

December 1, 2015

VIA ELECTRONIC MAIL

Planning and Sustainability Commission
City of Portland
Attn: Steve Kountz
1900 SW Fourth Avenue,
Suite 7100
Portland, Oregon 97201

Re: Bureau of Planning and Sustainability's "Employment Zoning Project, Proposed Draft - September 15"

Proposed Amendments to Prime Industrial Overlay map and regulations to remove a 3.5 acre site at the northwest end of the city limits of Hayden Island needed for a future regional boat ramp facility

File No.: 094452.0003

Dear Commissioners:

This firm represents Inland Sea Maritime Group LLC with regard to the City of Portland's Bureau of Planning and Sustainability's proposed Prime Industrial Overlay map and regulation which are the subject of the "Employment Zoning Project, Proposed Draft-September 2015" (the "proposed Overlay").

Please enter this into the record in the above matter which is scheduled for a meeting on December 8, 2015.

Our client, along with two adjacent property owners, owns property which is the site of a proposed future 6-acre regional boat ramp facility on West Hayden Island at the northwest end of the city limits. The proposed regional boat ramp facility would be adversely affected by the City's proposed Overlay regulations.

Portland Planning and Sustainability Commission
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Attached please find a Memorandum which proposes amendments to the Overlay to remove a portion of the boat ramp facility site from the Overlay map or, in the alternative, to create a special provision to allow a regional boat launch facility approved by the Oregon State Marine Board (OSMB) as a permitted use in the Overlay zone.

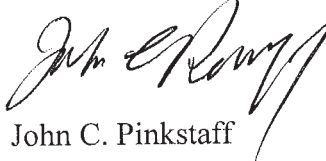
These amendments are warranted because the proposed regulations will substantially restrict and impede the ability to develop a public boat launch facility to meet the regional needs of the boating public, and the planned regional boat launch facilities on this area of Hayden Island will not conflict with development of Hayden Island's prime industrial land.

Please let me know if you have any questions or need anything further.

Thank you for your consideration.

Very truly yours,

LANE POWELL PC

A handwritten signature in black ink, appearing to read "John C. Pinkstaff", written over the typed name below.

John C. Pinkstaff

JCP:mag
Attachments
cc: Client

094452.0003/6497412.2

December 1, 2015

VIA EMAIL: psc@portlandoregon.gov
Steve.kountz@portlandoregon.gov

TO: Portland Planning and Sustainability Commission
Attn: Steve Kountz

FROM: John C. Pinkstaff

RE: Bureau of Planning and Sustainability's "Employment Zoning Project,
Proposed Draft- September 2015"

Proposed Amendments to Prime Industrial Overlay map and regulations to remove a 3.5 acre site at the northwest end of the city limits of Hayden Island needed for a future regional public boat ramp facility

FILE NO: 094452.0003

BACKGROUND: The City of Portland is currently proposing changes to the existing zoning regulations and zoning maps that, if adopted as currently written, would impose a "Prime Industrial Overlay" intended to protect industrial development capacity in Portland's freight hub districts by prohibiting and restricting certain types of non-industrial uses. The Bureau of Planning and Sustainability's "Employment Zoning Project, Proposed Draft-September 2015" (www.portlandoregon.gov/bps/employmentzoning) seeks to protect prime industrial land from siting for parks, among other non-industrial land uses, with a Prime Industrial Overlay map and regulations in order to plan for adequate developable land capacity to accommodate expected employment needs. (hereinafter "Prime Industrial Overlay") (See Proposed Prime Industrial Overlay Map and excerpts from City staff Memo re Employment Zoning Project dated November 6, 2015 **Attachment 1**).¹

The Prime Industrial Overlay map and regulations would apply to 3.5 acres owned by Inland Sea Maritime Group and Mr. James D. Liston needed for a proposed future regional boat ramp facility and park (hereinafter the "Property" or the "Site") (See maps of proposed Overlay boundary,

¹ Proposed 33.475.080 would allow recreational trails and boat launching areas not exceeding 2 acres, and those over 2 acres may be allowed through a conditional use review set forth in proposed 33.815.150.

affected parcels, and proposed boat launch facility, **Attachment 2**).² The plan for the Site shows a proposed public park/public boat ramp and accessory facilities, trailhead access, restroom and interpretive center, and parking for cars and boat trailers and a realigned segment of Hayden Island Drive (hereinafter the “Plan”, See **Attachment 3**).³ The boat launch facilities will serve the regional needs of the boating public.⁴ The Plan was previously endorsed by Oregon State Marine Board’s (“OSMB”) Wayne Shuyler, Boating Facilities Program Manager/Deputy Director (retired).⁵

² The proposed future regional boat launch Site includes three ownerships:

(1) The property at 3255 N. Hayden Island Dr. in Portland. Approximately half of this property (Section 33 2N 1E TL 1400, 3.5 acres) is owned by Inland Sea Maritime Group (ISMG) and is developed with Schooner Creek Boat Works which is a boat building and repair facility. The remainder of this property is undeveloped (TL 1500 2.78 acres) and a small portion of TL 1500 is needed for the proposed boat launch facility. Both of these tax lots are owned by Inland Sea Maritime Group LLC. This has a base zone IG2, General Industrial. Both TL 1500 and 1400 are inside the proposed Prime Industrial Overlay (hereinafter “TL 1400” and “TL 1500” or the “ISMG Property”).

(2) The adjacent property to the north (Section 28 2N 1E TL 100, 2.57 acres). This property is undeveloped and has a base zone of R2, Multi-dwelling Residential and is owned by SDP LLC & Canoe Bay LLC. The adopted Hayden Island Plan identifies this property as a new park for recreational opportunities for both residents and visitors to the island (See excerpt from Hayden Island Plan, **Attachment 4**). Due to its R2 zoning, Section 28 TL 100 is outside the proposed Prime Industrial Overlay (hereinafter “Sec. 28 TL 100” or the “SDP LLC & Canoe Bay LLC Property”).

(3) A portion of the property across Hayden Island Dr. (Section 33 2N 1E TL 100, 3.79 acres) owned by James D. Liston, which is a portion of the site needed for the boat ramp facility plan). This parcel has a base zone IG2, General Industrial. Section 33 TL 100 is inside the proposed Prime Industrial Overlay (hereinafter “Sec. 33 TL 100” or the “Liston Property”).

³ The Plan will occupy six acres of the approximately ten total acres in TL’s 1500, Sec. 28 TL 100 and Sec. 33 TL 100. As such, the regional boat launch facility would exceed the 2 acre maximum for an allowed use in Proposed 33.475.080 and therefore would not be allowed unless it obtained a conditional use approval under proposed 33.815.150.

