

HAYDEN ISLAND

Portland's Only Island Community

FINAL CONCEPT PLAN | April 2008



Introduction



Hayden Island is the only island neighborhood in Portland and it provides a unique setting to its residents and businesses. All cherish its small town ambiance and river lifestyle in the middle of the Columbia River with easy access to the amenities of Portland and views of the Cascades.

CONCEPT PLAN

In August 2007, the City of Portland and the Hayden Island community began a collaborative effort to develop a plan for the eastern half of the Island. In January 2008, the Concept Plan went out for consultation with the Hayden Island community. The following is the final Concept Plan produced by the Steering Group, consultants and the City of Portland staff. The Concept Plan for Hayden Island considers future growth, access and connectivity, the community and the environment and will serve as the direction for the final plan and zoning code changes that will be developed later this year.

single-family homes, major shopping areas, marinas, and industrial uses. West Hayden Island is outside the City limits and mostly owned by the Port of Portland. It is undeveloped containing wetlands, riverside forests, and a Columbia River dredge material handling facility.

The Hayden Island is a community of 2155 permanent residents which grows in the summer when the owners of the 5000 boats moored on the Island visit and take advantage of the marine experience.

PLAN DEVELOPMENT AND PURPOSE

The role of this plan is to provide clarity to residents, property owners and the City of Portland regarding the island's desired future land use, development, capital improvements and other steps toward realizing this future.

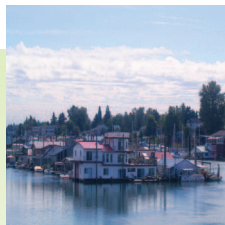


Aerial view of Hayden Island; West Hayden Island is to the left of the BNSF railroad tracks.

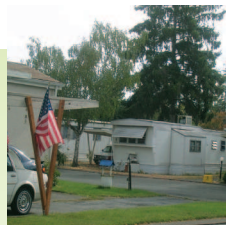
The development of the plan has involved a series of formal and informal community meetings, interviews and other opportunities for public input; the largest of which was a series of public workshops held on October 16 -20, 2007 at the Jantzen Beach SuperCenter. During the workshops, urban designers, city planners and traffic engineers worked with property owners and members of the community

Hayden Island is approximately 1400 acres on the Columbia River having two major sections roughly divided by the BNSF railroad tracks. Hayden Island (east of the railroad tracks) is approximately 600 acres, in the City and developed with a variety of uses—manufactured homes, floating homes, multi- and

to begin formulating the goals of the community into a physical plan for East Hayden Island. The community conversation was continued in January and February 2008 with the publication of the Concept Plan, neighborhood meetings, a large open house, and a written survey completed by more than 145 people.



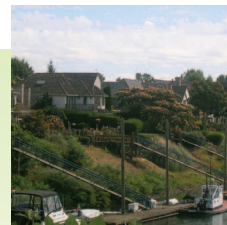
Floating Homes



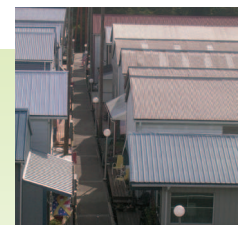
Manufactured Housing



Multi-Family Condos



Single Family Homes



Yacht Club Units

HOUSING TYPE AND NUMBER OF DWELLINGS ON HAYDEN ISLAND

Floating Homes.....	360	Single Family Dwellings.....	54
Manufactured Housing.....	440	Yacht Club Units	50
Multi-Family Dwellings	677	(part-time housing)	
(condominiums)			

Vision, Goals and Challenges

VISION STATEMENT

The Concept Plan is based on the following draft vision statement, themes and goals. They were developed in community meetings from July to October, 2007 and were based on the Neighborhood Plan document drafted by community residents in 2006.

Hayden Island is a gateway to Portland and to Oregon. The Island residents live in a variety of housing styles both on the water and the land. They are connected to regional and local businesses and industries by a network of streets and paths that sustainably treat stormwater and protect the greatest of the Island's assets, the Columbia River. On Hayden Island there is access to the River for the many boaters, and protected habitat for avian, aquatic and terrestrial life.

The Concept Plan refines this vision by defining goals for the island's future organized around three themes: Island Community, Getting Around, and Environment and Open Space. Each theme also has the goal of developing a sustainable future.



Hayden Island and surrounding area.

The sustainable future of Hayden Island community is being approached with a combination of policies and programs to accomplish multiple objectives. One example in this concept plan is the transportation alternatives, such as walking, bicycling and light rail, that are provided; having multiple benefits for the community. Some of these benefits are improved air quality; reduced

pavement needed for roads and parking, health benefits from walking and bicycling and less noise from vehicles. This is true for other parts of the plan.

