix Economic Foundation Study, Page 6-6.

² CWG Meeting Minutes, February 16, 2010.

projects are likely to be displaced to move speculative development on West Hayden Island forward.

Third, the Port dangles a promise of 1,200 new jobs if we develop West Hayden Island. However, this projection is purely speculative and includes both direct and indirect job creation. By the Port's own admission these jobs are likely at least one to two decades away. There is no analysis of whether these jobs will be temporary or permanent, wage scale, or in the case of indirect job creation, whether these jobs will be inside or outside our region. Even based on these speculative projections, this project would generate a measly four jobs per acre and would cost a minimum of over \$100,000 per job just to pay for the bridge to the facility! Additional questions are raised by the fact that the Port of Portland just leased out its largest marine terminal at T-6 to a company based in the Philippines---how secure are those jobs, or our environment for that matter, with a company half a world away now in charge of our Port facility?

Developing West Hayden Island Perpetuates Unsustainable Port Development Strategies and Undermines Portland's Reputation as an International Leader in Sustainability.

The Port and City have failed to adequately consider whether greater efficiency could be established at existing Port facilities to address potential deficiencies in capacity in future decades. First, the Port should look to increase jobs, not by destroying irreplaceable wildlife areas, but rather by adopting techniques now common in Europe and Asia to increase land-use efficiency at its existing terminals. The Entrix Economic Foundation Study dismisses these approaches in an astoundingly brief two line statement:

Innovations in Europe and Asia indicate what is operationally possible in those environments to increase efficiency, but it does not indicate what is economically or operationally feasible for Columbia River ports. The Port of Portland operates in a very different market, with different labor, land and infrastructure constraints than those for European and Asian ports.³

This type of statement should be a complete embarrassment to a city that prides itself on being a national and international leader in sustainability. The reason that Oregon is a leader in green building, sustainable energy and land use planning today is that we made wise choices and wise investments to promote and in some case subsidize sustainable development strategies. As we have done in these other sectors, Portland should prioritize establishing itself as a national leader in sustainable, land-efficient port marine development.

The Port should also be looking to maximize efficiency of the existing marine industrial land base by increasing cooperation and decreasing destructive competition with other Columbia River Ports including the Port of Vancouver, literally a stones throw away. The Port of Portland was strongly criticized by not only conservation organizations, but also by the Business Journal of Portland in 1999 when it last tried to annex and rezone West Hayden Island, for its complete failure to try to find land-use efficiencies through greater collaboration with Vancouver. In an editorial dated September 22, 2000, the Portland Business Journal wrote the following:

We're relieved to learn that the Port of Portland has decided to re-examine its West Hayden Island project. The port wants to rend the island's fragile environmental fabric so that marine cargo facilities and the infrastructure needed to support them can be built there.

³ Entrix Economic Foundation Study, Page 4-2.

We're not convinced it's a good trade-off.

We agree with those who say the Port of Portland should first thoroughly investigate alternatives to the project. With the nearby Port of Vancouver pushing ahead with its Columbia Gateway project, it may be both economically and ecologically unsound for the Port of Portland to turn West Hayden Island into a marine shipping complex.

The Port of Portland's business forecast apparently supports the need for greater marine cargo resources. Two thoughts occur to us: One, how accurate is the forecast? Two, if there is a need for the facilities, can Portland team up with Vancouver to provide them somewhere other than on West Hayden Island?

America's ports may need to work together in the future as they never have before. As voters become increasingly reluctant to fund the public sector, our ports may find they can operate more efficiently by cooperating. Too frequently in the past, they have allowed shippers to play one against the other in their thirst for business. The result: redundant services. This might be a good time for our ports to team up.⁴

We are in no way convinced after 18 months of review that any significant progress on this issue has been made since it played a primary role in derailing the Port's 1999-2000 annexation efforts. Arguments that it would be beneficial for the Port of Portland to out-compete its sister ports are short-sighted and inconsistent with the regional approach that has served our community well for decades. We should be seeking strategies that provide jobs throughout the entire region, not just in Portland. Ensuring successful ports in both Portland and Vancouver will not only advance the regional economy but also help address housing imbalances and traffic congestion on both sides of the river. It is time for the Port of Portland and its sister ports to look towards sustainable marine development strategies rather than destroying Portland's largest unprotected wildlife area.

We don't Need to Blow-out the Urban Growth Boundary to Compensate for a decision not to Develop on West Hayden Island

The Port has repeatedly suggested that failing to proceed with development on West Hayden Island would result in a need to expand the urban growth boundary. We disagree. Expanding the UGB would do nothing to address hypothetical marine industrial needs of the region. Rather, the City and the region should seek solutions that increase capacity and efficiency of our existing marine terminals and which improve collaboration and cooperation between Ports along the Columbia Corridor. Reconsidering development on West Hayden Island should be an opportunity to grow smarter and more efficiently rather than to sprawl.

We Don't Need to Pave West Hayden Island to Save it:

The Port has argued that the only way to procure financing to restore West Hayden Island is to allow industrial scale development to occur on the island; in short we need to "save it to pave it." This is a completely specious argument. The Port has actively sought to avoid and eliminate funding mechanisms that might be available to protect and restore West Hayden

⁴ Portland Business Journal, September 22, 2000.

