ASSOCIATION OF UNIT OWNERS OF RIVERHOUSE (aka RIVERHOUSE)
685 N. Tomahawk Island Drive
Portland, Oregon 97217

MEASURE: HB 2007
EXHIBIT: # 7
H BUSINESS & LABOR
DATE: 3-20-2013 PAGES: 27
SUBMITTED BY: Martin Slapikas

The House Committee on Business and Labor
Oregon State Capital
900 Court Street NE, Room 453
Salem, OR 97301

March 20, 2013

Subject: First Public Hearing: HB 2007 & HB 2008

Dear Representative Margaret Doherty, Chair
Representative Bill Kennemer, Vice-Chair
Representatives Shemia Fagan, Paul Holvey, Greg Matthews, Kim Thatcher, Jim Thompson, Jim Weidner, and Brad Witt

I represent the Riverhouse HOA (49 condominiums) to the Board of Directors of Hayden Island neighborhood association of HINooN. I serve on various committees and participate on the volunteer Stop Lottery Row (SLR) committee that recently gathered, and delivered to the Oregon State Lottery, over 2,200 signatures in support of SLR goals. These goals are:

1. *No liquor license controlled by the Oregon Liquor Control Commission o gambling machine license controlled by the Oregon State Lottery shall be transferable;*
2. *No approved liquor license controlled by the Oregon Liquor Control Commission or gambling machine license controlled by the Oregon State Lottery shall be moved from one physical location to another physical location within the boundaries of Hayden Island;*
3. *Hayden Island residents must have a voting say in whether a liquor or gambling license is issued or renewed; and,*
4. *No currently issued liquor or gambling license on Hayden Island shall fall under the "Grandfather Clause."*

We thank our District 44 Representative Tina Kotek for unwavering support on behalf of our community. HB 2007 and HB 2008 has our support at this first public hearing.

The remarks submitted below are based on information available as of this date and do not constitute a final decision concerning any action with respect to HB 2007 or HB 2008. It is requested the recommendations noted below be considered and, where appropriate, incorporated into the bills as they go forward.

HB 2007

Deems establishment of lottery game retailer or applicant to be casino when 50 percent or more of net income of establishment is, or is projected to be, derived from sale of tickets or shares in lottery games.

The amended **SECTION 1** ORS 461.300 (1) reads, ".....the Director of the Oregon State Lottery shall..."

COMMENT:

The Director of the OSL has had the authority to prevent the Hayden Island Lottery Row under **OAR 177-045-0030 Video Lottery Game Terminals, (1) Allocation of Terminals** states, *"In the exercise of the Director's discretion and subject to all other requirements, the Director may allocate and reallocate the Lottery's Video Lottery game terminals among Video Lottery retailers at any time and in any manner."*

Furthermore, **OAR 177-045-0010 Equipment Management Generally** is replete with authority for the Director to *"...access, inspect, replace, remove, etc...."* Video Lottery machines.

Section (6) Other Laws specifically states, *"This rule does not preclude the Lottery from removing any or all of its equipment pursuant to any other applicable law, rule or contract provision."*

The OSL appears to treat video gambling licenses as a protected entitlement. Yet the statutes have allowed the OSL Director the discretion to issue or deny video gambling licenses. No regulation, or statute, has surfaced that states video gambling licenses are a constitutionally protected right.

RECOMMENDATION: Develop or improve oversight of the Oregon State Lottery and/or the Oregon Liquor Control commission.

The amended **SECTION 1.** OF ORS 461.300 (2) reads, in part, *"an establishment is deemed conclusively to operate as a casino when 50 percent or more of the annual net income ....., is derived from the sale of tickets or shares in lottery games."*

COMMENT:

How is the 50% of the annual net income to be determined? Put another way, how is the initial viability of the *"establishment"* to be determined in the first place? OSL proposed in September , 2012 to *"Amend OAR 177-040-0017, to adopt a requirement that an applicant for a Video Lottery retailer contract establish the viability of the business by operating continuously for 90 days before applying for a Video Lottery retailer contract..."* Currently, there is no revenue or net income requirement component to "viability." Additionally, The OSL Director states that, currently, the net income of the Video Lottery retailers reported to OSL is not audited. Rather, they are only subjected to an in house review by OSL staff. This is a conflict of interest.