CHALLENGES AND OPPORTUNITIES

To accomplish this vision, the plan for East Hayden Island has to deal with a number of challenges and opportunities.

- The island is a great location with a small community sharing an interest in its riverside environment.
- The island's population is too small to support the retail and services desired.
- More population and/or jobs on the island are needed to support transit connections desired by its residents which will be developed with of the Columbia River Crossing project (CRC).

- Vehicle access to and from the island is limited and will remain so even with the Columbia River Crossing project. However, there will be traffic capacity for more development, and residential development.

- Hayden Island is on the western flight path to Portland International Airport. New residential housing is not permitted in areas that were not zoned for housing in 1981.

- An 80-acre regional shopping center, under single ownership, is about to undergo major redevelopment. The introduction of light rail transit to the island,

with the Columbia River Crossing, should create the opportunity for this center to evolve into a mixed use, and transit supportive, development.



"Maintain the 'village' feel as much as possible here on the Island."

ISLAND THEMES AND GOALS



ISLAND COMMUNITY

- ◆ Shared community identity and sense of place
- ◆ Commercial and employment areas
- ◆ Safe, connected and healthy neighborhoods



GETTING AROUND

- ◆ Better access to and from the Island
- ◆ Better connectivity on the Island
- ◆ Integrated transportation network



ENVIRONMENT AND OPEN SPACE

- ◆ Protect and conserve ecological systems
- ◆ Embrace "Green Philosophy" and practices



Island Community

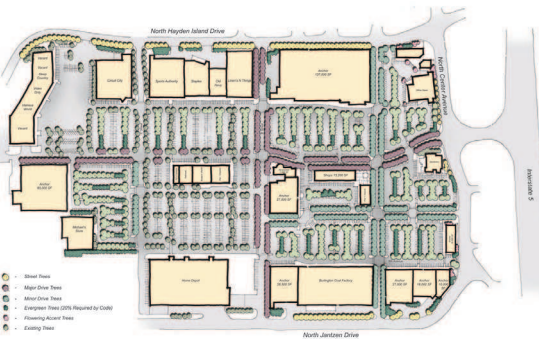
RIVER LIFESTYLE

Important goals of the Concept Plan are to build on the river lifestyle, create opportunities for the community to come together, and provide access to the water. Also of importance to the community is to have a resident population that is large enough that local goods and services are available on the Island. This is only possible by adding new residential areas. By providing a mix of land uses on the Island, there is an opportunity for residents to both live and work on the Island in close proximity, which is a goal of sustainable development.

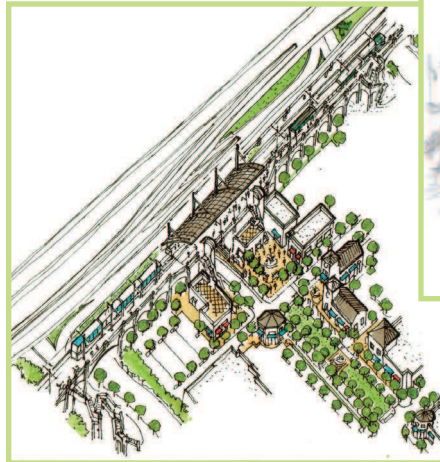
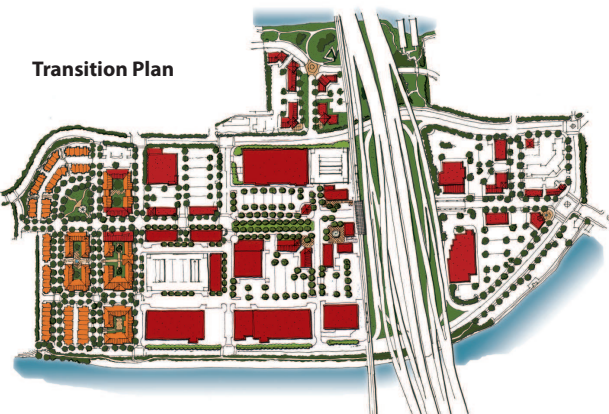
The Concept Plan envisions a mix of land uses to meet the future needs of the community. Just east of the railroad tracks is a large industrial area of approximately 135 acres. In the Concept Plan this area will continue to be used for industrial purposes both general and marine industrial.

The manufactured home park remains residential and will continue to be a manufactured home park. The only changes for the floating home communities on the south shore will be some reduction in the number homes in the Jantzen Beach Moorage with the construction of the Columbia River Crossing project.