⁴ This is a boat ramp deficient area. City police and fire boat access at this location would help current and future safety concerns on Hayden Island. The OSMB has indicated that a boat ramp on the island would be regionally significant because of the lack of river access in this location and the extreme demand. Hayden Island is currently park deficient and this Plan benefits the island park demand. A ramp at this location benefits safety because fire and police boats can use it for quick access to this part of the river. The ramp can be used by both motorized and non-motorized boats. A second bridge to Marine Drive for all island users is also a needed addition for island access and would allow ramp users an additional way to access the island. Finally, the ramp would allow boat owners to launch and retrieve boats too big for the travelifts on the island.

⁵ The Plan was previously endorsed by Kathleen Wadden, Portland Parks and Recreation Senior Management Analyst. The three property owners of the proposed park site support the Plan and are willing sellers. Also, 100% of the boat sales and boat-related sales on Hayden Island support the Plan.

PROPOSED AMENDMENTS. As applied to the Boat Launch Property, the Prime Industrial Overlay regulations would generally restrict and impede the ability to use the Property for a regional boat launch facility to meet the regional needs of the boating public, and specifically, would not allow the Plan for the site. Consequently, for the reasons discussed below, we would propose amendments to the Prime Industrial Overlay map and regulations to do the following:

(A) Remove the Prime Industrial Overlay from the Property so that the Property is outside the draft Overlay boundary; or

(B) Add a new provision to the draft text of the Prime Industrial Overlay regulations which (assuming the Property is not removed from the Overlay) will allow, as a permitted use, the specific use of the Property for a regional boat launch facility within a park approved by the OSMB.

A. Remove the Prime Industrial Overlay from the Property.

Removal of the Prime Industrial Overlay from the Property is warranted because the proposed regulations will substantially restrict and impede the ability to implement the Plan for a regional boat launch facility to meet the regional needs of the boating public, and the planned regional boat launch facilities on this area of Hayden Island will not conflict with development of Hayden Island's prime industrial land.

The Plan will occupy six acres of the approximately ten total acres in TL's 1500, Sec. 28 TL 100 and Sec. 33 TL 100. As such, the regional boat launch facility would exceed the 2 acre maximum for an allowed use in Proposed 33.475.080 and therefore would not be allowed unless it obtained a conditional use approval under highly subjective approval criteria set forth in proposed 33.815.150.⁶ Thus, the proposed Overlay will for all practical purposes make establishment of the proposed regional public boat launch facility unfeasible.

Three of the four tax lots are defined by the City to be prime industrial land and within the proposed Overlay. But Sec. 28 TL 100, the SDP LLC & Canoe Bay LLC property which is zoned R2 and outside the proposed Overlay, is only 2.57 acres and therefore is not large

⁶ Highly subjective conditional use approval criteria contained in proposed 33.815.150 include requirements that the proposed use will not have "significant adverse effects," will have a capable transportation system based on certain evaluation factors, will not "significantly alter the overall industrial character of the area" based on "existing proportion of industrial and non-industrial uses and effects of incremental changes", and will "preserve city-designated scenic resources". These subjective requirements would provide virtually unlimited grounds for appeals which would make development of such a regional boat launch facility unfeasible.

enough to serve as a neighborhood park and boat ramp facility. While we understand and support planning for jobs, the Site is not appropriate for the proposed zoning changes for several reasons. The Site has no rail access, has limited truck access, and can be accessed by only a single bridge --- all factors that make development for only intense industrial development limited.

Additionally, the land owned by Inland Sea Maritime Group is leased by Schooner Creek Boat Works, which is an allowed use in the current and proposed zones. Schooner Creek has 24 employees. A dedicated regionally significant river access is envisioned. An adjacent park with a boat launching facility would be a complimentary land use. Importantly, the site is a valuable riverfront opportunity with an existing beach, which is rare in Portland.

Finally, the boat ramp park will occupy about 6 acres, 3.5 acres of which is inside the proposed Overlay (the Liston Property and ISMG Property) while the remainder (SDP LLC & Canoe Bay LLC property) will be outside the proposed Overlay. Thus, the small amount of land (3.5 acres) to be removed from the Overlay by this proposed amendment is insignificant compared to the total amount of land the City seeks to rezone (10,000 acres) and would not prevent the City from meeting its land capacity to accommodate future employment needs.

For the foregoing reasons, the Property should be removed from the Prime Industrial Overlay.

B. Allow as a permitted use the specific use of the Property for a regional boat launch facility approved by the OSMB

Given the identified need for a regional boat launch facility approved by the Oregon State Marine Board, in the event the City declines to remove the Property from the draft Prime Industrial Overlay as requested above, then the draft regulations should be amended to add a new provision which will allow, as a permitted use, the specific use of the Property for a regional boat launch facility approved by the OSMB under ORS 830.150 and related administrative rules.⁷