<http://portland.bizjournals.com/portland/stories/2000/09/25/editorial1.html>

Island. In 2005, Audubon and a group of 14 other community and conservation organizations and the US Fish and Wildlife Service approached the Port of Portland offering to enter into negotiations to purchase the West Hayden Island. The Port, as is its right, rejected this overture, but is well aware that we stand ready to reassemble this coalition should it decide to become a willing seller. In 2006 a Metro Blue Ribbon Greenspace Bond Measure Committee added West Hayden Island to a list of target areas that could be acquired on a "willing seller" basis with funds procured in the subsequently successful 2006 Greenspace Bond Measure. Although the Greenspace acquisition program is a "willing seller" program, the Port successfully lobbied Metro to ensure that West Hayden Island was eliminated from the final target area list.

We are quite confident given West Hayden Island's ecological significance that, should the Port become a willing seller, adequate funds could be procured to acquire and restore the entire parcel. We would note that beyond the mechanisms described above, West Hayden Island is within the eligibility area for NRDA funds associated with Superfund and that, under a recent biological opinion issued by NOAA Fisheries the US Army Corps of Engineers is also looking for large restoration sites along the Lower Columbia to mitigate for the impacts of dams on listed salmonid species. Finally we would note that West Hayden Island has tremendous potential to serve as a regional mitigation bank to compensate for natural resource impacts from industrial development in more appropriate locations---this approach could truly serve as a "win-win" providing river industries with flexibility to develop in appropriate locations, creating funding mechanisms to protect and restore West Hayden Island, and providing the Port with a long-term source of revenue generation as the sites owner.

The Process to Date:

Several factors undermined the efficacy of the public review process over the past 18 months. Challenges included the following:

1. The process was underfunded and understaffed: There were major problems virtually every step of the way which ultimately forced the city to actually expend significant amounts beyond the initial budget to compensate for delays and deficiencies. However in the end the result was that the final reports are incomplete, inferior and of limited reliability.
2. The Port had far too much control over this process: The Port is ultimately going to be the applicant in the annexation and rezoning process. In order to maintain the integrity and objectivity of this process, the Port should have been kept at arms length. Instead the Port served as primary project funder, on the project management and oversight team, held two positions on the Citizen Advisory Group and two positions on the Technical Advisory Group, hired and oversaw the economic consultants, and conducted public relations and outreach....As a result we believe the people of Portland were denied a fair and unbiased review of the merits of this proposal and options outside the Port's preferred options were not seriously pursued.
3. The city seemed to us to be overly concerned with presenting a combination of development and protection on West Hayden Island as a "win-win" to the point where it avoided questions that could actually deliver answers that conflicted with this objective. As a result, glaringly obvious issues such as a) cost benefit analysis b) strategies to improve efficiency on existing and future marine industrial sites, c) collaboration with the Port of Vancouver, d) mitigation requirements, and e) alternatives analysis were avoided rather than addressed. Representatives from the state and federal agencies were openly critical of the City and Port at several points for avoiding rather than addressing issues

that would be required in the federal and state permitting processes and most members of the technical advisory committee ultimately abandoned the process altogether.

Looking Forward:

While Audubon strongly opposes any development on West Hayden Island, we would make the following recommendations if in fact the City chooses to move forward and adopt the Mayor's Resolution:

1. The development area should be lowered to 200 acres. This would still be a massive development---according to planning bureau, the equivalent of 200 city blocks.
2. All development associated with Port development should explicitly included within this development footprint. Right now the resolution is still somewhat ambiguous. The mayor has assured us that this is what he intends, but the language of the resolution is still open to interpretation. We would suggest something along the lines of the following "All development associated with Port Marine Industrial Development including but not limited to facility footprint, parking areas, docks, railroad tracks, access roads, bridges and utility corridors must be included within the 300 (200?) acre footprint."
3. We urge council to eliminate language in the fourth "whereas" referring to "165 acres of existing development." The language is deceptive especially as it refers to the dredge spoil area which is actually a high value grassland. In fact the dredge spoil area was a sandy grassland before the spoils were placed there and it remains a sandy grassland (albeit slightly elevated) today---and if developed, it should be mitigated!
4. There is a need for an independent review of several specific unresolved issues including the following:
 - a. Cost/ benefit analysis for public investments required to prepare WHI for development;
 - b. Alternative site analysis;
 - c. Strategies to improve efficiency of land-use on existing Port sites as well as at any potential development on West Hayden Island;
 - d. Opportunities to increase collaboration with other Columbia Corridor ports;
 - e. Economic potential of West Hayden island as a regional mitigation bank;
 - f. Mitigation requirements for any potential development on West Hayden Island.
 - g. Impacts on health, safety and livability on East Hayden Island and neighboring communities.

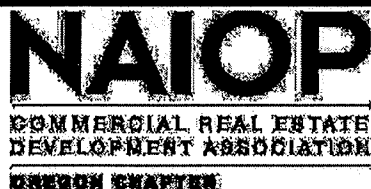
We urge the City not to miss this historic opportunity to protect one of the regions most important natural areas, ensure access to nature for future generations and enhance the city's reputation for being on the cutting edge of real economic and ecological sustainability.

Thank you for your consideration of our comments.