Current Redevelopment Plan



Transition Plan



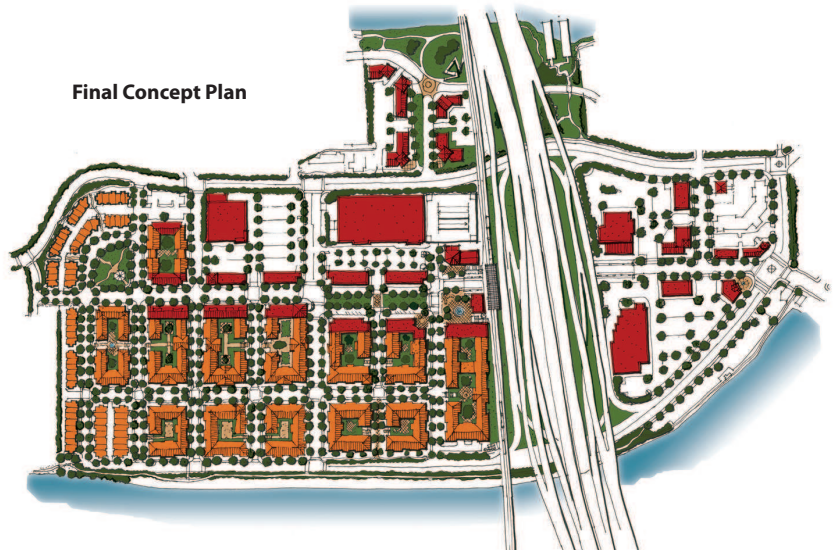
Artist rendering of the proposed light rail station designed as a landmark along the western edge of highway, I-5.

TRANSIT-ORIENTED DEVELOPMENT

West of the Interstate-5 is the Jantzen Beach SuperCenter. This center is about to undergo a redevelopment process with the existing mall being demolished and replaced with new retail outlets in an urban grid street pattern. Building on this grid pattern, the Concept Plan proposes a transition to a transit-oriented development over the life of the plan. It is hoped that over time, the value and demand for residences on the island will be accommodated in the redevelopment of a mixed use, mid-rise center with residences, business and commercial. It is anticipated that an additional 1000 new dwelling units may be constructed in this development.

The eastern edge of the Jantzen Beach SuperCenter is the proposed site for the light rail station. The new light rail station and the redevelopment of the shopping center create an opportunity for an entrance and plaza to Hayden Island. It is important that the new station is constructed to be a landmark along the highway and as a focal point of Hayden Island.

Final Concept Plan



Potential phased redevelopment of the shopping center into a transit-oriented center.



CENTRAL CORE

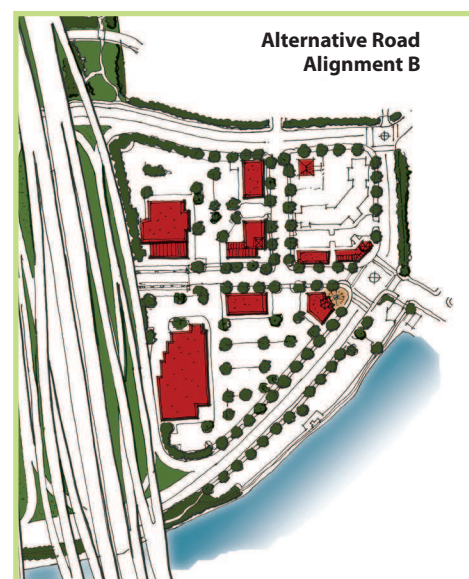
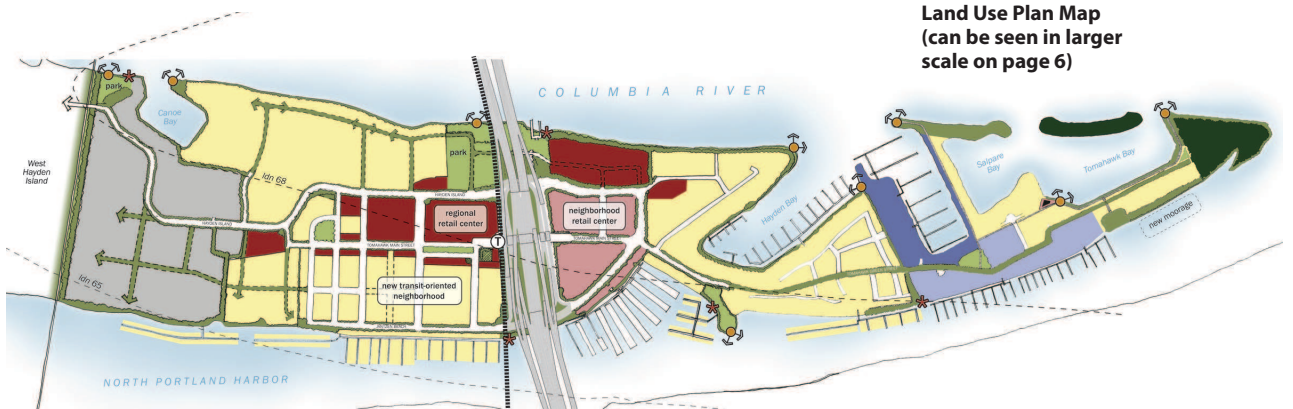
Every community has a center or downtown, currently Hayden Island's center is divided by the Interstate. Creating hubs on both the east and west sides of the highway is a goal of the Concept Plan. With the construction of the new highway there will be land east of the Interstate which will become available for redevelopment, potentially for commercial uses serving the community. The plan designates this area as the neighborhood retail center. It anticipates that the commercial development on this side of the highway will serve the local community and be accessible by sidewalks and local streets.