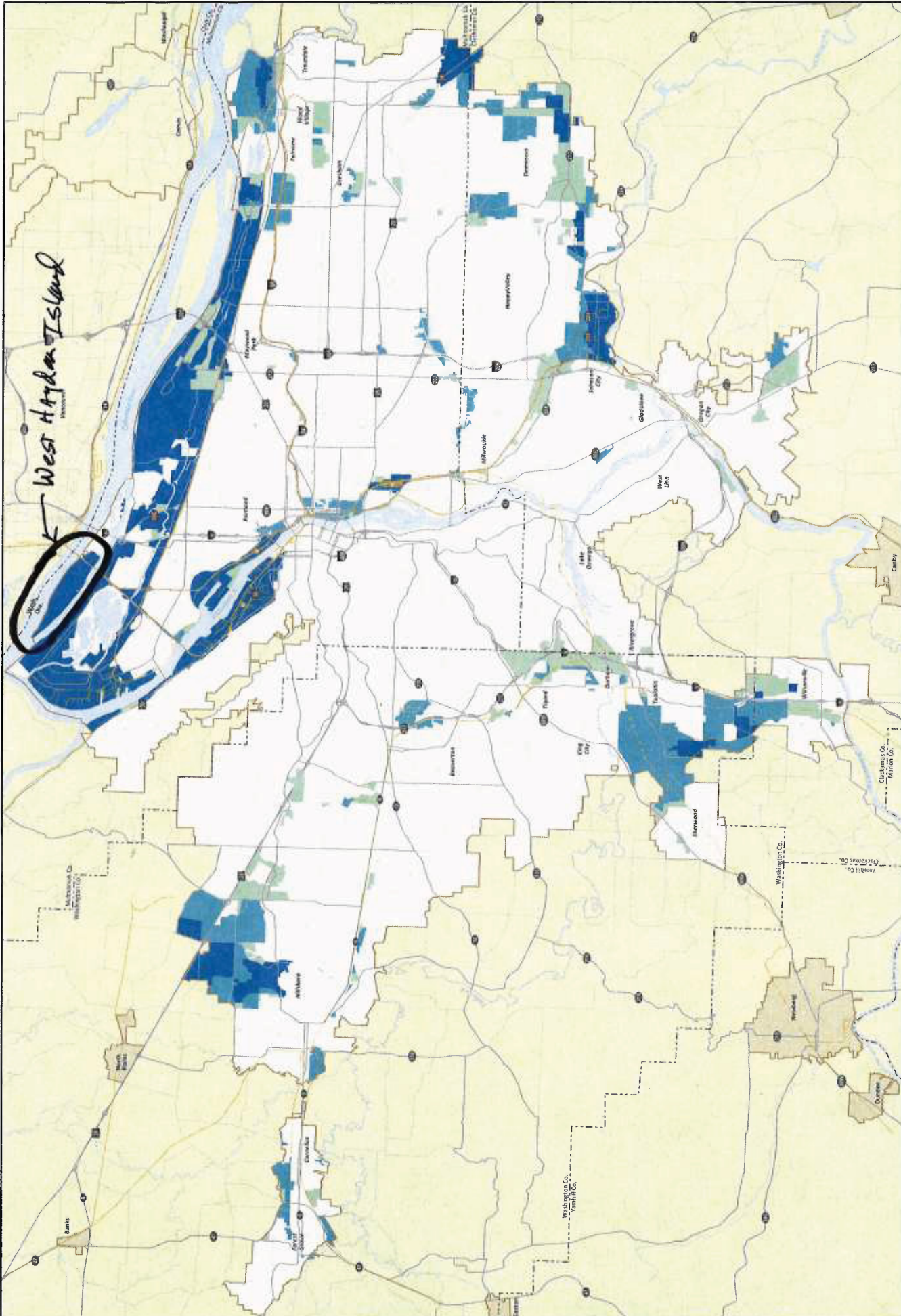
⁷ The State Marine Board Marine Facility Program Rules are found in OAR Chapter 250 Division 14. The Board administers the Boating Facility Grant Program contained in Oregon Revised Statute 830.150. The Board has also adopted administrative rules to further implement the Statute. These rules can be found in Chapter 250, Division 14, of Oregon Administrative Rules. The Board does not own or operate any boating sites or facilities and instead, relies on willing partners to apply for grants to make needed improvements. Boating Facility Grants are available to help the providers of public boating access sites around the state to acquire, improve, and maintain facilities that serve recreational boaters. Typical boating improvements include launch ramps, boarding floats, parking lots, restrooms, transient moorage, and other items needed by boaters.

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Attn: Steve Kountz
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Such an amendment to the text of the Overlay zone would provide as follows:

“Notwithstanding the Prime Industrial overlay zone regulations and any other provision of Chapter 33, a public boating facility, located on Hayden Island, including launch ramps, parking, sanitation, docks and other facilities for the convenience and safety of recreational boaters, pursuant to a plan approved or endorsed by the Oregon State Marine Board subject the provisions of ORS 830.150 and OAR 250-014-0001 et seq., shall be an outright permitted use.”

For the same reasons supporting removal of the affected tax lots from the Prime Industrial Overlay from the Property, this alternative amendment, allowing a specific permitted use for a regionally significant public boating facility on a small area at the edge of the Overlay which lacks rail and has limited truck access, will not conflict with development of Hayden Island’s prime industrial land, and, in fact, will complement the existing use of the adjacent boat works with its 24 employees.



Title 4, Industrial and Other Employment Areas

January 2013



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Metro
Making a great place

- Employment areas
- Industrial areas
- Regionally significant industrial areas
- Proposed main roadway routes
- Proposed road connectors
- Mainline freight
- Branch line freight
- Rail yards
- County boundaries
- Urban growth boundaries
- Neighbor cities



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

MEMO

DATE: November 6, 2015
TO: Planning and Sustainability Commission
FROM: Tom Armstrong, Supervising Planner
Steve Kountz, Senior Economic Planner
SUBJECT: Employment Zoning Project

A number of different policy issues were raised at the October 27, 2015, PSC public hearing for the Employment Zoning Project. The purpose of this memo is to provide additional information for each issue to help inform the PSC in making their recommendation. The key issues are:

1. Environmental Overlay Zones Compatibility with Prime Industrial Overlay
2. Parks and Open Areas Prohibition
3. E-zone Update Timing
4. Self-Service Storage
5. Golf Course Landscaping Standards
6. EG zone office uses at 3:1 FAR and Guild's Lake Industrial Sanctuary Plan District Limits
7. Residential Non-Conforming Uses in EG Zones
8. Industrial Office
9. Air Quality

This memo includes page references to the code language in the September Proposed Draft of the Employment Zoning Project.

The Map Issues section begins on page 10.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
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1. *Environmental Overlay Zones Compatibility with Prime Industrial Overlay*

Simply, environmental overlay zones (e-zones) restrict the location and scale of development, while the prime industrial overlay restricts the types of uses. Two different elements of development. They can overlap and be compatible. For example, a warehouse can be built in an environmental conservation-zone (with mitigation) but it cannot be used for self-service storage if it is in the prime industrial overlay zone.

The Basics:

The Zoning Code establishes the rules that control the use, development standards, and review procedures for land development in Portland.

Primary Uses - different categories of uses (residential, retail, industrial services, parks) have different allowances (allowed, limited, conditional, prohibited). See the use table on page 27 of the Proposed Draft.

Development standards - clear and objective standards control the size, shape and location of the development.

Review procedures - different levels of process and public review depending on the type of land use decision.

The Zoning Map has a number of different overlapping elements that determine which parts of the Zoning Code apply to a specific parcel.

Base Zones - broad categories (residential, commercial, industrial) provide the basic regulations on use and development standards. Only one base zone can apply. These zones are designated with capital letters and numbers - IG1, CN2, R5, EX

Overlay Zones - apply supplemental, more specific regulations. More than one overlay zone can apply to a parcel. These overlay zones are designated with lower case letters (p, c, d, l)

Plan Districts - add special regulations based on a specific location. The plan district regulations supersede or augment the other regulations in the base and overlay zones. Only one plan district can apply. These districts are designated by lines on the map.

The attached diagram shows how all three elements can layer on top of each other to define the regulations that apply to a given site.

Environmental Overlay Zones (e-zones) protect natural resources and functional values. The environmental regulations discourage encroachment into significant natural resource areas, encourage flexibility in site planning, and provide for development that avoids adversely impacting the site's natural resources.

There are two types of environmental zones: protection (p zones) and conservation (c zones). Simply, the environmental protection zone severely restricts development, while the environmental conservation zone allows some development with mitigation. The e-zones

apply to significant natural resource area, which is typically a portion of the site, and regulates development in that that area.