Bob Sallinger
Conservation Director
Audubon Society of Portland

Audubon Society of Portland
5151 NW Cornell Road
Portland, OR 97210
(503) 292-9501



July 29, 2010

The Hon. Sam Adams
 Portland City Council
 Portland City Hall
 1221 SW 4th Avenue
 Portland, OR 97204

Re: West Hayden Island planning process

Dear Mayor Adams and Commissioners:

The Oregon Chapter of NAIOP has over 150 members who specialize in commercial real estate development of office, industrial, retail and mixed-use projects. I am writing on behalf of our members in support of the City moving forward with the annexation and planning process for West Hayden Island ("WHI") that will facilitate marine industrial development on at least 350 acres of the western half of the island.

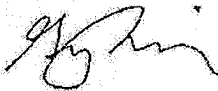
All of the empirical evidence proves that additional industrial marine terminals are needed in the region, and Portland has a deficit of this category of land. Because industrial, environmental and recreational uses can all be accommodated on WHI, the question before the Council is if it wants to attract the high quality jobs that are coming to the region (the average pay in the maritime industry is \$46,000 per year).

The City of Portland has seen no net job growth for the last two years, but has an ambitious plan to create 10,000 jobs in the next five years. In anticipation of tremendous job growth within the City, Portland has been a vocal advocate for a constrained urban reserve land supply and compact UGB. West Hayden Island development offers the opportunity for the City of Portland to capture living wage waterfront jobs and the revenue associated with them. If WHI is not annexed and planned for marine industrial purposes, the region will lose not only the projected jobs and revenue, but also several hundred acres from its supply of industrial land. The only action that is consistent with the City's economic recovery goals and vision for the region is to facilitate marine industrial development on WHI.

Since WHI was brought into the UGB for industrial use in 1983, all of the local and regional planning for the island has contemplated that industrial and habitat uses would both be accommodated. For example, WHI is designated by Metro as a Regionally Significant Industrial Area, and approximately 390 acres of WHI has been counted as industrial in Metro's recent urban growth report, but WHI is also recognized as a Habitat Conservation Area. It is time for the City to implement the regional planning objectives, annex WHI and bring clarity to the planned uses for WHI. If we do not act now, our City and region will be at a competitive disadvantage when the marine industrial jobs that are projected for the region become available.

WHI is not an all or nothing proposition. It is a unique opportunity to provide habitat and natural areas in North Portland that will benefit the region, while keeping Portland a viable Port city by having a site available on the Columbia River that can develop new facilities specifically designed to take advantage of the new 43-foot channel navigation channel. Planning WHI to include a mix of uses is a balanced compromise that is reflective the City's and region's long range planning goals, and recognizes that jobs are a critical component of livability. We urge you to support annexing West Hayden Island so that at least 350 acres can be developed for marine industrial use.

Sincerely,



Greg Manning
2010 President

Parsons, Susan*FW to Council 7-28-10*

From: Jim Emerson [opecheelake@hotmail.com]
Sent: Wednesday, July 28, 2010 3:01 PM
To: Parsons, Susan
Cc: district1@co.multnomah.or.us; mult.chair@co.multnomah.or.us; Burkholder, Rex
Subject: Comments on West Hayden Island for July 29 City Council Session
Attachments: W Hayden Island sea level.docx

Dear Susan,

Please distribute the attached letter to the Mayor and Council. We will not be able to attend the Session tomorrow evening concerning West Hayden Island.

Thank you !

We are sending copies to our County Commissioner Deborah Kafoury, and County Chair Jeff Cogen since the land in question is currently in unincorporated Multnomah County; and to our Metro Councilor, Rex Burkholder, due to the planning and transportation implications.

Jim & Judith Emerson
13900 NW Old Germantown Road

7/28/2010

Via e-mail

13900 NW Old Germantown Road
Portland, Oregon 97231
July 28, 2010

Mayor Adams and Council
City of Portland
1221 SW 4th Avenue
Portland, Oregon 97204

RE: West Hayden Island Planning Process – Phase I
City Council Session July 29, 2010

Dear Mayor Adams and Council,

The West Hayden Island Planning Process is about the needs and possibilities of the future. We believe that future is being construed too narrowly. The “Planning Period” is listed as 2010-2050 in some documents; as “30 years” in the contract for the Economic Foundation Study. For an investment this large – the conversion of more than a square mile of natural area to urban infrastructure – the planning period needs to be a century or more. When we look out that far, it becomes obvious that the island should be left as-is.

By the second half of this century, if not earlier, significant sea level rise will be evident, according to the latest scientific projections (footnote 1.) As recently as 2007, the IPCC Summary Report projected a 3-foot rise by 2100, a serious situation in many regions but not crippling in all developed-world ports. Yet multiple credible sources now report that sea levels are likely to rise 5 to 10 feet by 2100, possibly more. Critical to our thinking in 2010 is that these forecasts use “2100” only as a convenient round number. Processes already underway will continue to raise sea levels by 6” to 10” per decade for several subsequent centuries. Whether it finally stabilizes at as little as 25 feet above current levels depends on humanity’s collective success at reducing carbon emissions low enough, soon enough. So far, our trajectory points towards more like 75 feet. Worst case is about 250 feet.

