

HAYDEN ISLAND NEIGHBORHOOD NETWORK (aka HINooN)
2209 N. Schofield Street
Portland, Oregon 97217

Andre' Baugh, Chair and PSC Members
City of Portland Planning and Sustainability Commission
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

November 15, 2012

Subject: West Hayden Island (WHI) Project

Dear Chairman Baugh and PSC Commission Members:

Attached to this written testimony is the **Hayden Island Neighborhood Network (HINooN) Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED)**.

It was first introduced in September 2011, to seek assistance in guiding the Hayden Island community through a sustainability program. It is based on three legs: Economic Development; Social Responsibility; and, Environmental Stewardship, because of the major issues our Island community faces. These issues are the Columbia River Crossing, Lottery Row, increased traffic on the eastern end of the island, and of course, the potential City of Portland annexation of the Port of Portland's West Hayden Island.

In May, this year, Portland City Council was presented the first iteration of this plan containing proposed solutions.

Future issues the Hayden Island community can anticipate facing include the transport of coal by rail and barge, and the increase of drug related incidents in Lottery Row because of the recently passed State of Washington recreation drug legislation. All of this is causing the Island residents increased uncertainty regarding their future livability on Hayden Island. The neighborhood is faced with major policy induced gentrification caused by our own State and local governments.

The West Hayden Island Project

I. HINooN opposes the annexation of WHI for many reasons. The reasons are based on all three legs of HINooN's NSP. The Port of Portland has not, nor does it intend to, exhaust all available alternatives for port expansion. A draft report entitled, **Ports of Vancouver and Portland Coordination, dated 11/30/2011** requested by Portland City Council stated, *"There is no interest by port or state authorities, nor is there a proposal, to form a joint port authority."* The final report released June 18, 2012 repeated that same refrain. However, the report notes

"...Oregon Statutes now has language that allows coordination among the Oregon ports on the development of facilities." Furthermore, it states, " While the City of Portland recognizes the importance of the port and industrial properties in their comprehensive plan, it does not have a specific marine port element."

That final report was more detailed and offered encouragement that such a joint port facility, though difficult to form, was possible. What it takes is political will. It would require *"regional and bi-state political support through the Oregon and Washington legislatures."*

Questions that should be asked and answered: To protect the 825 acres of WHI, why wouldn't a joint bi-state regional port facility, or increased Oregon port coordination, better serve the region and the local community by providing more jobs and protect the natural habitat of WHI for as long as possible before WHI is concreted over for industrial uses?

II. HINooN is in the position of being co-opted (forced) into proposing mitigation on a project it opposes. It's as if the neighborhood residents are participating in their own execution. The annexation of WHI does not improve the livability of the community. For example, a bridge from WHI to Marine Drive dedicated only to Port terminal access is desired by the community to reduce WHI truck and vehicle traffic on the existing local North Hayden Island Drive. It is opposed by the Port and was not recommended by the Bureau of Planning and Sustainability.

Yet, at the last WHI CAC meeting, the Transportation Impacts and Mitigation Draft Ballot requested a vote on an option to *"Allow an option to exceed the (heavy truck) cap via a Land Use Review"*.

Questions that should be asked and answered: If there is an option to exceed a Heavy Truck Cap, doesn't that imply an eventual increased need for a bridge from WHI to Marine Drive to improve or at least sustain the local community's livability?

III. On the Health Mitigation section of the Ballot there's a section titled, *"Housing related health conditions."* Essentially they address the provision of *"realty and relocation assistance service to residents..., Creating a land trust"* and creating *"a fund for upgrade and replacement of mobile homes."* Time ran out before they were addressed at the last WHI CAC meeting.

There is a model for this type of issue. It's contained in the **Portland Aerial Tram Final Recommendations and Report dated June 10, 2004.** A Property Value Impact Analysis was recommended for the affected properties. Several approaches were suggested. They were:

1. Property Buy-out Program;
2. A baseline Property Value Guarantee Program;
3. A Community Improvements Program;

4. Rebuild the impact area residents' home in a new location,
5. Move current home to a new location; and,
6. Using a Relocation Pricing Model compensate affected property owners.

It was a voluntary program and some affected homeowners used it. These same approaches could be customized for the affected manufactured and floating home community on WHI.

RECOMMENDATIONS and CONCLUSION:

HINooN requests this Commission to forward a recommendation to Portland City Council not to annex WHI at this time.

This issue has not been thoroughly vetted when one considers the final use of the WHI natural habitat will be covered in concrete or asphalt over 825 acres, or 500 acres, or 300 acres in perpetuity. There has not been sufficient political will, or interest, to consider alternatives when the two major players in this drama, the State and the Port, refuse to consider using existing alternative resources before asking the City of Portland to adopt an annexation/development scenario.

The eastern boundary of the Port's West Hayden Island cuts Hayden Island in half. Ignoring the recently adopted Portland Plan, the remaining portion of the Island is cut in half again by the current CRC proposal. Add to that the State's policy of saturation licensing of liquor and video lottery machines, with the attendant increase of traffic. Perhaps you may now have an idea of the community's "twitchiness" from government imposed gentrification policies.