RECOMMENDATION: State and Federal tax returns based on one full year of operation be used to certify that an establishment is viable.

Furthermore, State and Federal tax returns should continue to be used to determine that "establishments" are not deriving more than 50% of their annual net income from the sale of tickets or shares in lottery games.
Contract for independent audits to be performed in accordance with Generally Accepted Accounting Principles (GAAP) to determine an establishment's annual net income.

The amended **SECTION 1.** OF ORS 461.300 [(2)(a)] **(5)(a)** reads in part, *...In the selection of a lottery game retailer, the director shall consider factors such as financial responsibility,... security of the premises, the sufficiency of existing lottery game retailers for any particular lottery game to serve the public convenience and the projected volume of sales for the lottery game involved."*

COMMENT:
Video lottery is closely associated with liquor sales and the licensing necessary through the Oregon Liquor Control Commission. Until recently, the security of the premises and the affected community was not in evidence. Based on Portland Police statistics of Lottery Row, it would seem plausible to conclude that the combined saturation licensing policies of both the OLCC and OSL are responsible for the reported misconduct. Yet there is no evidence that the OLCC or OSL have compensated local communities for any of the increased policing efforts needed to quell the reported misconducts.

RECOMMENDATIONS:

1. *"Financial responsibility"* should be determined through the submission of the retailer's current Federal and State tax filings, along with an independent audit.
2. Reimburse the local community for its security and enforcement efforts caused by saturation licensing policies of the Oregon State Lottery and/or the Oregon Liquor Control Commission.
3. *"Serving the public convenience"* should be based on the input from the affected neighborhood and the population of the local affected community.

The amended **SECTION 1.** OF ORS 461.300 [(2)(a)] **(5)(b)** reads in part, *"Except when the director recommends, and the commission concludes, that it is reasonable and prudent to waive disclosure requirements under this section...."*

COMMENT:
The Oregon State Lottery and the OLCC are dealing with millions of dollars of State revenue to fund programs deemed necessary by our legislative branch of government. Due diligence and transparency should be paramount.

RECOMMENDATION:
Do not incorporate legislation allowing for the discretionary waiver of any disclosure requirements.

The amended **SECTION 1.** OF ORS 461.300 [(3)] **(6)** reads, *"The authority to act as a lottery game retailer is not assignable or transferable."*

RECOMMENDATION:

ADD: *"...is not assignable or transferable* ***to another individual, business or location.***

The amended **SECTION 1.** OF ORS 461.300 [(5)] **(8)** addresses the actions if a lottery game retailer fails to maintain a "...minimum weekly sales average."

COMMENT:

This section could potentially be eliminated if the retailer was determined to be viable through a submission and review of the retailer's State and Federal tax returns.

HB 2008

Allows city to order temporary cessation of alcoholic beverage sales or other operations at premises licensed for full or limited on-premises sales or as brewery-public house upon reasonable belief that continued sales or operation are immediate threat to public safety.

The amended **SECTION 3.** **(1)** addresses the Oregon Liquor Control Commission placing restrictions on the activities at a premises licensed under various ORS's.
Para (a) refers to *"...laws or rules related to public safety or the fire and life safety code or with regulations of a governmental subdivision described in ORS 476.030.*
Para (b) goes on to state the restrictions can be placed on the premises if there is a "*...past history of or current presence of problems related to noise, disturbances or unlawful activity connected with the sale or service of alcoholic beverages:*

(A) At the premises;
(B) At other premises of the licensee; or
(C) At other premises under the same management."

RECOMMENDATION:

The following be added:

(D) On the property owned by the landlord, or common landlord, on which the above-mentioned premises are located.

The amended **SECTION 3.** **(5)** states *"Any restriction that the commission places on activities at a licensed premises under this section must be narrowly tailored to address the noncompliance or problem identified by the commission."*

COMMENT: Exception is taken *with "...address the noncompliance or problem identified by the commission."* The residents of Hayden Island identified a problem, brought it to the OSL/OLCC for resolution as far back as 2008.

The amended **SECTION 4.** ORS 471.313 *The OLCC may refuse to license any applicant....if the commission has reasonable grounds to believe any of the following to be true*:

(1) "...there are sufficient licensed premises in the locality....or ....granting of a license in the locality....is not demanded by public interest or convenience....In determining whether there are sufficient licensed premises in the locality, the commission shall.....ensure that there are adequate licensed premises to serve the needs of the locality...."