Needless to say, we can’t know the exact outcome today. And the fate of Hayden Island will eventually be the least of our worries. But in the present context: *Why would we even consider making a huge investment, including the commitment of strategic business activities, on a doomed alluvial island for which the most optimistic outcome is as a seasonal or tidal marsh?*

Regional resources of time, money, and creativity are not boundless. We need to expend them on projects that are truly sustainable, and which don’t need to be repeated every generation. Can the Portland region become a leader again by seriously considering sea level rise in our infrastructure planning? Or will we be among those regions scrambling to find ways to adapt, 20 or 40 or 60 years from now when the reality is too obvious to ignore? Thanks to recent science, we can’t say we didn’t have a clue in 2010. In the case of West Hayden Island, leaving it alone is not only better for wildlife, today and in the future. It’s better for people as well.

Sincerely,

Jim & Judith Emerson

Footnote (1) Some recent sources. Consider the policy implications for our port city. nb: we are optimists.

By scientists: Storms of My Grandchildren, Dr. James Hansen (NASA & Columbia U.) 2009

The Long Thaw, David Archer (U. of Chicago) 2009

Websites for Dr. Hansen <http://www.columbia.edu/~jeh1>

Dr. Hans-Peter Plag (Univ. of Nevada)

see also: RealClimate.org
350.org

By generalists: Eaarth, Bill McKibben 2010

Our Choice, Al Gore 2009

Censoring Science: Inside the political attack on Dr. James Hansen and the truth of global warming

Mark Bowen 2008

*Emailed fax to
Council 7/27/10
K.M.*

July 26, 2010

AUDITOR 07/28/10 PM 1:54

To: Council Clerk
1221 SW Fourth Avenue, Room 140
Portland, OR 97204
Re: West Hayden Island Planning Process – Phase 1

I am sitting on my deck looking down into the waters of the Columbia from the South Shore of Hayden Island. I'm wondering, "What would Sacajewah write to the City of Portland of her impressions of this beautiful island, as she passed by?"

I imagine that she would share my sentiments as follows:

I am writing to day to urge City Council to consider developing West Hayden Island for open wild life and recreational use only! I am life long resident of this area and am helping to raise 6 granddaughters within 4 miles of West Hayden Island. I am writing on their behalf. I live in the Southshore community of Hayden Island and because of the wildlife that visit us regularly, these little girls have had the joy of experiencing creatures other than humanity in the middle of their city.

It is my strong belief that developing West Hayden Island into a port for commercial use will not be healthy for our children nor the wild life that resides here. In addition, it is my strong belief that the city of Portland could prosper greatly by developing the area as a tourist destination rather than a port. If the Jantzen Company could successfully run an amusement park for over 6 decades, including the Great Depression, then it could certainly be done again. And, it has been successfully done in places such as Jameson Square in the Pearl, Leavenworth, Washington and Santa Barbara, California, and the Great Wolf Lodge south of Olympia.

As an added note: Please do not allow strip clubs to be licensed and operated on the island. My granddaughters and I regularly walk through that neighborhood and it would not foster the kind of environment for them that I hope to provide.

Land Building

What WOULD Sacajewah say?

Cynthia "Grammy" Trippett (50) Jesse Nielson (30) Fawn Fouts (28)
Adelaine Nielson (age 10)
Fallon Smart (age 10)
Faryn Smart (age 8)
Hailey Bartolli (age 7)
Delainey Poe (age 1)
Lucia Fouts (2 months)
And their children's children.
12340 N. Southshore
Portland, OR 97217
503-954-0053

Cynthia

36805

Moore-Love, Karla

From: Ruiz, Amy
Sent: Wednesday, July 28, 2010 4:36 PM
To: Parsons, Susan; Moore-Love, Karla
Subject: FW: WHI Citizens' Working Group outcome - splitting the baby
Completed: 0
GettingThingsDone: 0

For the WHI record, per Brad's request.

.....
Amy Ruiz

Planning and Sustainability Policy Advisor
 Office of Mayor Sam Adams
 City of Portland
 1221 SW Fourth Avenue, Suite 340
 Portland, OR 97204
 Phone: 503-823-3578
 Email: amy.ruiz@portlandoregon.gov**
 Web: mayorsamadams.com
 Twitter: @amyjrui

**Please note new email address.

From: Brad Howton [<mailto:bhowton@pacifier.com>]
Sent: Wednesday, July 28, 2010 4:07 PM
To: Ruiz, Amy
Subject: RE: WHI Citizens' Working Group outcome - splitting the baby

Amy –

Unfortunately, I have a business commitment tomorrow night & will not be able to speak. I'd like this entered into the record, please.

Thank you,

Brad
 503.860.4560

1 [<mailto:bhowton@pacifier.com>]
 uly 28, 2010 2:01 PM

tizens' Working Group outcome - splitting the baby

Mayor Adams –

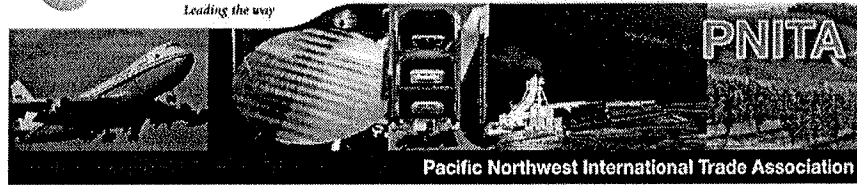
7/28/2010

My June 15 vote was offered somewhat weakly, as I hadn't anticipated the need to participate in a 'straw' vote that morning (aren't straw votes secret, by definition?). My comments reflected an aversion to vote against the conclusion that preserve and reserve could be simultaneously supported by the land of West Hayden Island. Since that time I've had the opportunity to review the tall column of documents issued to our group and the notes I accumulated during the year and a half of discussion and argument in and out of the meeting room. I want to clarify my opinion and support for this new mix of uses within the expanded Hayden Island Neighborhood.

