

**ANNEXATION OF WEST HAYDEN ISLAND  
TESTIMONY OF BEVERLY BOOKIN, AICP (11/14/12)**

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Good evening. My name is Beverly Bookin, the principal of The Bookin Group LLC, a planning consulting firm that specializes in master planning for medical centers, universities and other large uses. TBG located at 1020 SW Taylor Street, Suite 760, Portland 97205.

Although I offer my perspective based on over 30 years' experience as a land use planner, I am here tonight representing the Coalition for a Prosperous Region, a group of business and industry associations that advocate for land use decisions to ensure an adequate short- and long-term supply of land to support our region's economic future.

By definition, the land use process balances potential benefits against potential negative impacts, the latter to be mitigated to the extent feasible. As a land use planner who has prepared development applications for such regional facilities as Portland International Airport and the Oregon Zoo, I can tell you that it is critical that we keep this "big picture" in mind. In this case, there is an enormous regional benefit associated with zoning 300 acres of West Hayden Island for marine industrial use, as it is the only remaining site for a deep-water rail-loop terminal in the Portland Harbor.

A reasonable plan for WHI – one that provides for an economically-viable marine terminal with reasonable mitigation for development impacts – will be an example of how the region can successfully balance the various statewide land use goals. In this case, the proposed compromise includes reserving 500 acres of WHI in its native state plus a package of more than \$36 million for environmental upgrades both on the island and at other locations.

With regard to the balance test, let's look at the relevant Statewide Planning Goals:

Goal 14: Urbanization. In the 1983 application to include WHI within the Regional Urban Growth Boundary, the proposed concept plan included deep-water port facilities. As a reflection of this, Metro designated the west end of the island as a Regionally-Significant Industrial Area (RSIA) in 2004. Because its position on the Columbia River west of the I-5 bridge, this unique marine terminal site cannot be moved to another location within the UGB. In addition, WHI is well-served by existing infrastructure to support marine industrial development and sits within the Port's trade gateway. Therefore, there is no question of policy-makers' intent; had the intent been to leave the area in its natural state, there would have been no need to annex it into the UGB. That the City of Portland now wishes to provide both an industrial node and extensive natural area is a recent development and appears to be a reasonable way to balance competing interests.

Goal 9: Economic Development. For years, Metro has counted on and documented this land as part of the industrial land supply. The City's own recent Economic Opportunities Analysis prepared for the update of its Comprehensive Plan indicates that the city and region have a shortage of marine-industrial employment land. The inventory documents that the city needs to use WHI to address this shortfall. There has been some discussion among city leaders and staff about relying on the Port of Vancouver to make up for the city's land shortfalls. I urge you not to consider this as a viable option. First, it is not a legal option in the state land use system to compensate for Oregon's land shortfalls by counting land in another state. Second, exporting family-wage jobs – and the taxes that pay for our schools and other public services – to another state is bad economic policy. Third, studies show that Clark County also suffers from an industrial land shortfall. As a result, both ports are working together to ensure this region stays competitive in the global marketplace.

Goal 5: Natural Resource Protection. WHI has significant environmental value as well. The fact that this plan calls for setting aside 500 acres of the island for open space, mitigating impacts for development and providing new recreation and natural areas for the city and region, is a win for the environment.

The key here is balance. WHI can be a win for the economy, the environment and the community. After four years of technical analyses, policy discussions and meetings, I can appreciate that it is so easy to focus on details of one element. Details are important, but what I want to urge you to consider tonight is the main purpose of this whole exercise: fulfilling our compact to developing on land inside the UGB to maximize investments in infrastructure, comply with state-mandated employment land supply requirements, and protect natural resources. We can do this with a reasonable plan, and I urge you to keep in mind this balance when you make your recommendations to City Council. Thank you for your consideration of these comments.