The **Prime Industrial Overlay Zone** is proposed to protect the industrial development capacity of land in Portland's freight-hub districts. It does this by:

- prohibiting non-industrial uses (self-service storage, commercial outdoor recreation, major event entertainment, and parks)
- prohibiting quasi-judicial comprehensive plan map amendments to convert industrial land to non-industrial map designations

The e-zones control the size and shape of the development. The Prime Industrial overlay controls what the development can be used for. If the two overlay zones do not overlap, then someone could build a warehouse for self-service storage in the c-zone portion of a site.

2. Parks and Open Areas Prohibition

Metro Title 4 says local jurisdictions shall prohibit parks intended to serve people other than those working or residing in Regionally Significant Industrial Areas (RSIAs). The Prime Industrial overlay zone boundary corresponds to the RSIAs. Where the overlay does not correspond to the RSIA map, the City will need to ask Metro to amend the RSIA map. The Metro Title 4 map is attached.

Metro does not define "parks", but the Zoning Code use category is defined as Park and Open Areas. This category addresses land uses that consist of natural areas, large areas consisting mostly of vegetative landscaping or outdoor recreation, community gardens, or public squares. Examples include parks, golf courses, cemeteries, public squares, plazas, recreational trails, botanical gardens, boat launching areas, nature preserves, community gardens, and land used for grazing that is not part of a farm or ranch.

The Metro Title 4 provisions make specific allowances for parks intended to serve people working or residing in the RSIA. It is not intended to prohibit trails and trailhead amenities, which the proposed code specifically allows for up to 2 acres.

Testimony from the Parks Bureau, the Parks Commission, Metro, and the Audubon Society of Portland object to this prohibition.

Metro Title 4 is clear in that recreational, developed parks are prohibited. Metro's direction is that if a recreational park needs to be in a RSIA, then there should be a comprehensive plan map amendment and a Metro map amendment to change the RSIA designation. If the City does not include this prohibition, then it is likely that Metro will find the City is out of compliance with the regional planning requirements.

Metro Title 4 is not clear with respect to natural preserves. The proposed code treats natural areas as open areas and prohibits them as a use, unless the area qualifies as a stormwater facility, as determined by BES. Metro's testimony says that natural areas are primarily habitat with limited public access (trails), and therefore should not be defined as parks.

The Parks Bureau has suggested that parks up to 10 acres in size should be considered local serving. The two-acre limit is based on a standard in Statewide Planning Goal 9. An

alternative would be to consider parks greater than two acres as a conditional use with the approval criteria to demonstrate that the size is appropriate to serve the local area. The following table summarizes the proposed code along with options to address issues raised in testimony

| | Recreational Developed Parks | Nature Preserves | Stormwater Facilities |
|---------------|---|--|--|
| Proposed Code | Prohibited except for local serving parks (less than 2 acres) | Prohibited | Allowed as a public utility. (BES determination) |
| Options | 1. Allow larger local serving parks as a conditional use | 2. Allow. Habitat areas with public access/trails as an incidental accessory use | |

33.475.080 Parks and Open Areas

Parks and Open Areas uses are prohibited in the Prime Industrial overlay zone except for the following:

- A. Recreational trails and boat launching areas are allowed. Trailheads, parking areas, bathroom facilities, educational kiosks and other development or facilities that are accessory to a recreational trail and boat launching areas are limited to 2 acres per site;
- B. Nature preserves are allowed;
- C. Off-site mitigation is allowed if the mitigation is for impacts that occur in the Prime Industrial overlay zone; and
- D. Other Parks and Open Areas uses that are 2 acres or less in size are allowed. Parks and Open Areas over 2 acres in size may be allowed if approved through a conditional use review.

33.815.150 Parks And Open Areas Uses in the Prime Industrial Overlay Zone

These approval criteria apply to Parks And Open Areas uses in the Prime Industrial overlay zone that require a conditional use review as specified in 33.475.080.D. The approval criteria promote preservation of land for industry while allowing Parks And Open Areas uses when they are supportive of the industrial area and not detrimental to the character of the industrial area. The approval criteria are:

- A. The proposed use will not have significant adverse effects on nearby industrial firms, or on truck and freight movement;
- B. The transportation system is capable of supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street designations and capacity, level of service; on-street parking impacts; access restrictions; connectivity; neighborhood impacts; impacts on pedestrian, bicycle, and transit circulation; safety for all modes; and adequate transportation demand management strategies;

C. The proposed use will not significantly alter the overall industrial character of the area, based on the existing proportion of industrial and non-industrial uses and the effects of incremental changes;

D. City-designated scenic resources are preserved; and

E. The proposed use needs to be located in an industrial area because industrial area residents or employees constitute the primary market of the proposed use.

3. E-zone Update Timing

Testimony by the Bureau of Environmental Services and the Audubon Society of Portland request an update to the environmental overlay zones along the Columbia Corridor and Portland Harbor. About 400 acres of high- and medium-ranked natural resources lack protection under environmental overlay zones (see attached map).

In particular, they note that the Airport Futures Land Use Plan identified e-zone updates with an ESEE (Economic, Social, Environmental and Energy) analysis and request that these e-zone updates be included in the Task 5/Early Implementation phase.

These updates are on the BPS work program, but are not part of the Periodic Review (Task 5) work program. The proposed Airport Future e-zone changes on private land were not without controversy. In order to resurrect them at this time, it would take:

- additional analysis to update the ESEE to be consistent with the 2012 Natural Resources Inventory
- analysis of the specific impacts on the industrial land capacity and subsequent adjustments to the EOA
- considerable public outreach and process

The testimony requests that if the e-zones are not updated, then the prohibitions on natural areas on properties with NRI-ranked resources should be suspended or waived. In general, waiving or suspending code is not good planning practice. It is too complicated to administer.

Most of the e-zone updates for High and Medium unprotected resources are along the sloughs and probably qualify as a stormwater facility, and are therefore not subject to the prohibition (see map).

The natural area prohibition really impacts the low value and SHA (grassland) areas - which are the areas with the most industrial capacity. Therefore, it is appropriate to have these potential nature preserves (that do not qualify as a stormwater facility) go through a Comp Plan Map amendment process.