I think it will be possible for the City to draw and maintain boundaries separating an area of waterfront property on the North side of the Island that could be a useful site for a deep-water terminal, while perpetually preserving the remainder of 825+ Acres for open space, and limited waterfront recreation. I believe that these uses are all vitally important to the long-term economic and environmental health of the greater Portland community, and that the City will be able to utilize the detailed geographic information regarding the current condition and potential of the land to make sound decisions about establishing these boundaries in an effective and useful way. I believe that although 300 Acres represent a footprint smaller than ideal for the Port's anticipated development and rail needs based on current demand and technology, a carefully laid out and carefully planned parcel of this size could be presented as a useful site for a number of uses, attractive to future Port tenants. I also believe that an area of 400 to 500 Acres set aside as open space could represent a significant functional element in the region's natural resource framework. Neither of these parcel sizes will make proponents of these apparently opposed uses particularly happy. I would point out that during a break in our table-top exercise on the 15th, in a discussion between Bob Sallinger, Victor Viets and me, Bob suggested to us that if we could identify industrial and recreational sites of no more than 300 Acres and guarantee a conservation footprint of 500 to 550 Acres, with strong perpetual protection, he would "take the deal in a minute, and walk out" – seems to have forgotten these words, today. Audubon's and the Riverkeeper's constant posturing and pandering to its donation base made our deliberations very difficult. I appreciate the passion represented by these organizations and their leadership, but lately seem regularly irritated at their inflammatory marketing antics.

I'm hopeful that the next phase of this process will include careful consideration for the needs and interests of the Hayden Island's residential and commercial neighborhoods. Formalization of the west end provides the opportunity to memorialize the Port's commitment to provide separate access for industrial vehicles serving future development on the Island, to establish a permanent buffer between the community and any industrial development, and to provide potential for community access to naturally sloping, sandy waterfront areas that are virtually unavailable east of I-5. The WHI planning process will complete the planning map for the community, and should add to the assurance of an attractive, vibrant future for our community.

Thank you,
<< OLE Object: Picture (Device Independent Bitmap) >>
Brad Howton
503.860.4560



On behalf of the Pacific Northwest International Trade Association, thank you for the opportunity to testify before the city Council to urge the City to adopt a plan for West Hayden Island that embraces multiple uses that include development of new port facilities.

I am Walt Evans, Chair of PNITA's Trade Policy Committee. My day job is as a lawyer with Schwabe Williamson & Wyatt.

PNITA is our region's leading voice for increased international trade for our city and region, with a goal of seeing more of our citizens working in family-wage jobs in port-related export and import activities. From longshoring jobs to freight forwarder-logistics managers to small supplier, trade-related jobs pay more than jobs not linked to international trade.

As an essential element in expanding the economic base of Portland, the Port of Portland needs to develop new port facilities to maintain its competitive position. As with other segments of our economy, the Port must remain nimble, and ready to provide solutions to those existing Portland businesses that import or export, and to provide sites and facilities that attract new businesses and new jobs to Portland. Simply put: we can't stand still, or we will watch our competitors leave us behind. We also do not agree with the "absolutists" who see this decision in stark (and sometimes overheated) terms. It need not be "either/or"—the Port can expand its facilities at West Hayden Island while environmental improvements take place elsewhere in the area.

PNITA is committed to policies that will enhance the international competitiveness of Pacific Northwest-based companies. Expansion of port facilities is a key element of job creation and economic growth. The people of Portland and Oregon cry out for good jobs—and these will be good jobs-- family-wage jobs.

Portland is a proud port city, a gateway to the Pacific Rim. Existing trade creates thousands of jobs in the region, including, for example, in the freight transportation services sector. We are reaching our capacity, however, in terms of our ability to import and export goods. This presents a fundamental decision: will we call our port business "good enough" and slack off, ceding additional international traded goods to other West Coast ports? Or, will we make the investments necessary to ensure Portland is an attractive destination for these goods in the future? And by "attractive," in this context, I do not mean a beautiful city, or a city with the best food carts (much as I love them) and famous brewpubs. I mean attractive facilities that help exporters and importers move cargo efficiently.

Portland already is blessed with three transportation modes that appeal to people looking at international trade facilities or sites for new facilities: a 400-mile inland waterway barge system, two main-line railroads and two interstate highways—all available to offer competitive and efficient ways to move goods to other population centers. Our shore-side facilities must continue

to meet the needs of companies looking to expand here, or locate here from elsewhere—either from within the US or from overseas.

Moving cargo by barge, for example, is the most energy efficient way to move freight, as cargo moves much farther on a gallon of fuel by water than by rail or truck. In addition, barge transport also is the most environmentally benign way to transport cargo. Far fewer emissions are discharged from tugs than from freight locomotives or from semi-trucks. Truck and rail, I also want to emphasize, meet different and critical needs of shippers, and that emphasizes my earlier point: we can offer three competing modes to companies coming to Portland—if our shore-side facilities meet their needs.