It is very hard to get excited about such sustainability issues as clean energy technologies, advance energy efficiency, waste reduction, composting and recycling or others of a similar nature when the very sustainability of the Hayden Island neighborhood community is threatened. The residents feel they and their lifestyle are expendable.

We ask you to help us. You are part of the Bureau of Planning and Sustainability. We ask you to join us, lead us, in planning for the sustainability of our unique island marine community not only for the benefit of Hayden Island but for the region in which we all exist.

Thank you



Martin G. Slapikas
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1. The first part of the document is a letter from the Secretary of the State to the Governor, dated 10th March 1877. It contains a report on the progress of the work done during the year, and a list of the names of the members of the Council of the State.

2. The second part of the document is a report on the work done during the year, and a list of the names of the members of the Council of the State.

3. The third part of the document is a report on the work done during the year, and a list of the names of the members of the Council of the State.

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7. The seventh part of the document is a report on the work done during the year, and a list of the names of the members of the Council of the State.

8. The eighth part of the document is a report on the work done during the year, and a list of the names of the members of the Council of the State.

**HAYDEN ISLAND NEIGHBORHOOD NETWORK (HINooN)
Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED)**

Hayden Island Neighborhood Network (HINooN) shall secure sponsorship, support, assistance and funding from elected representatives and public and private officials to guide the Hayden Island community through a Neighborhood Sustainability Program (NSP) that addresses Economic Development (ED), Social Responsibility (SR) and Environmental Stewardship (ES) for the residents, businesses, and the natural environment of the Hayden Island Community. (Resolution)

I. BACKGROUND

1. WHEREAS, Hayden Island is a historically unique and the largest Oregon marine community, located in the Lower Columbia River at the confluence with the Willamette River, south of the City of Vancouver, Washington; and
2. WHEREAS, Hayden Island Neighborhood Network (HINooN) is the City of Portland, Oregon's recognized neighborhood association representing more than 2,200 residents and over 156 businesses on the Island; and
3. WHEREAS, Many in the Hayden Island community contributed time, effort and money to voluntarily serve on committees and projects for the betterment of Hayden Island community, City of Portland, and the States of Oregon and Washington operating with an annual HINooN budget of approximately \$1,500 funded by the City of Portland; and
4. WHEREAS, The only emergency vehicular access on and off Hayden Island is through the I-5/Hayden Island Interchange connecting ramps, by air (helicopter) and water; and
5. WHEREAS, The Hayden Island community has, for many years, been buffeted by an increasing variety of socio-economic interests as a result of the:
 - A. proposed Interstate 5- Columbia River Crossing (CRC),
 - B. planned \$30 million redesign of a major regional shopping mall,
 - C. proposed West Hayden Island annexation by the City of Portland to facilitate expansion of Port of Portland,
 - D. traffic that is the result of revised riverside condominium development,
 - E. a concentrated proliferation of liquor licenses and video lottery machines that encourages the formation of the functional equivalent of a casino attracting gambling addiction, drug dealing, blight and a doubling of the general crime rate and increasing transient vagrant issues; and
6. WHEREAS, Hayden Island is simultaneously and directly impacted in different areas by:
 - A. the Federal Government,
 - B. two state governments,
 1. Oregon
 2. Washington
 - C. two city governments,
 1. Portland
 2. Vancouver
 - D. a county (Multnomah),
 - E. a tri-county services agency (METRO),
 - F. two regional transportation districts,

1. TriMet

2. C-Tran

- G. public development (Port of Portland),
- H. private development (Salpare),
- I. Oregon Liquor Control Commission (OLCC)
- J. State of Oregon Lottery Commission
- K. Portland Development Commission (PDC)
- L. criminal activity that includes two homicides, rape, store and bank holdups, car prowls and house break-ins; and

II. COLUMBIA RIVER CROSSING (CRC)

1. WHEREAS, Hayden Island is at the epicenter of the Columbia River Crossing (CRC) bridge project that includes a bridge, transit, highway and bicycle and pedestrian improvement project of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) Oregon and Washington transportation departments (ODOT and WSDOT), the Southwest Washington Regional Transportation Council (RTC), Metro, the Clark County Public Transportation Benefit Area (C-TRAN), and Tri-County Metropolitan Transportation District (TriMet) whose funding amount to more than \$850 million; and
2. WHEREAS, Hayden Island residents and business representatives have worked on various committees throughout the development of the CRC project and through the completion and publication of the CRC Final Environmental Impact Statement (FEIS) and presented specific Hayden Island community concerns contained in a letter of October 24, 2011, to Mrs. Heather Wills, CRC Environmental Manager; and
3. WHEREAS, The Final Environmental Impact Statement of the CRC project finds that the CRC bridge project will displace 39 Hayden Island businesses serving local and regional Hayden Island clientele, virtually all retail businesses at a loss of \$62.7 million in annual sales and 643 local jobs; and