In response to testimony regarding the need for e-zone updates, the PSC has two options:

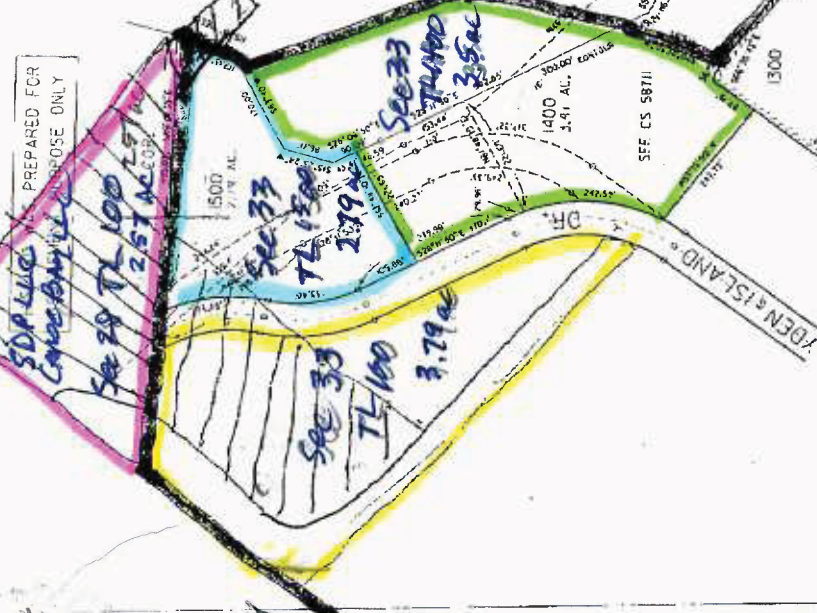
1. Keep the proposed code as written (*as amended above*).
2. Add the Airport Futures e-zone changes to the proposed zoning map.
3. Delete the prohibition on nature preserves until the e-zones are updated.



Proposed Boat Ramp Plan

Proposed Prime Industrial Overlay Boundary

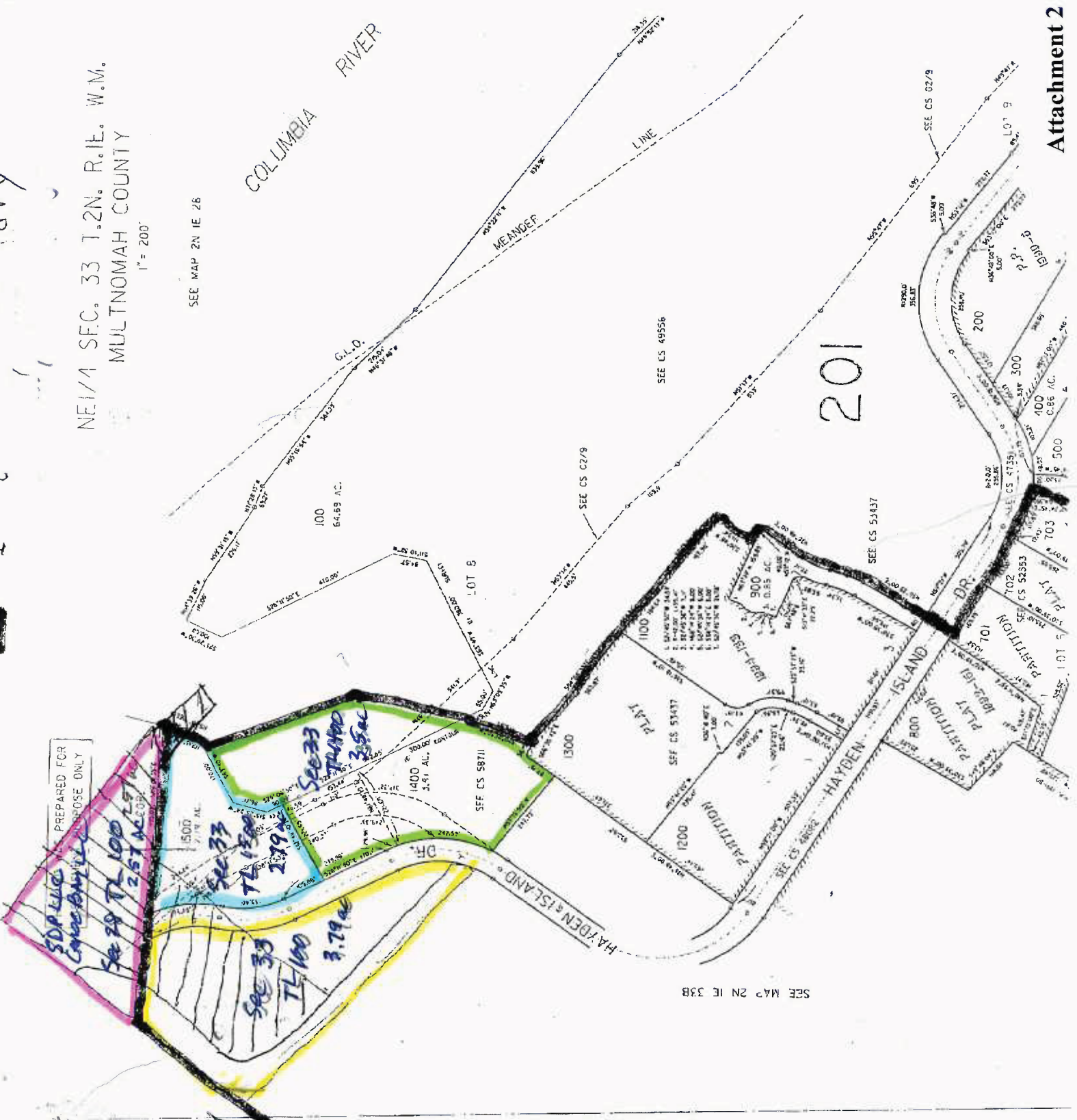
PREPARED FOR
CAMPBELL



NE 1/4 SEC. 33 T.2N. R.1E. W.M.
MULTNOMAH COUNTY
1" = 200'

SEE MAP 2N 1E 2B

SEE MAP 2N 1E 3B



THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

NE 1/4 SEC. 33 T.2N. R.1E. W.M.
MULTNOMAH COUNTY
1" = 200'