Transportation services already account for a significant number of jobs in the Portland region. We are told that workers in the maritime industry earn an average annual salary of \$46,000 per year. As Oregon and the City of Portland work to identify new ways to create jobs, this sector is a natural. Investment in new port facilities allows us to take advantage of our existing assets, including available land, proximity to the Pacific Rim, and a trained workforce. I urge you to leverage these existing assets by allowing new port facility development on West Hayden Island.

At a time of stressed local budgets with many competing claimants, the City should maximize our strengths—leveraging them—by expanding the port infrastructure already in place to improve our competitive position to capture more international trade. As with every other port on the West Coast, the Port of Portland must make the investments necessary to maintain existing lines of business while attracting new businesses. Can anyone cite a successful entity—business, public, non-profit—in a competitive field that has backed off and stood pat while all its competition improved and strengthened its operations and facilities?

Over the course of the last 20 years, the port system along the lower Columbia River, our two states and the federal government have made a historic investment in deepening the Columbia River channel that allows larger vessels to call on our lower river ports. This investment was critical to keep us a viable option for international shipping lines calling on West Coast ports. Not allowing the Port of Portland to expand its facilities on West Hayden Island, however, will limit significantly our ability to take advantage of the new channel depth and the economic benefits it promises.

Lastly, I suggest that partnering with the Port of Portland will help the City develop innovative and creative new approaches to protecting and enhancing other parts of West Hayden Island. The Port has been an early adopter of some innovative environmental processes and solutions in its wide-ranging operations, and I see no reason that an expanded port facility on West Hayden Island cannot be a showplace for how both economic development and environmental enhancement need not just coexist, but how both can flourish.

We urge you to allow the Port of Portland to continue to develop its infrastructure on West Hayden Island. Thank you for considering PNITA's views.

36805

Moore-Love, Karla

From: Ruiz, Amy
Sent: Wednesday, July 28, 2010 4:36 PM
To: Parsons, Susan; Moore-Love, Karla
Subject: FW: WHI Citizens' Working Group outcome - splitting the baby
Completed: 0
GettingThingsDone: 0

For the WHI record, per Brad's request.

.....
Amy Ruiz

Planning and Sustainability Policy Advisor
 Office of Mayor Sam Adams
 City of Portland
 1221 SW Fourth Avenue, Suite 340
 Portland, OR 97204
 Phone: 503-823-3578
 Email: amy.ruiz@portlandoregon.gov**
 Web: mayorsamadams.com
 Twitter: @amyjruiz

**Please note new email address.

From: Brad Howton [mailto:bhowton@pacifier.com]
Sent: Wednesday, July 28, 2010 4:07 PM
To: Ruiz, Amy
Subject: RE: WHI Citizens' Working Group outcome - splitting the baby

Amy –

Unfortunately, I have a business commitment tomorrow night & will not be able to speak. I'd like this entered into the record, please.

Thank you,

Brad
 503.860.4560

1 [mailto:bhowton@pacifier.com]
 uly 28, 2010 2:01 PM

tizens' Working Group outcome - splitting the baby

Mayor Adams –

7/29/2010

36805

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Thank you,

<< OLE Object: Picture (Device Independent Bitmap) >>

Brad Howton

503.860.4560

The Portland City Council will soon be making a crucial decision about the permanent future of undeveloped West Hayden Island. This island is a unique city resource due to its natural habitat and location. In truth, there is no other piece of land within the city limits that offers a similar combination of wildlife habitat and river access for area residents. It is folly to hand over the future of this resource to the Port of Portland for unspecified and currently unneeded marine terminal development. This is especially true when current transportation access to the area is prohibitive of that type of industrial use and the future development of adequate freight access would be unaffordable and ill-advised. I urge you not to lock this island into a development limbo that will be of no use to either local citizens, the area economy, or our shrinking need for additional port facilities

Nancy Mattson
2509 SW Palatine St.
Portland, Or 97210
sunnydaypdx@comcast.net

36805

Moore-Love, Karla

From: trackitsystem@ci.portland.or.us
Sent: Tuesday, July 27, 2010 7:04 PM
To: Moore-Love, Karla
Subject: City of Portland TrackIT Submission: Commissioner Amanda Fritz Item 428401

The following item has been submitted to the TrackIT system

TrackIT Item: 428401

Category:	Your comments to City Council
Date Created:	07/27/2010 7:03 PM
Date Received:	07/27/2010
Contact:	james thompson PortlandOnline User Portland, 97210 jetwoodshop@spiritone.com
Contact Type:	Website
Subject:	Office of Healthy Working Rivers
:	west hayden island
Attachment:	None Uploaded
Summary:	<p>I'm all for a working waterfront, but not at the expense of critical wildlife habitat. and both the city and the port of portland's arguments about needing west hayden island for port facilities seem a little disingenuous and make the discussion more complicated than it needs to be, given the fact that they have both given up valuable industrial land on the west bank of the willamette for residential/commercial development, and developed it in a much less wildlife habitat compatible way than a port terminal. terminal one, along with rail infrastructure, was turned into condos (in the flood plain!) and the formerly industrial south waterfront was turned into high rise commercial/medical/residential (again, in the flood plain, on a salmon bearing river!). neither of these projects are examples of wildlife compatible development, and the developers fought against the token 'green-washed edges' that we ended up with. we can't seem to put people on the river without sacrificing wildlife habitat, and we keep putting people on the river in industrial brownfields. ships aren't as needy, but we need quality habitat more than an expansion of port facilities, and a lot less condo development in waterfront industrial land. put the terminal closer to swan island, keep the willamette a working river, and don't sacrifice any more habitat!</p>