COMMENT: Upon what is the criteria to be used to determine *"there are sufficient licensed premises in the locality."* ?

What is the definition of *"locality*? In the example of Hayden Island, is the locality to include the State of Washington residents? To do so encourages the saturation licensing that created the crime and misconduct problems that are being addressed in this HB. It creates a State endorsed border town atmosphere on Hayden Island that serves as a tourist attraction resulting in increased local police enforcement.

SUGGESTION: The appropriate neighborhood should be given at least ninety days notice of a license application to determine *"public interest or convenience."*

(4) (i) *"Is not possessed of or has not demonstrated financial responsibility sufficient to adequately meet the requirements of the business proposed to be licensed."*

RECOMMENDATION: Current Federal and State tax filings must be included to determine financial responsibility and potential viability of the business proposed to be licensed.

The amended **SECTION 4.** ORS 471.315 (1) (J) (c) "**Problems that are** grounds for cancellation...."

RECOMMENDATION: ADD **(J) Pandering and prostitution.**

CONCLUSION

As far back as 2008, Hayden Island residents were concerned about the effects of Lottery Row on the community – both residents and businesses. Efforts to get Lottery Row before the OLCC and OSL failed. In September, 2011, a variety of issues facing the Hayden Island community reached such a stage that work started on a HINooN Neighborhood Sustainability Program (NSP).

The program incorporated three elements: Economic Development (ED), Environmental Stewardship (ES), and Social Responsibility (SR). In March 2012, HINooN passed, and subsequently amended the Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED) in July, 2012.

The NSP addresses four major issues facing the Hayden Island Community – one of them being Lottery Row and Crime. The Lottery Row section contains guidelines we thought necessary, not only for Hayden Island, but also for other communities in the State of Oregon that might be faced with an unwelcome saturation licensing issue. The Hayden Island neighborhood association, HINooN, supported the efforts of the Stop Lottery Row volunteers.
The complete Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED) is attached for your review.

We are pleased to support the consideration and passage of HB 2007 and HB 2008. We look forward to following its progress and participating in its development as it works its way through the legislative process.

Submitted,

Martin G. Slapikas, CP, MBA, MPA
Riverhouse Representative to HINooN
(503) 201-6460
slapikasm@msn.com

Attach: Neighborhood Sustainability Program (NSP) Resolution 2012-3-08 (AMENDED)

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 projec 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 foul;
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 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 developme 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 (AMENDE

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)

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

Introduced by: Martin G. Slapikas, November 8, 2011

Amended: July 12, 2012

HAYDEN ISLAND NEIGHBORHOOD NETWORK

HI NooN

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

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.

West Hayden Island Community Mitigation Measures
Resolution by HINooN
June 14, 2012

Introduction:

The HINooN organization offers these comments relative to the Port of Portland's plan to develop a marine terminal with industrial facilities on West Hayden Island and the City of Portland's proposal to annex West Hayden Island to facilitate the Port's plan. Our comments are divided into Section 1 that explains our objections to both the Port's plan and the City's annexation and Sections 2-4 that present our **preliminary** development conditions and mitigation measures that must be adopted to protect our community if the City decides to ignore our opposition and proceed with annexation.

Our development conditions and mitigation measures are "preliminary" because after years of study and expenditure of over a million dollars by at least two consulting teams and the City staff, the City's latest consultant, ECONorthwest, confirms that it is still not possible to quantify the harm to the quality of life of Hayden Island residents and businesses. The lack of a Health Impact Assessment is the most flagrant example of the failure to provide critical information to the island community. The neighborhoods closest to the proposed terminal are also some of the most vulnerable in the City due to their advanced average age, their declining health, and their low income status.

If the City intends to approve annexation, that decision must be delayed until an adequate Health Impact Assessment can be completed and presented to the island community for discussion. An adequate Health Impact Assessment must include physically monitoring air quality, sound, vibration, light, and traffic at the present time so that a baseline can be established to compare against and to determine if Hayden Island is already close to or above existing quality standards.