“Neighborhood center should be designed for people — not cars.”

Two road networks for this area were proposed; one through the center using the existing North Jantzen Drive, and a second route around the center on a new road. The second route provides better access to the

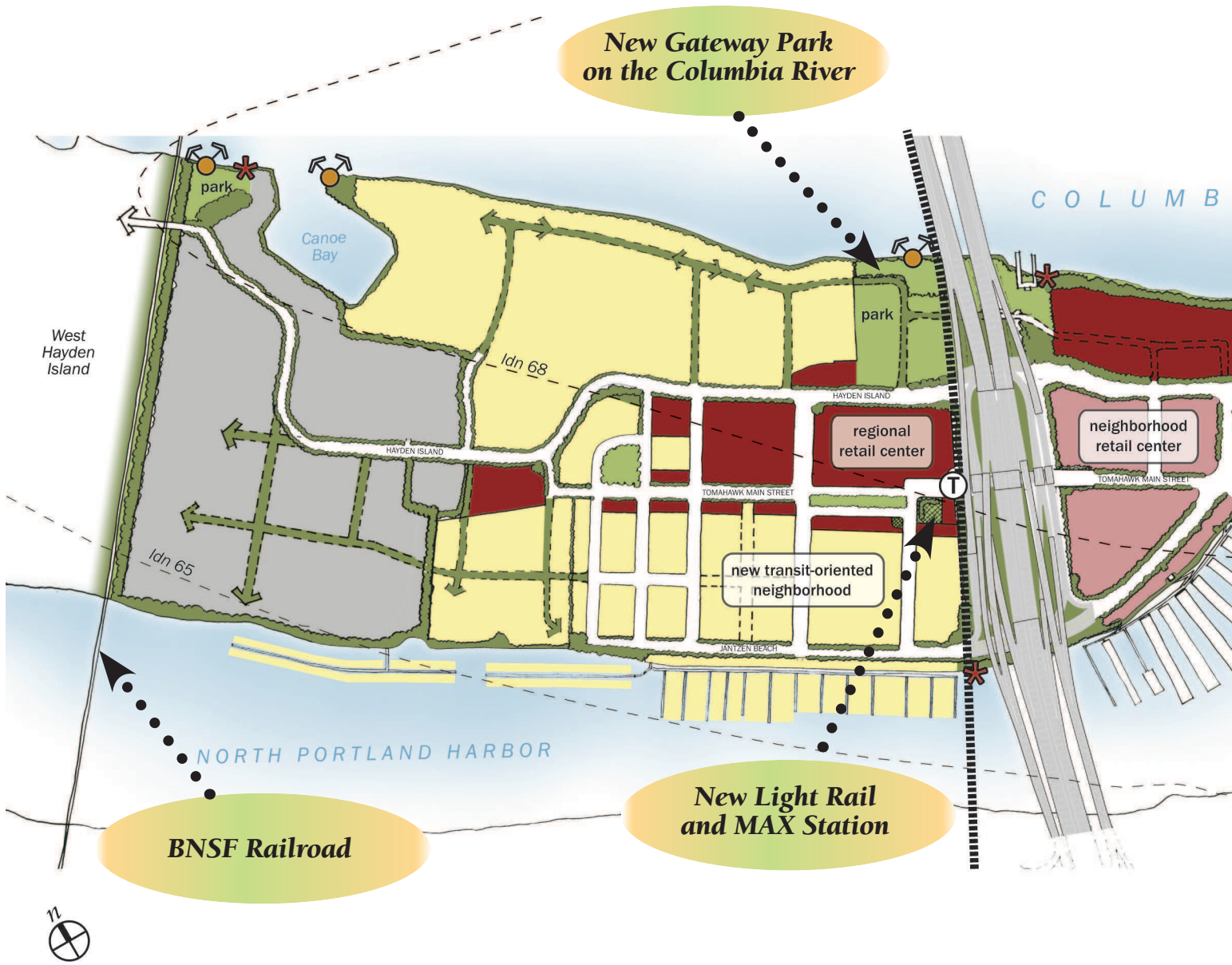
site and was the preferred option from the Community Design Workshops. The neighborhood commercial center would be connected to the west with an extension of Tomahawk Island Drive. During the community conversation this center road was preferred, although there are issues regarding the minimum distance between roads, driveways and the ramps to the Interstate. These issues still need to be addressed by the Oregon Department of Transportation and the City of Portland.