7/29/2010

Moore-Love, Karla

From: Capra J'neva [capra@sonicinema.com]
Sent: Tuesday, July 27, 2010 9:58 AM
To: Moore-Love, Karla
Subject: Comments on West Hayden Island Development project from former Port employee who worked on promotion of that project

Dear City Council,

I am a former Port employee (and by no means disgruntled, I loved my job there & the people I worked with), but I happened to have worked intimately with the directors involved in the West Hayden Island Development project to promote the 30 year, \$800 million plan to create an auto, container and bulk commodities port on the undisturbed portion of the island, and I have important information about ways in which the Port worked to obscure the true environmental impact of their proposed project. While I will not argue that the whole of the island is an undisturbed beautiful wilderness (there are dredge tailings on a few acres), the Port's public presentation dissembles the facts when it comes to the actual impact of their proposed development on the island. I'm not sure what changes they may have made in the last ten years, but I know the ways in which they were obfuscating the truth to push through this development when I worked there, and I think it is important that the public and the city council be aware of these facts as they head into discussing this project as a potential development gaining city support.

For starters, their wetlands mitigation plan when I was working on the project did not even contain the minimum legal requirement for the amount of wetlands they were *claiming* to "affect." At the time, they stated that the project would "affect" 22 acres of wetlands. Let's explore one aspect of this: Benson Pond. The part of the pond that they claim to affect is only the exact footprint of the piling of a railroad bridge planned to cross the pond. In actual fact, when you do in-water construction in a pond, it affects the entire pond. Birds and other creatures continue to be affected by the noise and vibrations of railroad cars passing over the remaining pond that according to the Port's calculations was "unaffected." The actual amount of wetlands affected by their plan was closer to 36 acres.

The Port at the time I originally promoted this project was eager to cement plans for the development of West Hayden Island because they knew how intense the environmental impact of their plans was going to be, and they feared increasing environmental regulations that would forever block them from developing the island. I worked on many projects for the Port, usually all infrastructure projects with budgets of \$120 million or more, and this was the only project for which they hired political strategists, because they were aware of the deep environmental impacts this project would create, and were frightened of its reception by the environmentally aware citizenry of Portland.

I am a business owner, and I work with startups to create jobs in the Portland area by attracting venture funding. I understand the importance of creating and retaining living-wage and creative jobs in the region, and I also well understand the Port's importance in the Portland economy. And while I understand that sometimes jobs and the environment come at each others' expense, I believe a careful weighing of the facts is in order, and if the Port is skewing those facts to convince you, I think you deserve to know the truth from someone who participated in those closed-door meetings to create the strategy for this development.

While at the Port, I also worked on MAX to the airport, the Containers on Barge program that offers 20% of the marine activities revenue, and even the Channel Deepening project. Channel Deepening, while environmentally impactful, has a more pivotal effect on the Port's ability to remain competitive, because of the economies of scale involved in letting Post-Panamax carriers reach the Portland region. That project was vital to the Port's ability to compete with Seattle for Asian export business, and for that reason, I had less objections to it, except that I knew it would make possible a push for the development of the West Hayden project.

West Hayden Island is not vital to the Port's health. It is more a symptom of the endless upward spiral of growth that the Port will always push for, and the impact of losing 400 acres of critical habitat (especially for birds), and creating noise, light pollution and other impacts on the remaining 400 acres is not worth what we gain. Encourage the Port to get creative with the usage of their existing land to handle greater volumes of material.

If the council would like to meet with me to discuss more details of this project, I would be happy to have that conversation.

Sincerely,

Capra J'neva
 4134 N. Kerby Ave.

36805

Moore-Love, Karla

From: Nameny, Phil (PLN)
Sent: Monday, July 26, 2010 9:07 AM
To: Moore-Love, Karla
Subject: FW: Comments from WHI webpage
Karla,

Although this is addressed to myself and Rachael, it is framed as testimony for the West Hayden Island project, so I thought I'd forward it to you.

Also, according to Eric, the individual commissioners have been getting a lot of emails about this project, so I'm not sure what the protocol is for sending them on to you and incorporating them into the testimony.

Phil

From: Clark RA [mailto:radeskcc@tprojects.org]
Sent: Thursday, July 22, 2010 11:37 PM
To: Nameny, Phil (PLN); Hoy, Rachael
Subject: Comments from WHI webpage

Dear Sir: I strongly recommend that the city of Portland and the Port of Portland do not go forward with any plans to redevelop West Hayden Island. This area is a unique jewel here in the city of Portland. We citizens here in the city can take comfort in knowing that there are 800 intact wildlife acres on this island that are home to numerous bird species along with other species such as deer (ect.). I strongly feel that the Port does not need this additional land for importing autos or for export terminals for potash or coal. The Port of Vancouver is expanding their terminals directly to the north of Hayden island, so excess capacity of Port land is very possible. There are very few jobs associated with bulk cargoes being exported and hopefully Portland will not become known as a coal exporting center, as coal will become is becoming the least favorite energy source.