III. WEST HAYDEN ISLAND (WHI) ANNEXATION

1. WHEREAS, The Port of Portland requested, and the City of Portland Council has, by Resolution No. 36805, dated July 29, 2010, directed the Bureau of Planning and Sustainability to "...develop a legislative proposal for annexation of West Hayden Island (WHI) to the City with the intent to protect at least 500 acres as open space, and to identify no more than 300 acres for future deep water marine terminal development." whose project costs are estimated to be more than \$300 million; and
2. WHEREAS, West Hayden Island is a critically important major urban natural wildlife habitat area containing 826 acres of intact habitat including 39 acres of wetlands, more than 100 acres of grasslands and 4% of the remaining intact cottonwood bottomland habitat between rivermile 12 and river mile marker 145; and
3. WHEREAS, West Hayden Island is:
 - A. home to at least 81 species of birds (including nesting pairs of federally protected Bald Eagles and Great Blue Heron), nine mammal species, including deer, beaver, and coyotes, four amphibian species, including the rare painted turtle, nine species of butterflies and moths,
 - B. the center of both east-west and north-south flyways of migrating fowl;
 - C. the provider of critical habitat for maturation of four species of federally listed salmon; and

4. WHEREAS, West Hayden Island is designated as Class 1 riparian habitat and a "Habitat of Concern" under Metro's Title 13 "Nature in the Neighborhoods;" and
5. WHEREAS, West Hayden Island is located almost entirely in the Federally-designated 100-year flood plain, being entirely underwater as recently as the 1996 flood; and
6. WHEREAS, The Port of Portland is depositing on the Hayden Island flood plains tens of thousands of cubic yards of contaminated dredge spoils materials from an area next to the Portland Harbor's Federal Super Fund Cleanup site in the Willamette River; and
7. WHEREAS, The eastern half of Hayden Island is currently one of the most park deficient areas in the City of Portland, with less than two acres of dedicated park space; and
8. WHEREAS, The Portland City Council directed the Bureau of Planning and Sustainability in . . . *addressing the future of West Hayden Island to include "...an evaluation of opportunities for increased coordination with the Port of Vancouver;"* (RESOLVED 1(l)); and
9. WHEREAS, A draft of the requested report entitled Ports of Vancouver and Portland Coordination dated 11/30/2011 stated *"The Port of Portland is the largest port in Oregon and serves as a Pacific Northwest gateway to North American trading routes" and the Port of Vancouver is the third largest port in Washington based on total tonnage..."* and *"...is the second largest port along the Columbia river behind Portland."*; and
10. WHEREAS, The Portland Bureau Planning and Sustainability, in 2010, listed neighborhood impacts from West Hayden Island industrial development to include noise, light, air quality (grain, dust & diesel exhaust emissions) and traffic, to the Hayden Island Neighborhood; and
11. WHEREAS, The Port coordination report states, *"There is no interest by port or state authorities, nor is there a proposal to form a joint port authority."* and
12. WHEREAS, A vote of the Hayden Island Neighborhood Network Board, the Hayden Island community opposes industrial development on WHI to include "future deep water marine terminal development. " ; and
13. WHEREAS, The DRAFT West Hayden Island Transportation Modeling Analysis: Phase 1 – Planning Level Network Analysis in the Key Traffic Analysis Findings states, *"Total traffic growth on the Hayden Island project streets will grow at a higher rate than the City's average during the 2005-2035 planning period Hayden Island's 2-hour PM peak traffic demands will grow by 100 percent from about 5,000 vehicles to 10,000 vehicles in 2035."*; and

IV. TRAFFIC

1. WHEREAS, Development, inconsistent with the Portland City Council approved Hayden Island Plan (HIP) now includes:
- A. Salpare Bay Condominiums, a pending development located on the east end of Hayden Island, originally approved as a 250 unit Condominium/Marina project, shows that the development company *"...now plans to construct approximately 371 units..."* of multi-family residential apartments, and
 - B. Salpare is examining *"...an opportunity for the slips at the Marina to be sold individually..."*
 - C. Salpare *"... has filed an application to construct permanent parking for the Marina on the*

property..." and "...has retained land use counsel.... to assist in obtaining the conditional use application from the City of Portland..." and

- D. Only one street, Tomahawk Island Drive, provides access to potential East Hayden Island development, including the expanded Salpare project; and

V. LOTTERY ROW and CRIME

1. WHEREAS, Hayden Island has experienced a proliferation of serious crime associated with a number of influential factors including,

- A. an excess of liquor licenses and lottery machines concentrated in an area of Hayden Island now euphemistically labeled "Lottery Row," which serves their clientele as an unauthorized casino,
 B. State Representative Tina Kotek, representing the Hayden Island area, reports crime rising within 1,000 feet of the twelve businesses at Jantzen Beach retail strip (aka "Lottery Row") based on statistics extracted from police reports,
 C. Violent and Part II crimes including simple assault, weapons, sex, liquor, disorderly conduct, and trespassing crimes causing police dispatch calls increased from 621 in 2005 to 1,224 in 2010.

IN SUMMARY, all of these issues, occurring simultaneously, adversely impacts the Hayden Island residents, businesses, and the Island's natural environment. Hayden Island is experiencing a loss of property values, socio-economic decline and an inability to retain the aesthetic and real benefits of living and working on The Island. Hayden Island residents and businesses are the victim of reverse gentrification caused by Federal, State and local government entities and bureaucracies. Hayden Island needs assistance.