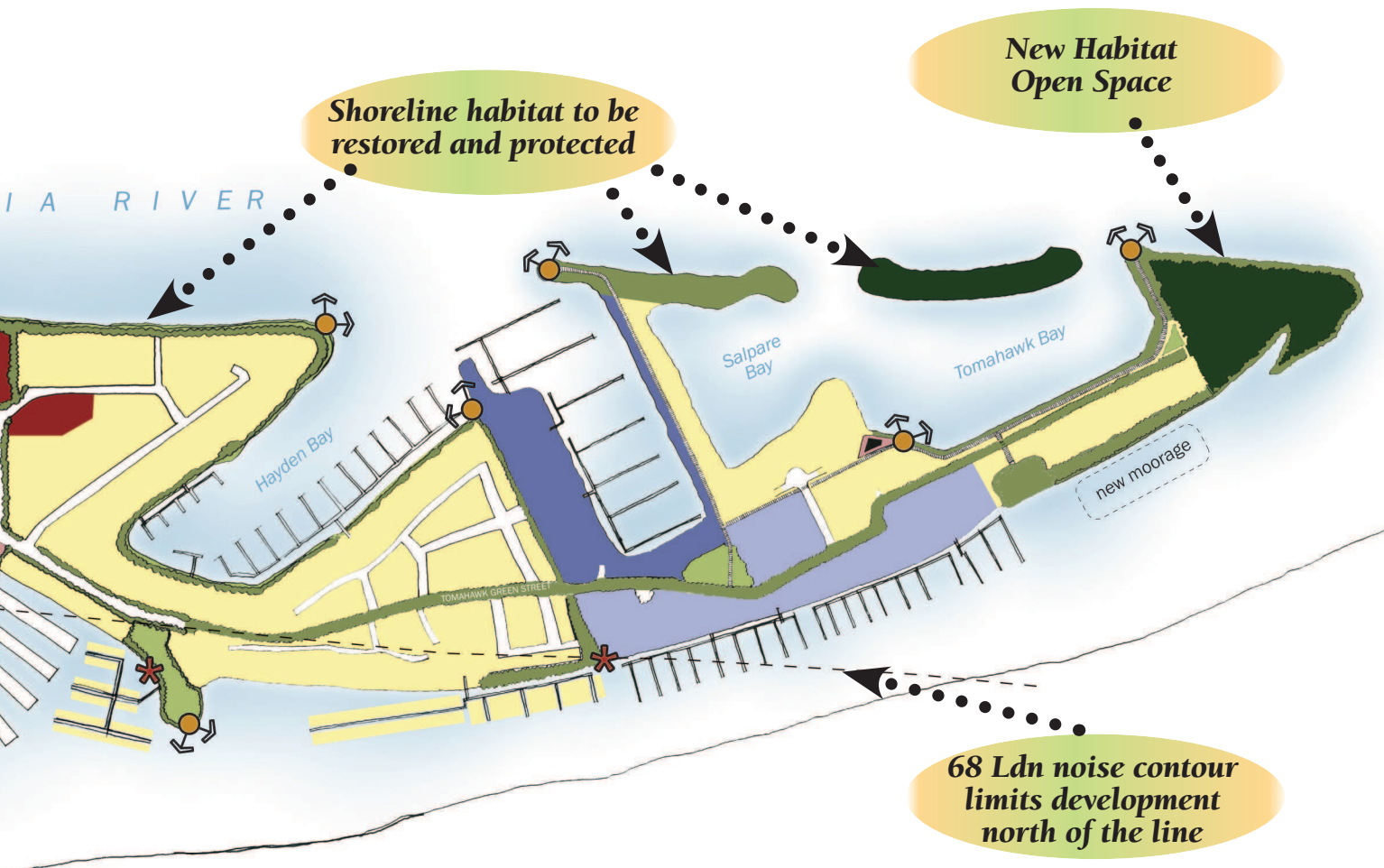
For the eastern most section of Hayden Island, the plan is proposing to preserve the residential communities, enhance the habitat at the eastern tip, expand the marine industrial district and provide for residential development on vacant lots.















Two road networks were proposed for the east neighborhood; one coming through the center shown on the left, A, and the second alternative, B, on the right, showing the road circling the neighborhood on a new road to the outside.

