

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

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 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(i)); 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”; 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 needs assistance.

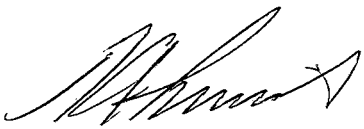
## VI. **NOW, THEREFORE, BE IT RESOLVED:**

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);
  - 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);

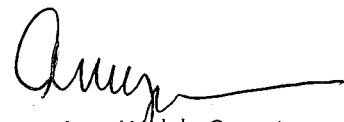
- C. That elected representatives, public and private officials shall be encouraged to demand Port of Portland develop security measures to provide day-to-day security services to prevent transient camps on West Hayden Island from causing disruption in the day-to-day security and livability of the residents living in the manufactured home community adjacent to WHI on Hayden Island. (SR, ES);
- D. 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);
- E. 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);
- F. 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);
- G. 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);
- H. 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
- I. 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);
- J. 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); and

**VII. 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



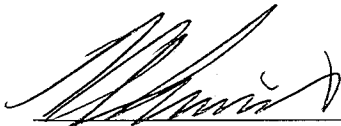
Ron Schmidt, Chairman  
HINooN Board of Directors



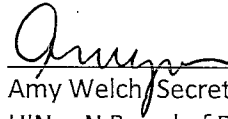
Amy Welch, Secretary  
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Member, Executive Committee



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



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