VI. NOW, THEREFORE, BE IT RESOLVED:

1. The HINooN Board shall take the necessary steps to address and resolve these issues with all levels of local, state, regional, and national government officials, the private sector, and non-profit organizations to achieve a Neighborhood Sustainability Program (NSP) that includes Economic Development (ED), Environmental Stewardship (ES) and Social Responsibility (SR) designed for the entire area of Hayden Island. The HINooN Board commits and intends to achieve, but not necessarily be limited to, the following guidelines:
- A. That elected representatives and public and private officials strive to sponsor, support, assist, guide, and fund Hayden Island Sustainability focused program addressing Economic Development, Social Responsibility, and Environmental Stewardship that triggers specific neighborhood improvements as the various project goals are met. The purpose of the Neighborhood Sustainability Program is to "sustain" and enhance all of Hayden Island. It is also to prevent the Hayden Island neighborhood's destruction through uncoordinated incremental project planning, lack of regulatory diligence, and/or the pervasiveness of regulatory disinterest; (ED, ES, SR), specifically;

VII. COLUMBIA RIVER CROSSING (CRC)

- A. That elected representatives, public and private officials shall be encouraged to support the steps contained in the letter of October 24, 2011 to Mrs. Heather Wills, CRC Environmental Manager as the guideline for advance CRC project and construction mitigation for Hayden Island; (ED, ES,SR);
- B. That elected representatives, public and private officials shall be encouraged to support the development of an assistance program for those residents who are being displaced; (SR); and

- C. That elected representatives, public and private officials shall be encouraged to support the establishment of facilities for seniors and handicapped residents and other vulnerable residents of Hayden Island;(SR); and

VIII. WEST HAYDEN ISLAND (WHI) ANNEXATION

- A. That elected representatives, public and private officials shall be encouraged to oppose the City of Portland's proposed annexation of the Port of Portland's West Hayden Island and further encourage the State of Oregon and Port of Portland to exhaust all available alternatives within the State of Oregon and adjoining port facilities, before continuing efforts for a "future deep water marine terminal development," including industrial development, in the WHI environmentally sensitive area. (ED, ES);
- B. That elected representatives and public and private officials, specifically the administration of both Port of Portland and Port of Vancouver shall be encouraged to be actively engaged to sponsor, provide support, encourage and establish a thriving bi-state regional port facility utilizing the distinguishing features of both Ports to form the largest successful port on the West Coast. Such advocacy should strive to meet the Sustainability mandate of Hayden Island by providing Economic Development, Environmental Stewardship and Social Responsibility not only to the local Hayden Island community but to the region in which we all exist. (ED, ES, SR);
- C. That elected representatives, public and private officials shall be encouraged to demand Port of Portland develop security measures to provide day-to-day security services to prevent transient camps on West Hayden Island from causing disruption in the day-to-day security and livability of the residents living in the manufactured home community adjacent to WHI on Hayden Island. (SR, ES);
- D. Should such guidelines be deemed undesirable, then elected representatives, public and private officials shall be encouraged to support the steps contained the June 14, 2012 HINooN West Hayden Island Community Mitigation Resolution as the guideline for advance WHI project and construction mitigation for Hayden Island; (ED, ES,SR);

IX. TRAFFIC

- A. That elected representatives, public and private officials shall encourage Hayden Island development to be consistent with the current Portland City Council approved Hayden Island Plan (HIP); (ED, ES, SR);

X. LOTTERY ROW and CRIME

- A. That elected representatives, public and private officials shall be encouraged to demand the OLCC and the Lottery Commission to eliminate or reduce the concentration of lottery machines in any one area. (SR);
- B. That elected representatives, public and private officials shall be encouraged to support the allocation of twenty percent of revenues received by the State of Oregon from "Lottery Row" be dedicated for administration by HINooN through the oversight of the City of Portland Office of the Mayor for purposes that might include, but not be limited to, a community center, parks, gambling and addiction research center, community water taxi, crime research, and/or increased Hayden Island security patrols. (SR);

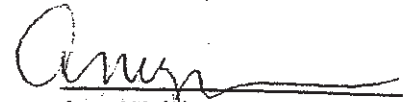
- C. That elected representatives; public and private officials shall be encouraged to support the separation of the sales/distribution elements of OLCC from its licensing/enforcement elements, with the goal of eliminating the conflict of interest under current regulations. (SR);
 - D. That elected representatives; public and private officials shall be encouraged to support the separation of the fiscal needs of the State of Oregon for income derived from lottery sales from the objective and effective enforcement of the Rules and Regulations governing Lottery operations. (SR); and
- XI. BE IT FURTHER RESOLVED**, this resolution sets forth HINooN's preliminary intentions and interim directions based on information available at this time, and nothing in this resolution constitutes a final HINooN decision concerning any action with respect to Hayden Island.