2N 1E 33A
PORTLAND

CANCELLED NO.
700

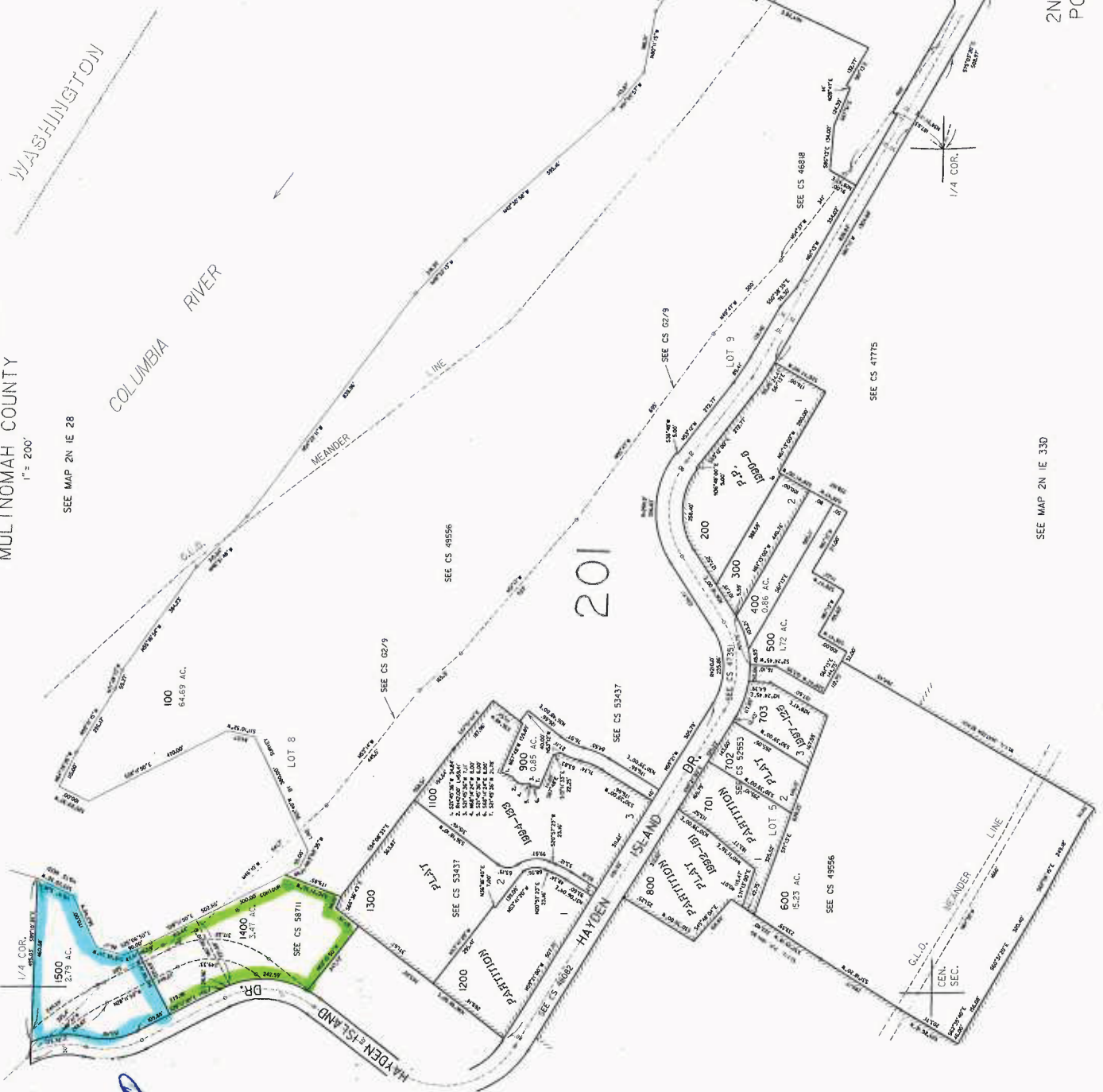
SEE MAP 2N 1E 28

SEE MAP 2N 1E 34B

2N 1E 33A
PORTLAND

SEE MAP 2N 1E 33D

SEE MAP 2N 1E 33B



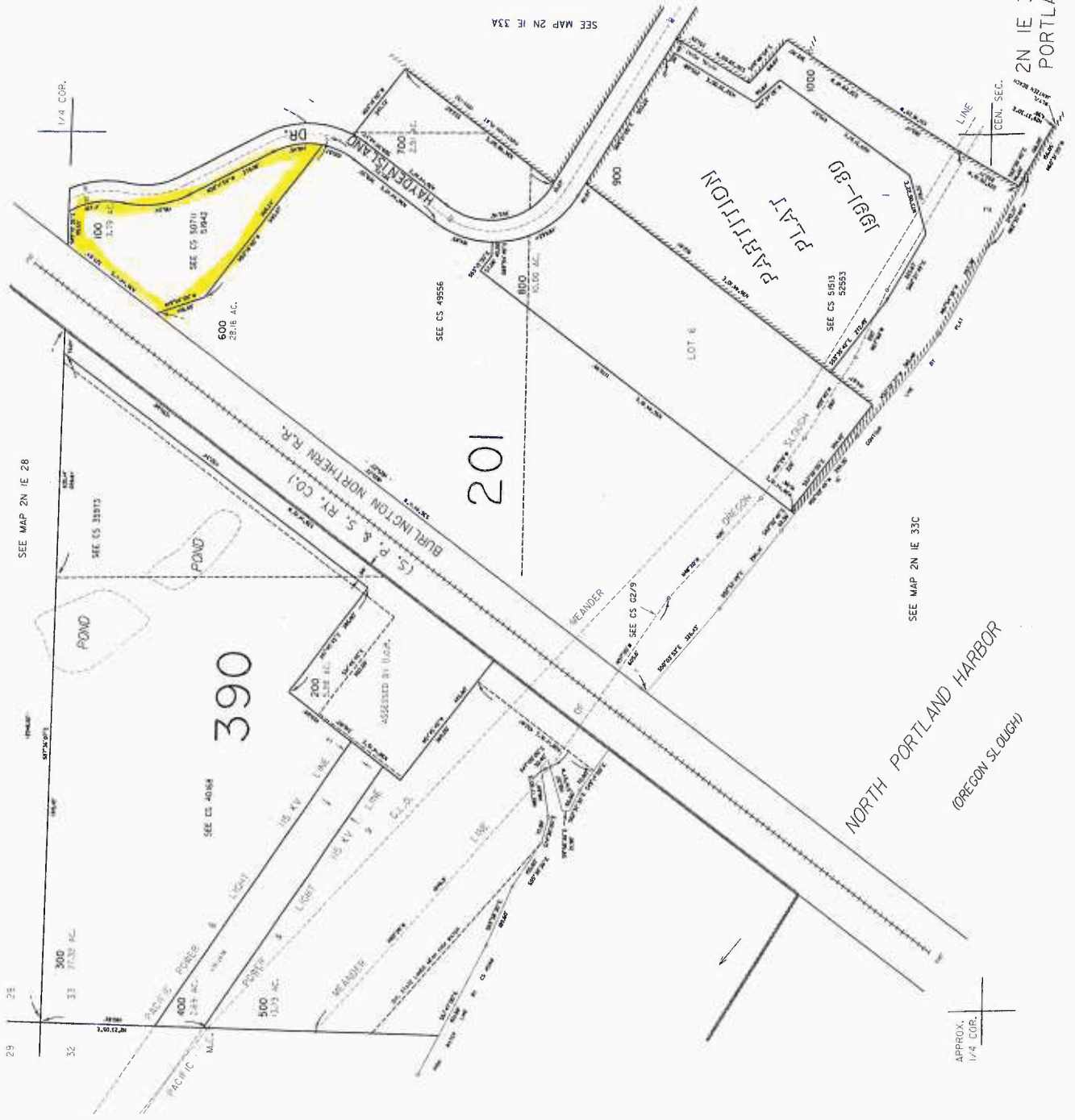
TLs 1500 + 1400
(ISMG)

