

Hayden Island testimony to PSC 10.28.14, by Alastair (AJ) Roxburgh
Portland's Planning and Sustainability Commission:

Islands are different. Friends hear I moved to Hayden Island, and say, that's great, but how do you deal with the poor access? They also say they tend to avoid Hayden Island for that reason.

Transferring ordinary thinking and ideas to an island situation is fraught with pitfalls.

Hayden Island should not be thought of as extra land for Portland. It is not just *land*; it is island land, which is very different. Yet, past planning has simply added its acreage to Portland, and zoned it as if it were just another piece of landlocked urban landscape.

Industrial development on West Hayden Island (WHI) has the triple whammy of poor road access, poor internal connectivity, and by modern standards, poor ocean access (water depth and river distance).

Islands, even populated ones, are not your average suburb. Hayden Island is not Kenton, despite proximity. Kenton's population of 7,300 people occupies a grid of 200 city blocks, connected to surroundings by at least 4 major roads and 50 minor roads.

Hayden Island, on the other hand, has a population of 2,800 (about half that of Kenton), but only 1 road connects it to the mainland. Internally, its elongated shape reduces interconnectivity, and half of the population has to travel a single two-lane road, N Tomahawk Drive, at the narrowest part of the island where little improvement can be contemplated.

Yes, it is true that there are relatively large amounts of land on East Hayden Island that are vacant, but as the Island dwellers know, there are good reasons for leaving them that way.

Current city zoning for Hayden Island supports high-rise housing developments which would double the population on the east end, and will seriously tip the island's precarious balance of population density versus road access and connectivity. The zoning needs to be changed to prevent any further such developments past the 375-unit luxury apartments just completed. One consequence of not doing this is the addition of hours of travel time each day for many Hayden Island residents (375 cars at 10 seconds each, morning and evening) and business customers.

The same goes for WHI, where 826 acres of publically owned wild habitat beckon. However, developers need to avert their eyes, because any industrial development there would tip Hayden Island's delicate balance past the point of return for the island residents, the island businesses, and for the unique flood plain wildlife ecosystem on WHI (many adverse livability factors such as 64x air pollution, and 24/7 noise pollution).

However, before any further development plans for Hayden Island can be considered, based on the sensible principle of requiring mitigation first, the island needs full emergency services and evacuation measures put in place.

In summary, I hope you can see that development at either end of Hayden Island is ill advised. Island life is worthwhile since we have nearly everything we need right there for all our needs, except a medical clinic! Yes we have but one way on and off the Island, but as long as over-development is controlled it works for us.

Thank you.

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