1. HINooN Opposes WHI Annexation for a Deep Water Marine Terminal Development

HINooN is opposed to annexation of West Hayden Island (WHI) for development of a Port of Portland marine terminal based on the following community concerns:

- The Port of Portland has not, nor does it intend to, exhaust all available alternatives for port expansion. The draft report dated 11/30/2011 entitled Ports of Vancouver and Portland Coordination requested by Portland City council states, *"There is no interest by port or state authorities, nor is there a proposal to form a joint port authority."* We can not support a proposed project on the Island that destroys our natural resources and harms our quality of life when the Port has no long range master plan that justifies the development.

- Island residents, workers, and business owners will experience the bulk of any significant negative effects of the Port project. These negative effects will significantly impact the

quality of life on Hayden Island while providing few, if any, positive benefits. This issue is further complicated due to the fact that after years of study by at least two consulting teams hired by the City, there has been no determination what the community impacts will be. The City's current consultant, ECONorthwest, says: *"These data constraints and uncertainties surrounding the development scenario prevent us from quantifying and monetizing the effects on Q of L [Quality of Life] measures"... "By quality of life we mean factors such as noise, light pollution, air quality, and traffic concerns".* We can not support a proposed project that has failed to identify and quantify its impacts on our community.

- The Port Project is in conflict with the Island's vision of future development. The City's Hayden Island Plan (HIP) calls for significant reduction in retail and commercial areas with growth only in residential land use with a theme of island-water-oriented lifestyle. The Port Project presents a risk that the island will become known as an industrial area and may not achieve the objectives of the Plan. This risk is considerably increased if the Port development were to occur without a WHI bridge as discussed below under item 2. We can not support a proposed project that jeopardizes our community's future.

- The City Council's Resolution 36805 incorporated the CWG Working Principles, Appendix A, which called for *"A positive contribution to the community (e.g. health, transportation, property value, recreation facilities, and opportunities)."* We interpret the principle of a "positive contribution to the local community" to be functionally equivalent in meaning to the "net increase in ecosystem function" applied to natural resources in the same resolution. To date, tens of millions of dollars have been proposed for natural resource enhancements to achieve this net improvement principle, but relatively minimal funds, tens of thousands, have been proposed to achieve a yet to be defined net positive contribution to our local community. We can not support a proposed project that values natural resources a thousand times more than our local community.

2. New WHI access bridge requirements

If the City, in spite of HINooN's community objections and concerns, decides to annex WHI, HINooN believes a WHI bridge is necessary to reduce community impacts for the following reasons:

- The Port's position is that the WHI bridge is not needed or economically justified for anticipated WHI terminal operations but they failed to consider the need for the bridge to mitigate impacts to our East Hayden Island (EHI) community's quality of life. In part, this is because local community impacts have not been quantified or monetized by ECO-Northwest due to data constraints and development uncertainties. We do know that without a bridge link from WHI to Marine Drive, all WHI truck and vehicle traffic would utilize the existing local North Hayden Island Drive (NHID) to and from I-5. This NHID traffic would significantly impact local residents and businesses along the routes to the freeway. Furthermore, the ECONorthwest report concludes: *"To the extent that NHID is the main access for the WHI port and industrial-type development on WHI, it may limit the interest of prospective developers to make the investments that would support the types*

of growth and development envisioned in the Hayden Island Plan. The risk is that because of the port traffic, EHI develops a feel and reputation of an industrial area, rather than residential or retail area. As a result, future types of development in EHI may not reflect those envisioned by the Hayden Island Plan, and would be less desirable and of lower value."

- We believe the $100 million cost of the bridge may have been overestimated. Previous studies have assumed a four lane structure with two additional bike lanes. A two lane structure may be adequate if use of the bridge is restricted to Port Terminal access only. Furthermore, the bridge would save the $10's of millions in costs needed to upgrade island roads to handle traffic without the bridge.

- The need for a WHI bridge has increased recently by the CRC announcement of phased development of the HI interchange. Phase 1, which may be a permanent solution, puts all I-5 south on-and-off-ramp traffic directly into the privately-owned Mall parking lots and internal circulation streets. Introduction of additional WHI truck and vehicle traffic will significantly impact the Mall and local community if the CRC proceeds with its plan. It will also impact Port operations due to increased travel times due to mall congestion, especially during high traffic shopping seasons.