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

NW 1/4 SEC. 33, T.2N, R.1E, W.M.
MULTNOMAH COUNTY
1" = 200'

2N 1E 33B
PORTLAND

Sec 33 TL 100
(Liston)

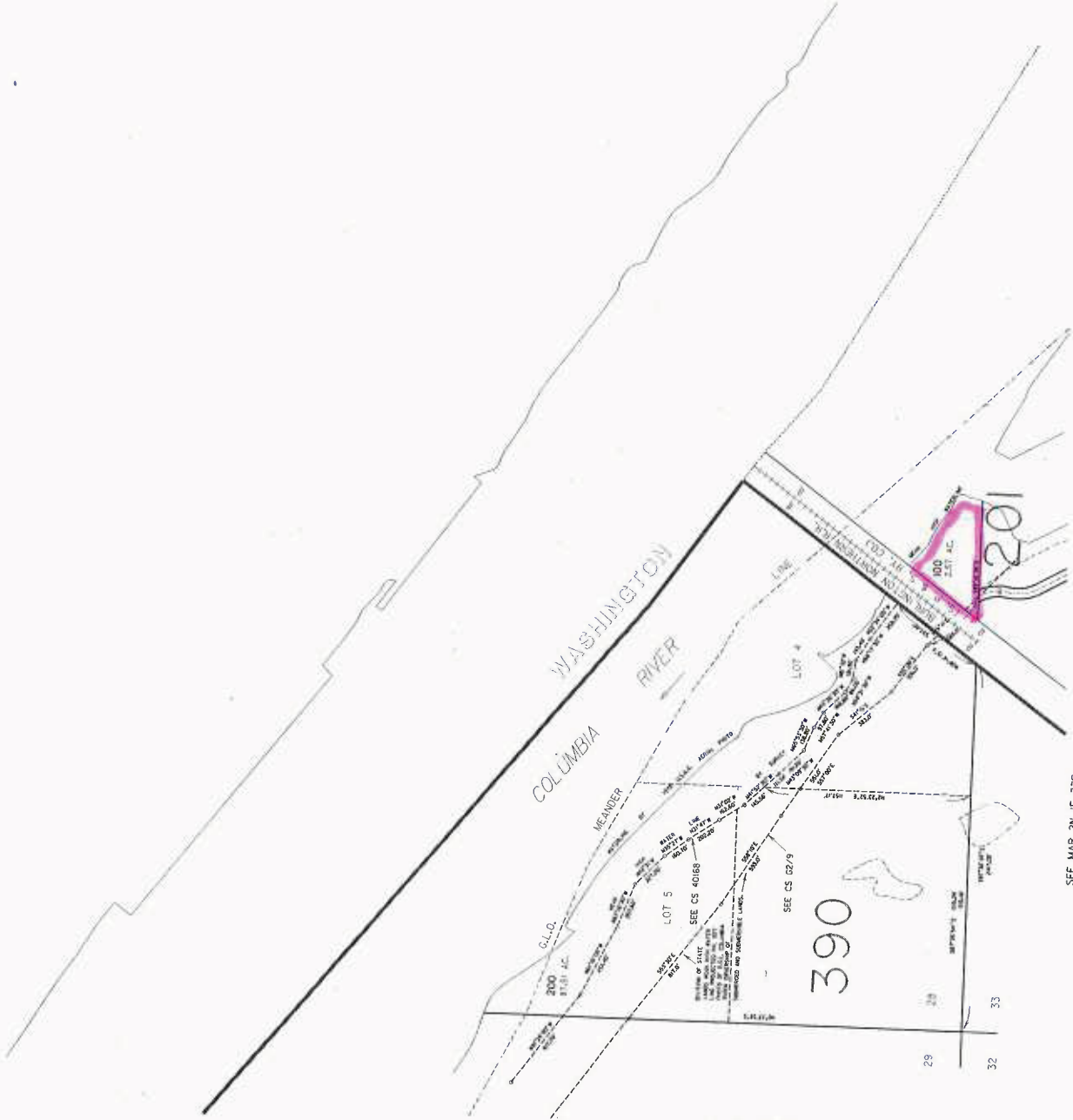


2N 1E 33B
PORTLAND

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

SECTION 28 T.2N., R.1E., W.M.
MULTNOMAH COUNTY
1" = 400'