Adopted by the Board: March 8, 2012

Amended by the Board: July 12, 2012



Ron Schmidt, Chairman
HINooN Board of Directors



Amy Welch, Secretary
HINooN Board of Directors

**HAYDEN ISLAND NEIGHBORHOOD NETWORK (HINooN)
Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED)**

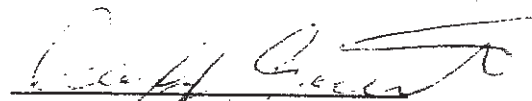
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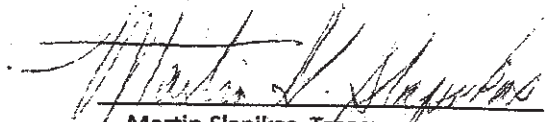
Ron Schmidt, Chairman
HINooN Board of Directors
Member, Executive Committee



Amy Welch, Secretary
HINooN Board of Directors
Member, Executive Committee



Jeff Geisler, Vice Chairman
HINooN Board of Directors
Member, Executive Committee



Martin Slapikas, Treasurer
HINooN Board of Directors
Member, Executive Committee



Tom Dana, Chair, Land Use Committee
HINooN Board of Directors
Member, Executive Committee



October 24, 2011

Ms. Heather Wills
CRC Environmental Manager
700 Washington Street, Suite 300
Vancouver, WA 98660

ECC: Gerald Solomon FHWA HEPE Gerald.solomon@dot.gov
Carl Bausch FTA carl.bausch1111@dot.gov

Dear Ms. Wills,

Hayden Island Neighborhood Association (HINooN) is the City of Portland Oregon recognized neighborhood association representing the 2,200 residents and businesses on Hayden Island. Many of our Board Members have served on multiple committees throughout the development of the CRC project.

HINooN and it's constituents are at "ground zero" of the CRC project with I 5 being the only way to access or to leave our island. The project will divide our community in half. Nonetheless, HINooN is committed to supporting the Columbia River Crossings including the plan designs agreed upon after diligent work by all. We ask for a recommitment from CRC to:

- Follow through with the agreed upon plan designs including the Arterial Bridge,
- The Hayden Island Plan,
- Mitigation
- The Metro Conditions of Approval – Mitigation & Community Enhancement
- Relocate or build a new floating home marina for 31 homes displaced

AGREED UPON PLAN DESIGNS

Considerable time and energy has been expended by all to create plans designs which are workable, admirable and acceptable by all parties. The designs which are missing or greatly reduced include the Light Rail Station (restore agreed designs, add parking facilities for island residents, east west transit bus during construction and after); Stormwater treatment is currently shown in CRC plans for areas designated for Neighborhood Commercial use in the Hayden Island Plan (change to in situ treatment on bridges or pump to Marine Drive treatment area); Parks to be developed on the north and south island sides of the construction area (to be ceded to city, county or state), and the protection of the existing businesses as the start of the Hayden Island Plan retail center.

THE HAYDEN ISLAND PLAN (the "HIP")

The plan was developed with over 20 years of studies and approved by the Portland City Council timed to be available for the CRC planning. It included:

A more walkable residential community that protects the quality of the existing residential neighborhoods of both land-based and floating homes.

A new neighborhood-serving business area east of Interstate 5.

New transit-oriented development adjacent to the proposed light rail station west of the interstate.

Continued support for marine businesses, and enhanced marine and terrestrial habitats so important to the Columbia River environment. (<http://www.portlandonline.com/bps/index.cfm?a=280799&c=34248>)

Instead, we are faced with the destruction of the existing retail core, the taking of the land for the future center for inaccessible and potentially toxic water treatment and massive visual and physical barriers to going from one side of the community to the other.

We ask that The Hayden Island Plan be used in recommitting earlier plan designs and in future decision making, that the water treatment facilities be moved off island (it wasn't generated here) and the land for the retail core be re committed.

MITIGATION

Given our island is surrounded by water with only one access point (Interstate 5) soon to be surrounded by construction equipment, construction activity and sensory overload, living conditions will suffer greatly. Having our transportation options reduced at a time when our sources for life needs (food, gasoline, prescriptions, etc.) are being removed further decimates our lives. We need a more sincere response and better, concrete solutions than merely pointing out the number of possible grocers in a two mile radius. A large number of Island Residents do not have personal transportation, are handicapped or otherwise mobility challenged. The suggestion that they will have to travel 2 miles to find a suitable grocery store when it is known major river channels, wetland areas and bridges under construction fill that 2 mile stretch and no public transportation exists between here and there does not offer a viable solution. A real solution to the destruction of a real grocer is not an enhanced Target store.

Building the arterial bridge and building it first is paramount; putting the Hayden Island portion of construction on a fast track, low impact (air, noise, vibration, environmental) schedule; providing an economic development fund adequate to entice the retailers and services of basic life services without leaving the island; providing regular and reliable transportation services for all residents to those retailers and services off island until on island is available; compensation for those who sell their homes during construction for a lesser value all should be considered minimum standards of mitigation. Lists of mitigation requests by residents and businesses of the island are attached for review.