Hayden Island Proposed Plan





legend

proposed land use							
	regional commercial		institutional		habitat		transit station
	neighborhood commercial		marine industrial		open space/public green street		small boat access
	residential		industrial		park		water views / access



Getting Around



Columbia River Crossing conceptual drawing, looking south, showing the new bridge with light rail access along the west (lower right in drawing) side.



DRAMATIC CHANGES TO COME

Currently coming and going from the Island is limited by the access from the Interstate, which is congested for a large part of the day.

Getting to and from Hayden Island will change dramatically in the next several years. New bridges across North Portland Harbor and the Columbia River, along with a new interchange for the Interstate at Hayden Island are proposed as part of the Columbia River Crossing project. CRC also includes a light rail connection from Expo Center to the south to Vancouver in the north.

This Concept Plan envisions a replacement bridge across the Columbia River providing the best access for Hayden Island residents to Marine Drive without having to get on the highway, which is not available currently. While taking into account the future development of Hayden Island, consideration was given to the number of vehicles that could use the new interchange without causing it to become congested.

The CRC project provides for shared pedestrian and bike paths from Marine Drive through Vancouver. The path will be a wider and longer expansion of the existing path system. An expanded pedestrian and bicycle network will connect to Bridgeton and the 40-mile loop providing more sustainable access to recreation opportunities in the City.

This Concept Plan envisions a replacement bridge across the Columbia River providing the best access for Hayden Island residents to Marine Drive without having to get on the highway, Interstate 5.

EXTENSION OF EXPO CENTER LIGHT RAIL

A major part of the CRC project is the extension of Expo Center light rail line north across the Columbia River through Vancouver. This aspect of the plan provides the most sustainable form of frequent access to and from Hayden Island. It carries the most people using the least amount of energy.



Three light rail alignment/location options.

As part of the planning process, there were choices for aligning and locating the light rail. During the design workshops, three alignments were explored.

The options are:

- 1. West side of the Interstate (blue)
- 2. Middle of the Jantzen Beach SuperCenter (orange)
- 3. Western edge of the Jantzen Beach SuperCenter (yellow)

PREFERRED LOCATION

Through the Community Design Workshops and the community conversation, the preferred option for light rail is the route along the west side of, and adjacent to, the Interstate.



Pros for west of I-5 location

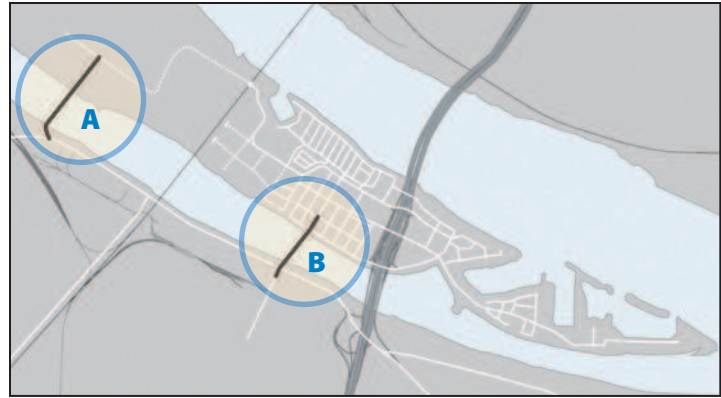
- Station location creates a defined edge along I-5
- Serves near and long term needs of Island
- Serves near and long term needs of Expo Center
- Alignment and station are central to Island's population
- Impacts fewer floating homes
- Minimal traffic impacts
- Shortest travel time

Cons for west of I-5 location

- Reduces potential for redevelopment to the west on areas currently zoned industrial
- Location of station along freeway may reduce station quality due to highway's proximity

ARTERIAL BRIDGE— TWO OPTIONS

After many conversations with the community, it was recommended that a second bridge be constructed connecting to Marine Drive. If there is a second bridge, it would need to serve future development on West Hayden Island and the community on the eastern half of Hayden Island. A second bridge would not be built unless future development on West Hayden Island proceeded; it would need to obtain all the required permits; and funding prior to its construction. Two options were explored during the design workshops and through the community conversation, one located at Force Avenue and one located on West Hayden Island. The community preference was the West Hayden Island location because it provided a direct route for trucks going to and from any potential development on West Hayden Island, limiting the truck traffic impacts on residential areas on the eastern half of the Island.



Two arterial bridge options were explored during the design workshops and through the community conversation; one located at Force Avenue (B) and one located on West Hayden Island (A). Location A was preferred.