Given these concerns, we recommend development of the WHI bridge dedicated to Port terminal access only, with no connection to NHID (other than for emergency vehicles and security patrols). The bridge should be built as the first step in terminal development so that all terminal construction traffic can use the bridge and avoid NHID.

3. Terminal Development Mitigation Measures

In the event that the City decides to annex WHI for future deep water marine terminal development HINooN recommends the following permit conditions and approaches to eventual development of an advance mitigation plan.

(1) Terminal development design and permitting approvals should be delayed:

a. ---until a Health Impact Assessment has been completed in sufficient detail to quantify and monetize health impacts on the local community from both existing sources and new terminal facilities. East HI is already impacted by port and industrial activity along the Vancouver shoreline, industrial activity in N. Portland and the Port of Portland, rail and river traffic noise and diesel emissions, PDX aircraft noise and air pollution, and by planned Columbia River Crossing construction. The cumulative health impacts of the Port Project and these existing activities should be included in the HIA. Determination of baseline conditions will require multi-year monitoring for air quality, noise, vibration, and traffic.

b. ---until creation of a Community Health and Impact Mitigation Fund with a management committee to provide noise abatement, sound insulation, air filtration, health services, transportation services and other measures that may be needed to reduce local impacts. Funding level of this mitigation fund should be consistent with the monetized level of total predicted health impacts in the final HIA.

(2) Terminal development and operation will use Best Management Practices for environmental protection, with special consideration for the following:

a. Control of air pollutants including on-site sources, ship and tug emissions, and rail sources. Use electric (instead of diesel) vehicles and on-site locomotives. Provide shore-power facilities for docked vessels and require vessels to use the facilities.

b. Control of noise and vibration sources, including no-train-horn zones on the island and at river crossings, operator training to reduce rail yard noise and vibration and implementation of lessons learned from other terminals.

c. Stormwater management and water quality controls for ships and barges as well as for on-site facilities.

(3) Advance Recreation Mitigation Measures

a. Develop on-site public trails as described in the Concept Plan.

b. Acquire property east of the BNSF to provide trailhead parking and restroom facilities and additional off-site recreation facilities and other opportunities. The objective would be to acquire 2 parcels currently for sale and portions or the entire third parcel owned by the Manheim Company.

c. Develop a recreation master plan for the acquired property working with interested City, regional and State agencies; adjacent landowners; and community groups.

d. The Master Plan should include: a Port Terminal Visitor's Center, a Trail Head Display, a Natural Resource Interpretive Center and Educational Facility, a Native American Interpretive Facility, restroom facilities, beach access and picnic facilities on the Columbia and North Portland harbor shorelines, non-powered boat launch facilities on both shorelines and a power boat launch facility on the Columbia, and parking facilities.

e. Fund property acquisition, master planning, and facilities' construction before Terminal development.

f. Fund and develop pedestrian and bicycle facilities along NHID to link the new facilities in the recreation area to planned multi-use pathways in the CRC project.

g. Upgrade NHID as needed to accommodate bike lanes and additional recreation traffic. Add at least one signalized intersection on NHID for Manufactured Home Community access.

h. Develop an interagency security, fire, and public safety program for Port facilities, trails and natural areas on WHI, beaches, and any public areas acquired east of the BNSF rail line. Fund additional safety personnel positions and equipment needed.

(4) Development with No Bridge.

In the event that the City annexes WHI without a WHI bridge link to Marine Drive, HINooN will oppose the Terminal Project during subsequent local, regional and Federal permitting.

If the City insists on accepting terminal development without a bridge, the following conditions should be added to those identified above:

a. Delay Terminal development until the HI/I-5 interchange is developed to its' final design configuration (i.e., after all phases of construction).