METRO CONDITIONS OF APPROVAL – MITIGATION - COMMUNITY ENHANCEMENT

The Metro Councilors made it very clear in their discussions prior to the Land Use Final Order that both Mitigation and a significant Community Enhancement Fund will be part of the project. We expect to see quantitative descriptions of the mitigations and enhancements including budget amounts.

RELOCATE OR BUILD A NEW FLOATING HOME MARINA FOR 31 HOMES DISPLACED

Jantzen Beach Moorage is a unique river community of 177 homes which float on the Columbia River. It will lose three rows of homes permanently and one row temporarily during construction. While the marina itself will need reparation for increased costs which are incurred by having fewer homes to share expenses with, the major impact is to those losing the slips their homes are kept in.

The CRC Marina Study produced by Lou Schwab, Oregon Right of Way Coordinator, March 24, 2011 was produced with the premise that a new floating home marina would be speculative, that tenants for the spaces would have to be attracted, that there be an adequate rate of return for an investor to be attracted to doing the project and that low level individuals would have to navigate the myriad planning and zoning rules and regulations at various governmental levels. None of this is true. The CRC is displacing 31 floating homes, the owners having purchased these floating homes as a lifestyle choice and do not want to be forced to abandon their homes due to no where to go. We ask that the CRC sincerely work together with the residents to save these homes and lifestyles. Part of this issue will be the many incentives that have existed for floating home owners to locate on Hayden Island, and the importance of those displaced homeowners being able to remain in the Island environment. This will be a very small part of a gargantuan project and we are confident the CRC, just as the Port of Portland did for Lemon Island floating homes, can secure a new moorage for them.

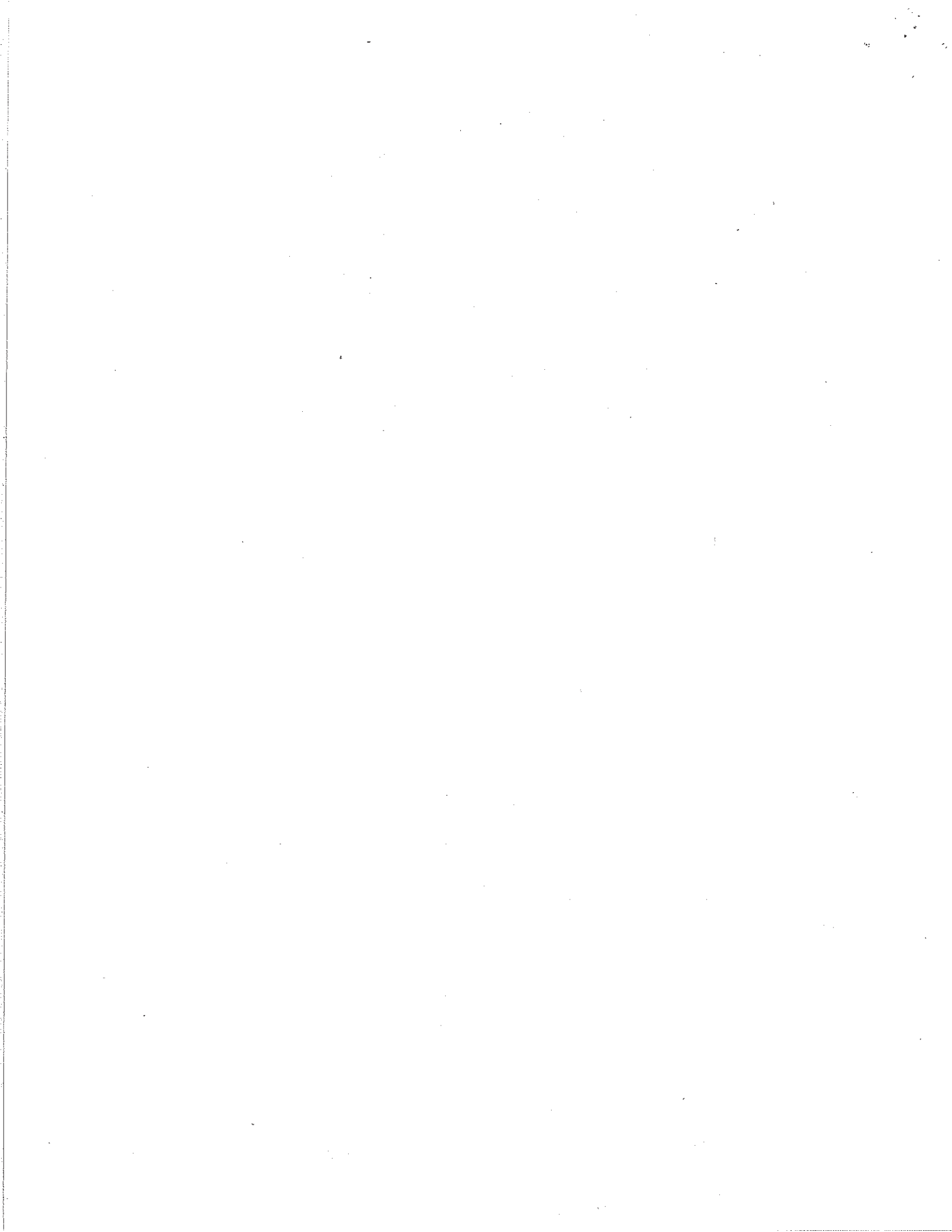
HINooN and Hayden Island residents and businesses stands committed to supporting the Columbia River Crossings. We simply ask that promises made are kept, the original Hayden Island Plan be honored, mitigation be maximized for a critically sensitive area and population, community enhancement be a significant olive-branch for reparations to the citizenry and that a simple construction project be added to provide for a small floating home marina.