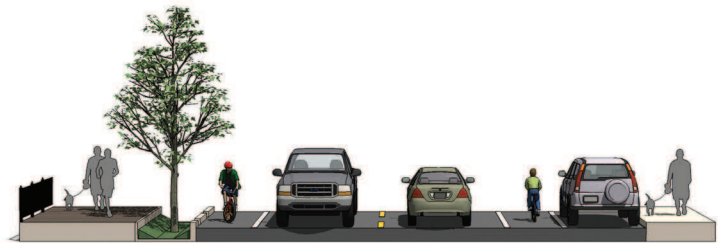


Designs showing stormwater treated naturally by soil and plants, instead of running into the sewer systems or polluting the river.

A linear planting system will be created by these Green Streets across Hayden Island.

LOCAL STREETS— ENHANCED GREEN STREETS

Getting around Hayden Island is important for Island residents and businesses. Proposed in the Concept Plan is a network of local streets that have sidewalks, bike paths, traffic lanes and, on many streets, on-street parking for visitors. Each of the streets is designed to be an “Enhanced Green Street.” These are streets that serve many purposes — providing for stormwater runoff into planters protecting the Columbia River, providing landscaped settings for walking and new habitat areas on the Island. This is new linear green space to enhance the street network and the Hayden Island environment.



Street concepts showing planters for trees, parking for cars, bike lanes, and sidewalks for pedestrians.

This future system of local streets will make it possible for residents to walk to the grocery store or other local businesses to run errands. By using the sidewalks along local streets, each trip not made in a car promotes personal exercise and uses less fuel making Hayden Island more sustainable.



Environment and Open Space

“Keep our Island beautiful... plan carefully... keep it natural.”



Protecting the Columbia River for habitat for the many animals, birds, fish and plants of Hayden Island is one of the goals of the Concept Plan. To achieve this goal, the Concept Plan envisions the banks of the river are restored and protected; enhanced green streets are the standard as redevelopment takes place; and new habitat and parks spaces are provided on the Island. Additionally, the Hayden Island plan is proposing to protect areas of shallow water habitat surrounding the Island.

COLUMBIA RIVER

Over the history of Hayden Island, the Columbia River has bisected, flooded, and gone past the Island on its journey to the Pacific Ocean. It is an important river in the Pacific Northwest as a major navigation channel for the Ports of Portland and Vancouver USA. The river is an environmental and a recreational treasure for the region.

Open spaces and parks are indicated on this map.



Salmon, steelhead and lamprey migrate past Hayden Island to upstream spawning grounds; their offspring migrate back to the Pacific Ocean. During this migration, which varies in season, salmon will use the off channel and shallow water habitat on the shores of Hayden Island. Other salmon use the River year round, inhabiting the Island's off channel and shallow water habitat.

Birds and other wildlife use the Columbia River corridor. Hayden Island is part of a habitat complex that includes Smith and Bybee wetlands, Ridgefield Wildlife Refuge and the Lower Columbia River Estuary. More than 100 species of birds are attracted to this area, including bald eagles that have been sighted nesting on both the eastern and western ends of the Island. The protection of aquatic, avian and terrestrial species including endangered species is important for the Columbia River and Hayden Island.

To protect this vital asset it is important to know that Hayden Island is in the Columbia River watershed. All

run off from Hayden Island drains into the Columbia River. In order to protect the River's water quality, it is imperative that water drained from the Island is as clean as it can be before it enters the river.

ENHANCED GREEN STREETS PROPOSED

The Hayden Island Plan proposes development of enhanced green streets to filter stormwater runoff into the Columbia River, to protect its water quality. The Concept Plan is proposing that as streets are redeveloped they are built as enhanced green streets. These are streets designed so that the stormwater moves to swales and other structures where soils and plants reduce pollutants. Green streets also reduce impervious surface so that stormwater can infiltrate to recharge groundwater and surface water. The streets will become a linear system of open space across the Island.

RIVER BANKS AND BEACHES

As part of the Hayden Island Plan it is proposed that areas of shallow water habitat surrounding the Island are protected. This shallow water habitat, including beaches, is home to young fish and is vital in nurturing the protection and re-population of endangered species. The Concept Plan proposes replanting along the banks of the Columbia River with native species to further filter runoff and provide habitat for terrestrial and aquatic species. Riparian areas should be protected from further rip-rap/hardening and where possible rip-rap should be removed.