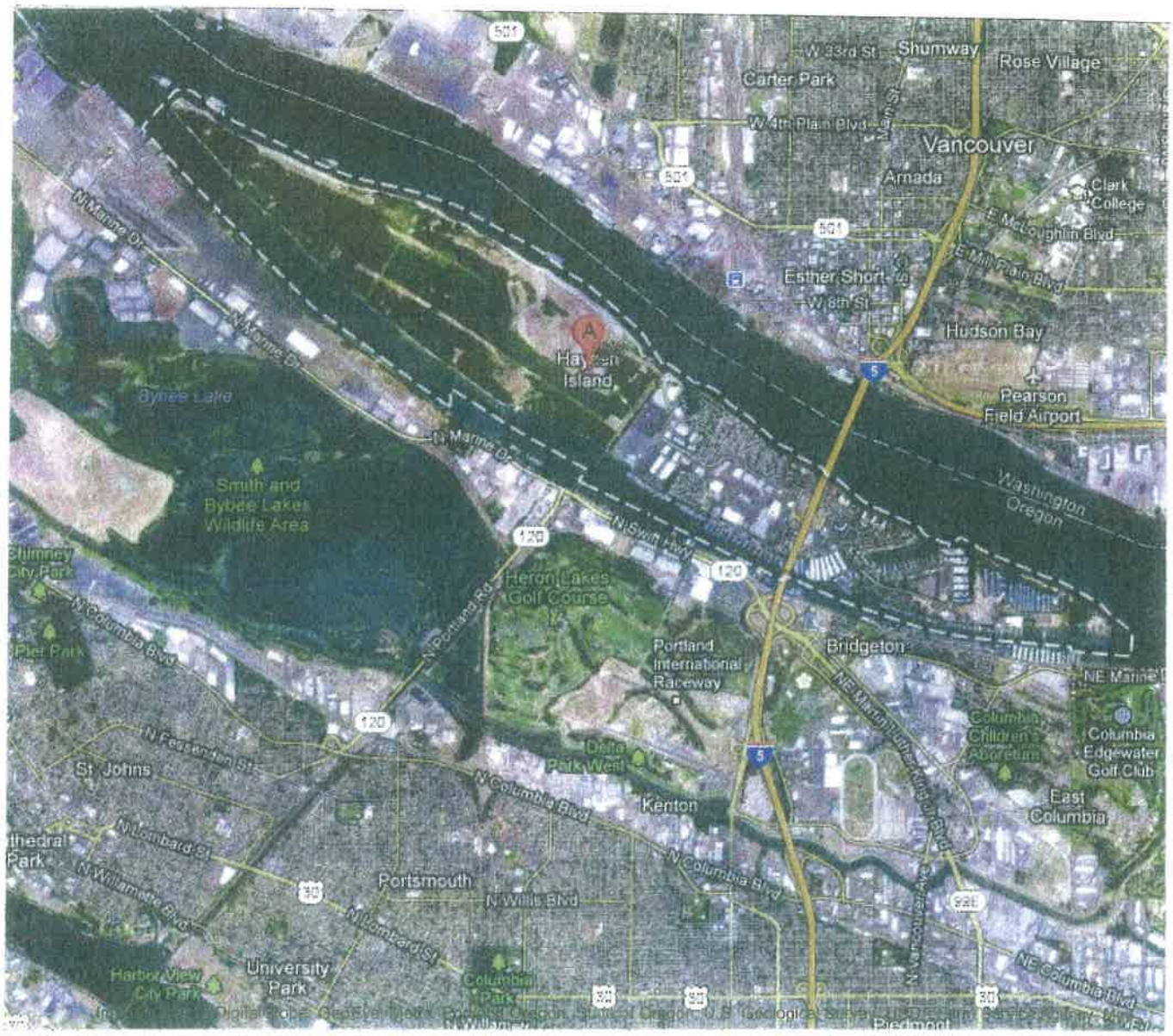
b. Reconstruct NHID between the Terminal and the HI/I-5 interchange ramps. (CRC is not funding local street improvements). Reconstruct other island streets used by port traffic to reach I-5

c. Maintain residential neighborhood speed limits on NHID.

d. Retain the WHI Bridge on regional transportation plans (TSP and RTP) in the event the WHI bridge is needed in the future.

(5) Limitations and Qualifications

This resolution sets forth HINooN's position and recommendations based on information available at this time. These mitigations are by no means exhaustive, but are meant to stimulate constructive thinking on future solutions that can improve multiple aspects of health and quality of life for the island community.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Oregon
Heron Lakes Golf Course
N Portland Rd
Portland International Raceway
Bridgeton
NE Marine Dr
Columbia Children's Arboretum
Columbia Edgewater Golf Club
Pier Park
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N Fessenden St
St Johns
Delta Park West
Kenton
East Columbia
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N Willamette Blvd
Portsmouth
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University Park
Harbor View City Park
Columbia Park
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