Sincerely,



Ronald Schmidt, Chair

Cc: Mayor Sam Adams, City of Portland
Chief Mayor Tim Leavitt, City of Vancouver Mayor
City of Portland Department of Transportation



Hayden Island Needs related to the CRC Project

Pre-construction Needs

Specific agreement on mitigations, and community enhancement funds before the project is underway and recognition of the status of the Manufactured Home community as an Environmental Justice (EJ) community.

Construction Information Center on the Island, a website, and a Community Hot Line (for residents to call for any emergency caused by construction and to answer questions about street closures, etc.), plans for Island access and circulation during construction including a monthly island news letter with CRC construction information.

Assistance for businesses planning to stay on the Island and new businesses needed during construction (e.g. food carts, farmer's markets, grocery, pharmacy). We understand the new Target will have some groceries and a pharmacy but Target will not have a full service grocery. Inclusion of a full service grocery to replace Safeway is uncertain at this point but critically needed.

Early construction of the Hayden Island local arterial bridge to ease traffic bottlenecks on/off the island during construction.

Give local residents priority for new project jobs on the island (e.g. flaggers, info center hosts, environmental protection monitors, Hot Line operators, newsletter reporters/editors, etc).

A plan for local bus/shuttle service during construction.

Assistance for floating home owners being displaced.

Assistance for individual EJ community residents who might be sensitive to construction impacts and disturbance.

Enhanced security services for vacant properties and vacant land during right of way acquisition.

Ongoing community engagement and participation (probably through the Portland Working Group and sub-groups) beginning now and continuing through project completion.

Needs During Construction

Crime Prevention

Add extra security services for crime prevention/mitigation during construction. That would be for both businesses & residences paying particular attention to vacated homes/businesses and preventing

the homeless from living there.

Island Livability

Have an Observation Deck/Viewing Platform so people can safely observe the construction.

Have a local bus/shuttle service during construction.

If the island is without a grocery store for a period of time, provide on-call island shuttle services for getting disabled, senior and non-drivers to a grocery store.

Traffic Management:

Cars – always have two way streets going east/west across the bridge area. One way streets with flaggers are simply not adequate for the traffic on the island.

Bicycles/scooters/pedestrians – Have smooth surface paths east/west across the bridge area for bicycles and scooters (people with limited mobility) and foot traffic.

Have a specific plan for getting emergency vehicles on/off the island during construction with no delays.

Vibration

Home inspections of before and after construction for any possible damages caused by construction vibrations especially for those that are closer to the staging areas and river.

Public Health and Safety

The Island Community has not seen the FEIS but we expect it will contain detailed mitigation measures for protection of Island Residents, visitors and workers. Specific impacts of concern include:

Dust and other air pollutants There must be dust and air quality monitoring and control measures. Those who live closest to the staging and construction areas will be most exposed to dust and contaminants for a lengthy period. The respiratory health of seniors and other sensitive receptors must be protected. Home air conditioners, air filtration, replacements for louvered windows, and other measures may be necessary for protection from dust and fumes, especially those nearest the staging areas. The cleanest available diesel technology must be used for all construction equipment. Regular health care checkups and medical attention must be available for residents with existing respiratory problems, regardless of whether or not they have health insurance.

Noise Temporary sound barriers, low noise equipment, air conditioning (so residents can keep windows closed) and other noise mitigation measures must be used as necessary to protect nearby residents and businesses.

Asbestos and other contaminants - Contaminants in buildings to be demolished (like the Thunderbird Hotel) and in soil to be disturbed (especially in the historic landfill along Hayden Bay Drive) must be identified and properly handled during disposal.

Light Nighttime lighting of construction and storage area is necessary for public safety and security but nearby residents must be protected from light pollution.

Business

From the very small amount of construction around Target and on Hayden Island Drive in preparation for building the new Target, business in the mall has dropped off considerably. Access mitigation measures must be implemented to protect Island businesses during the freeway, interchange, and bridge construction. Provide extra signage on I-5, in Vancouver, and in Portland south of Hayden Island showing that businesses on Hayden Island are open for business during construction.

Hayden Island Features Expected from Basic Funding of Project

The Island Community expects completion of all project features shown on CRC maps of the latest preferred project alternative. These include:

- ▲ The Extension of Tomahawk Island Drive under the freeway,
- ▲ The local arterial bridge connection to the Marine Drive Interchange area,
- ▲ All freeway and local roads and structures for island access and circulation,
- ▲ The light rail extension with a Hayden Island station
- ▲ Safe walkways, signalized crosswalks, protected bike lanes and multi-purpose pathways
- ▲ Attractive retaining walls, sound walls, and landscaping for ODOT Right of Way and local streets per the Hayden Island Plan.