I urge the Port to look at utilizing their existing lands more efficiently so that there would be no need to expand their operations onto West Hayden Island. It would be such a terrible loss to all citizens of our city if this extremely valuable piece of wildlife habitat is lost, because of our short sighted view of it's importance. Also, the Port taking 500 acres is completely unacceptable and then leaving part of the island for wildlife. The impact of industrial operations would severely impact all wildlife on the island. I urge the City of Portland to not grant the Port of Portland any permits to destroy West Hayden Island.

Sincerely, Don Adams
Dadams_@hotmail.com

7/26/2010

36805

Moore-Love, Karla

From: Nameny, Phil (PLN)
Sent: Monday, July 26, 2010 9:25 AM
To: Moore-Love, Karla
Subject: FW: Navigating the future from West Hayden Island, Oregonian Editorial, July 24, 2010

Karla,

Here is another email that appears to be intended as testimony, as it was submitted to all the commissioners. - Phil

From: tfears1@aol.com [mailto:tfears1@aol.com]
Sent: Monday, July 26, 2010 9:05 AM
To: letters@news.oregonian.com; Adams, Sam; Leonard, Randy; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish; Nameny, Phil (PLN); Hoy, Rachael
Subject: Navigating the future from West Hayden Island, Oregonian Editorial, July 24, 2010

In re: Navigating the future from West Hayden Island, Oregonian Editorial, July 24, 2010

My name is Thomas Fears; I am a homeowner in the Class Harbor floating home community, directly across from West Hayden Island, since 2002.

All too often, the envisioned need for economic development and progress results in an expansion of human and industrial activity into new areas, developing raw lands. While this can be viewed as a sign of economic progress and improved prosperity, what is often overlooked is the wake of devastation left behind. Urban planning often recognizes this symptom by making allowance for urban renewal of blighted areas which were once themselves signposts of prosperity and economic development. Viewing modern development and economic progress in context as a complete continuum, it thus appears we have progressed little from the days of slash and burn agrarian economic development: we plunder rich resources, we play them out, then we abandon them as wastelands in favor of the destruction of the next nearest rich resource, and let someone else worry about the problem left behind. We have changed little over the last ten thousand years; only the purposes for which we destroy our environment have changed.

I urge that we revisit this practice of slash and burn economic development. Economic development of new areas is fine IF it is realistically called for. BEFORE we consider the plundering of rich raw resources, we should be convinced that the abandonment of the played out wasteland is the right and proper thing to do. WHY is there consideration of the development of West Hayden Island when there is ample underutilized and abandoned riverfront property along the Willamette and Columbia corridors? These properties are already and historically dedicated to industrial use, and have existing industrial infrastructure. WHY are we tolerating their abandonment or underutilization? WHY can't we engage in and exhaust the option for industrial-urban renewal before we slash, burn, plunder, and ultimately destroy the next nearest rich resource?

The economic model of slash and burn development is less expensive than other alternatives; however, this is a truism played out only in the short term. The other truism is that the total expense of the development continuum (from initial development through urban renewal) is fixed. Plundering of nearest rich resources only avoids, postpones, and ultimately transfers the certain cost of remediation of the wasteland, abandoned in favor of the next nearest rich

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resource.

- It Avoids, because it simply walks away from the wasteland it created.
- It Postpones, because it leaves for the future the inevitable and certain cost of addressing what to do with the wasteland.
- It Transfers, because it leaves for others, most usually the public fisc, the financial burden and responsibility for reclaiming and remedying the wasteland problem.

Given that the wasteland absolutely and ultimately must be remediated, why can't industrial-urban renewal of existing industrial wasteland (or near-wasteland) be required before expansionary development? More to the point, why does natural resource planning end up containing natural resources instead of containing the pressures placed upon the natural resources? Inclusion of a mandate for legitimate, considered, and deliberated exploration and exhaustion of potential industrial-urban renewal alternatives in any plans, including annexation, zoning, and development, for West Hayden Island would appear to be a responsible component of stewardship of our dwindling base of resources.

Considered deliberation ought to include, among other criteria, the following considerations:

- Look beyond the politically expedient assumption that new development is less expensive, and consider the continuum as a whole, accounting for the Avoidance, Postponement, and Transference of total development costs;
- Consider the present value of industrial-urban renewal, including public fisc funded remediation and eminent domain (both of which are inevitable), and redirection of it from future application and future location to predicted targets (e.g. no matter where shoreside industrial development arises, be it in a new area or in reclamation of an industrial wasteland, dredging is certain, so consider the *incremental* dredging cost incurred, and whether it outweighs the benefit of preserving the new area; the same applies to the incremental cost of new infrastructure);
- Weigh the cost of plundering and developing new resources against the cost of rehabilitating or improving existing opportunities;
- Quantify the intangible cost of lost resources by evaluating the actual cost to restore the resource to its present state (pre-development).
- Discern the secondary economic benefits gained by the reclamation and industrial-urban renewal, and evaluate whether this knock-on effect is promoted by consumption of new areas instead.

It is my hope that the city of Portland will preserve and protect its reputation as a progressive city which continues to value environmental stewardship as one of its highest priorities. Closer analysis will discredit this Port of Dreams; if you build it, they *may* come, but who and what will you have driven off in exchange?

Thomas Fears