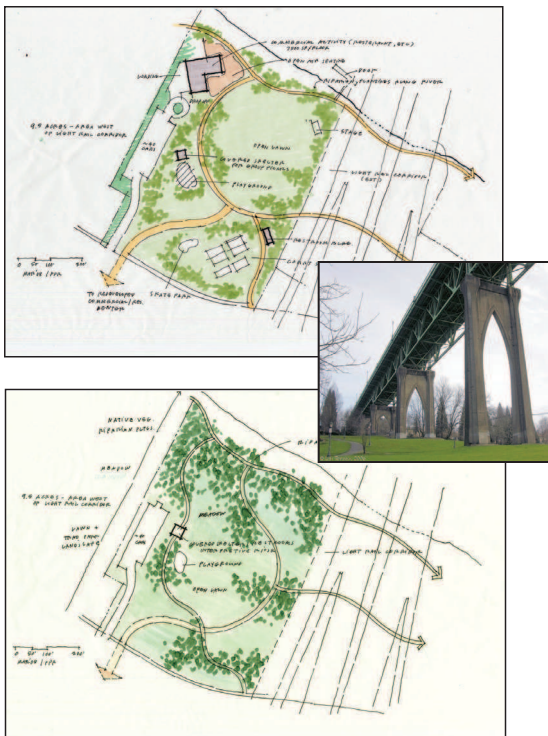
One of the actions in the proposed plan will be a habitat-based replanting plan for the banks of the river and plants to add to gardens to enhance the natural environment on Hayden Island. This replanting plan will apply where appropriate to new sections of the trail system.

OPEN SPACE PROTECTION PLAN

The protection of open space for habitat that is not used by people is necessary to restore the balance needed for restoring endangered species that use the Island and Columbia River for habitat. The eastern tip of the Island is a habitat area that the plan seeks to protect in perpetuity.

NEW PARKS

The community desires access to the river for viewing, swimming and boating. To the west, adjacent to Grandma's or Canoe Bay and the railroad tracks, it is proposed that a park is developed with beach access to the Columbia River.



Park concepts under I-5 highway, similar to Cathedral Park under the St. John's bridge.

A new park should be developed west of the highway on the Columbia River. This new park should be designed in a way to provide for a diversity of unstructured and structured recreational opportunities for both residents and visitors to the island. To enhance the parks potential recreational spectrum and to limit some of the costs, consideration should also be given to the establishment of a restaurant/café or similar visitor-related commercial enterprise that makes the park active year round. The

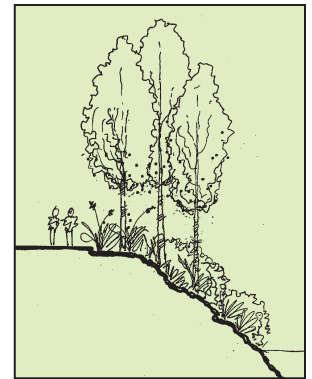


new park could extend eastward under the new bridge, if the crossing allows adequate air and light, and is not too noisy.

Facilities for docking motorized and non-motorized boats (kayaks and canoes) may be provided at new parks. These facilities will provide residents and non residents' opportunities to access the Island's marine-related businesses.

ISLAND TRAILS, WALKWAYS TO BE CONNECTED

On Hayden Island there are private walkways that are not connected. The Concept Plan recommends that these walkways be connected into a system of trails providing viewpoints of the River and the Cascades. This would be done with easements and be a private system for the Island community. Although some of these paths currently exist there was concern from some of the land owners to expand this system and there was approval from others about having such a system. Path systems provide a means of active recreation that is convenient and sustainable for communities.



Island trails providing access to the Columbia and views of the mountains will be linked with easements, and be a private system for the Island residents.

CENTRAL PLAZA DESIGN NEAR MAX LIGHT RAIL STATION



It is hoped that the plaza near the MAX station is an active community space, as in this photo.

At the center of the Island, it is proposed that a new plaza be part of the design for the light rail station. This open space is intended to be an active plaza for informal gatherings over coffee and conversation. This plaza will be connected to the park and green edge on both the northern and southern sides of the Island.

Next Steps



PROPOSED FINAL PLAN TO BE PRESENTED TO THE PLANNING COMMISSION SUMMER 2008

The Hayden Island Concept plan was presented to the Portland Planning Commission at a briefing on March 25, 2008. It will be followed by a public hearing on April 8th. It is anticipated that the Planning Commission will provide a recommendation on the direction of the plan in light of the proposed Columbia River Crossing project.

The information contained in this Concept Plan combined with the recommendations of the Planning Commission will form the foundation of the final plan for Hayden Island, the recommended changes to the Comprehensive Plan and zoning code. The Bureau of Planning, working with each of the City Bureaus and the community, will collaboratively develop the proposed final plan. This proposed final plan will be presented to the Planning Commission in summer 2008 and then be forwarded to the City Council for hearing and adoption.

If you have any questions regarding this concept plan or the next steps, please contact Alice Ann Wetzel in the Bureau of Planning at **503-823-9711** or **AliceAnn.Wetzel@ci.portland.or.us**.



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