The Island Community expects support from the City, TriMet and others to promote new mixed-use development around the new light rail station consistent with the Hayden Island Plan.

HiNooN and HILP expect a park-and-ride facility on the island for seniors and handicapped residents in light of the lack of local bus service on the island and the planned termination of park-and-ride service at the Expo Center. Alternatively, an east west shuttle bus service on the island could move residents to and from the transit station.

The Island Community expects the east of I-5 neighborhood retail zone in the Hayden Island Concept Plan to be reconciled with the CRC proposal for storm water facilities in the same location. The planned storm water treatment wetlands will take many acres of land planned for other uses. Fenced contaminated treatment wetlands are not appropriate in an urban environment.

The Hayden Island Plan calls for a significant "Gateway Park" on the Columbia River as a post-

construction re-use of the of Thunderbird Hotel site and the vacant area under the existing and new bridges. Also, the Plan calls for a public water access park on the north shore of North Portland Harbor at the I-5 crossing.

A multi-use path on the east side of I-5 from Marine Drive to the CR Bridge.

Additional Post Construction Hayden Island Needs

Community Center. Staff the Center with help for seniors and vulnerable residents of the island.

An enhanced security system with coordination of City, TriMet, State, local security forces; coordination of local business hours with TriMet operating hours; landscape maintenance, lighting and other measures to control transients.

Floating Home Specific Needs (Jantzen Beach Moorage)

New floating home moorage to permanently relocate displaced floating homes and to temporarily locate those moved out for the construction stage.

Parking structure to replace parking lots taken.

Relocate remainder of Jantzen Avenue further north to allow Jantzen Beach moorage to keep the private road for additional parking and other needs.

All existing and new utility lines crossing Jantzen Beach Moorage to be buried underground.

List of Mitigations: Hayden Island Businesses

- 1) Volunteer representatives from the residential and business communities need to co-create the Hayden Island construction project plan with the Columbia River Crossing, (CRC) Engineers, Right of Way experts, TriMet, ODOT, and other agencies involved in the bridge project before construction begins, and throughout the length of the project.
- 2) Once construction begins, the selected representatives from the business/residential communities will oversee the construction plan, be the point of contact between CRC Engineers, other planning agencies, and the residents/businesses on Hayden Island.

Financial Assistance for businesses on the island including but not limited to funding the following:

- 3) Re-branding consultative and social media services to re-brand the island as a destination location.
- 4) Short term business loans (2-3 yrs), guaranteed by the City or State, that would replace the current financing, and/or assist businesses throughout the CRC project and rebuilding of Hayden Island.
- 5) Financial compensation to businesses no longer able to attract customers due to the loss of economic viability of Hayden Island because of the current and anticipated increase in heavy traffic congestion, and access problems.
- 6) An assistance program in the form of a redevelopment loan or grant, to help fund business operations until bridge plans become certain and economic viability returns.
- 7) A marketing grant to help spread the news about the Hayden Island business community, Hayden Island's area attractions, and livability.
- 8) Bridge authorities and government agencies should recommend and frequent local businesses, rent or purchase properties on Hayden Island during the project.
- 9) Eminent domain condemnation of Hayden Island businesses should be a serious consideration by federal government, the State of Oregon, and/or the City of Portland, given that their planning indecision and funding uncertainties have been a significant contributor to the negative economic climate on Hayden Island for businesses and property owners.
- 10) Website with construction updates, CRC and related agencies contact information, construction/planning schedule, project timelines; overview of CRC, and current Hayden Island Plan.
- 11) Hayden Island Visitors Center located on the island.

This list of mitigations is not the final and official word from businesses on the island.
Presented 8/31/11

List of Mitigations: Hayden Island Businesses

- 12) A hotline for people to call about CRC construction, theft, vandalism, an accident, or if there is a problem associated with the construction.
- 13) Financial Assistance to attract new businesses to Hayden Island before and during construction.
- 14) Early construction of the Hayden Island local arterial bridge to ease traffic bottlenecks on/off the island during construction.
- 15) Create reliable transportation during the construction.
- 16) Ensure traffic can enter and exit the island with ease.
- 17) Enhanced security services for vacant residential and business properties. More police presence on the West & East sides of Hayden Island.
- 18) A satellite police station needs to be placed in a visible location on Hayden Island with routine daily and nightly island patrols!
- 19) Home and business inspections before and after construction for any possible damages caused by construction vibrations especially for those that are closer to the staging areas and river.
- 20) Additional streetlights need to be added to ensure safety at night for pedestrians and motorists. Especially on the newly created "main street" of town.
- 21) City/State/Federal Government need to supply a large billboard alerting drivers on I-5 South and I-5 North that "Businesses Are Open." Also, small signs strategically located throughout Hayden Island and on the West and East sides of the Island for pedestrians, bike riders and slow moving motorists.
- 22) The Island Community made up of residents and businesses expects support from the City, State, Federal Government, Portland Development Commission; Metro, Business Oregon, Venture Portland, TriMet, and other governing agencies to financially assist in ways to attract more business to the island.

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