2N 1E 28



SEE MAP 2N 1E 29

SEE MAP 2N 1E 33B

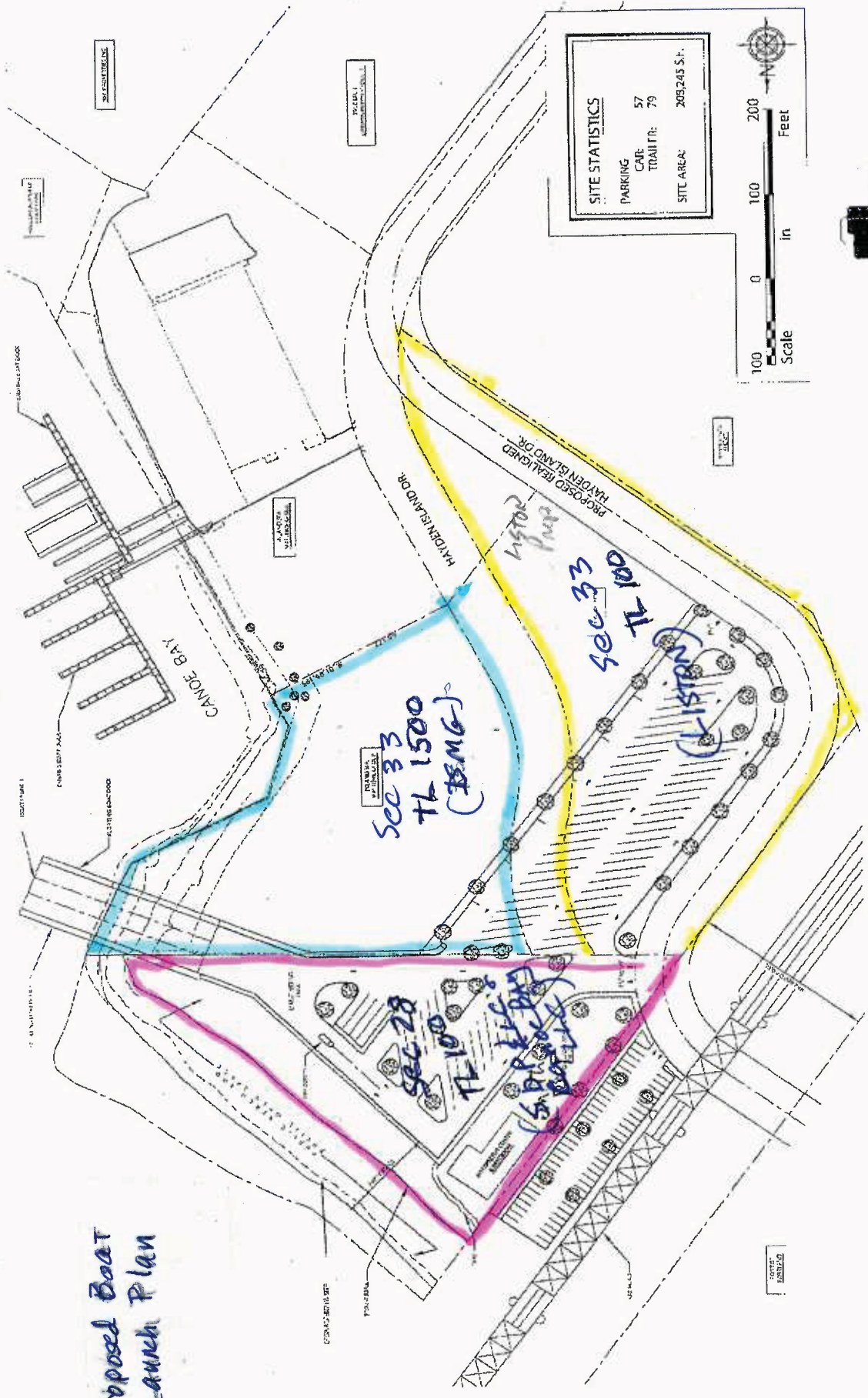
SEE MAP 2N 1E 33A

2N 1E 28

SEC 28 TL 100
(SDP LLC &
CANOE BAY LLC)

24

Proposed Boat Launch Plan

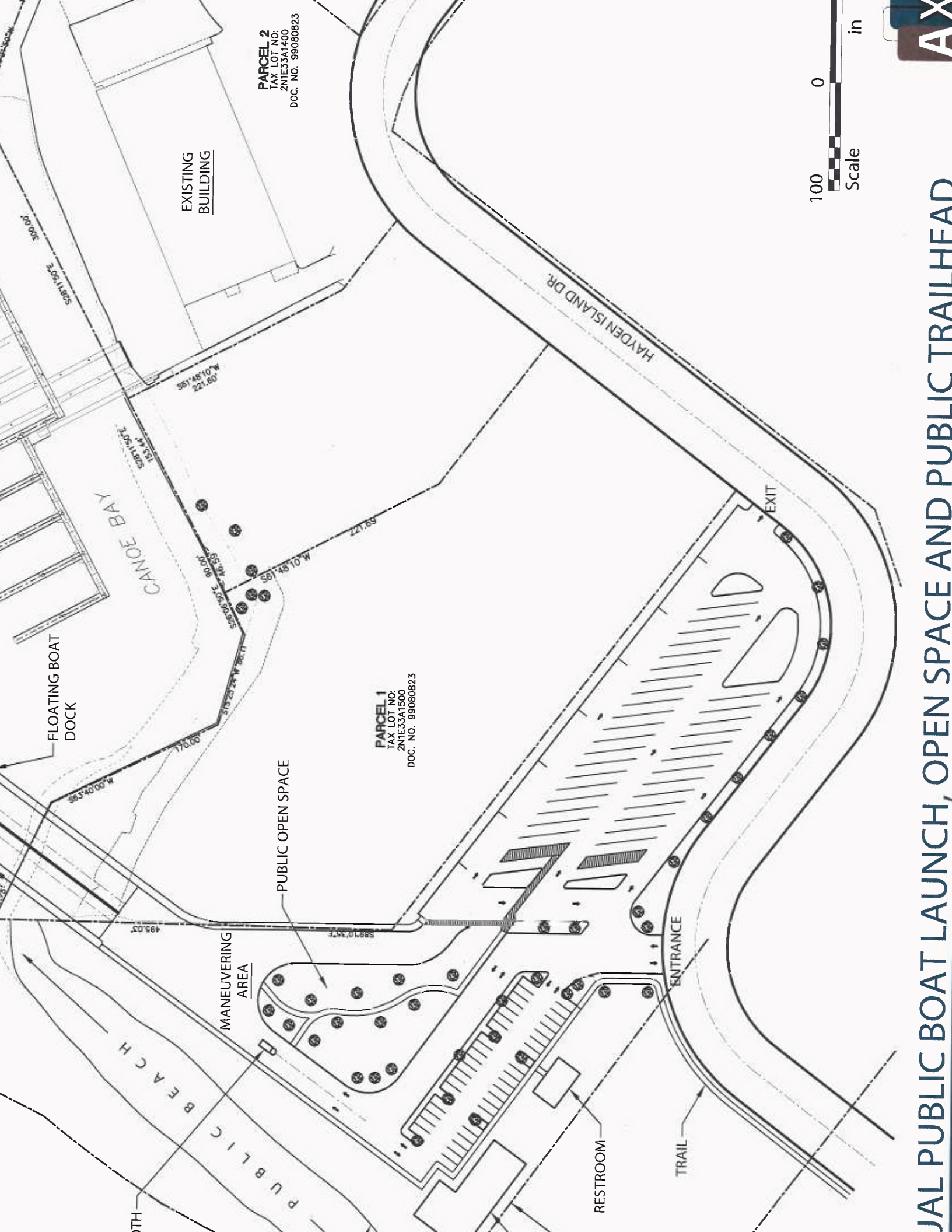


MAY 14, 2012

DRAFT CONCEPTUAL PUBLIC BOAT LAUNCH, OPEN SPACE AND PUBLIC TRAILHEAD



ARCHITECTURAL DESIGN INTERIOR DESIGN MASTER PLANNING LAND USE PLANNING



PARCEL 2
 TAX LOT NO. 2N1E33A1400
 DOC. NO. 99080823

EXISTING BUILDING

HAYDEN ISLAND DR.

CANOE BAY

FLOATING BOAT DOCK

PARCEL 1
 TAX LOT NO. 2N1E33A1500
 DOC. NO. 99080823

PUBLIC OPEN SPACE

MANEUVERING AREA

PUBLIC BEACH

RESTROOM

TRAIL

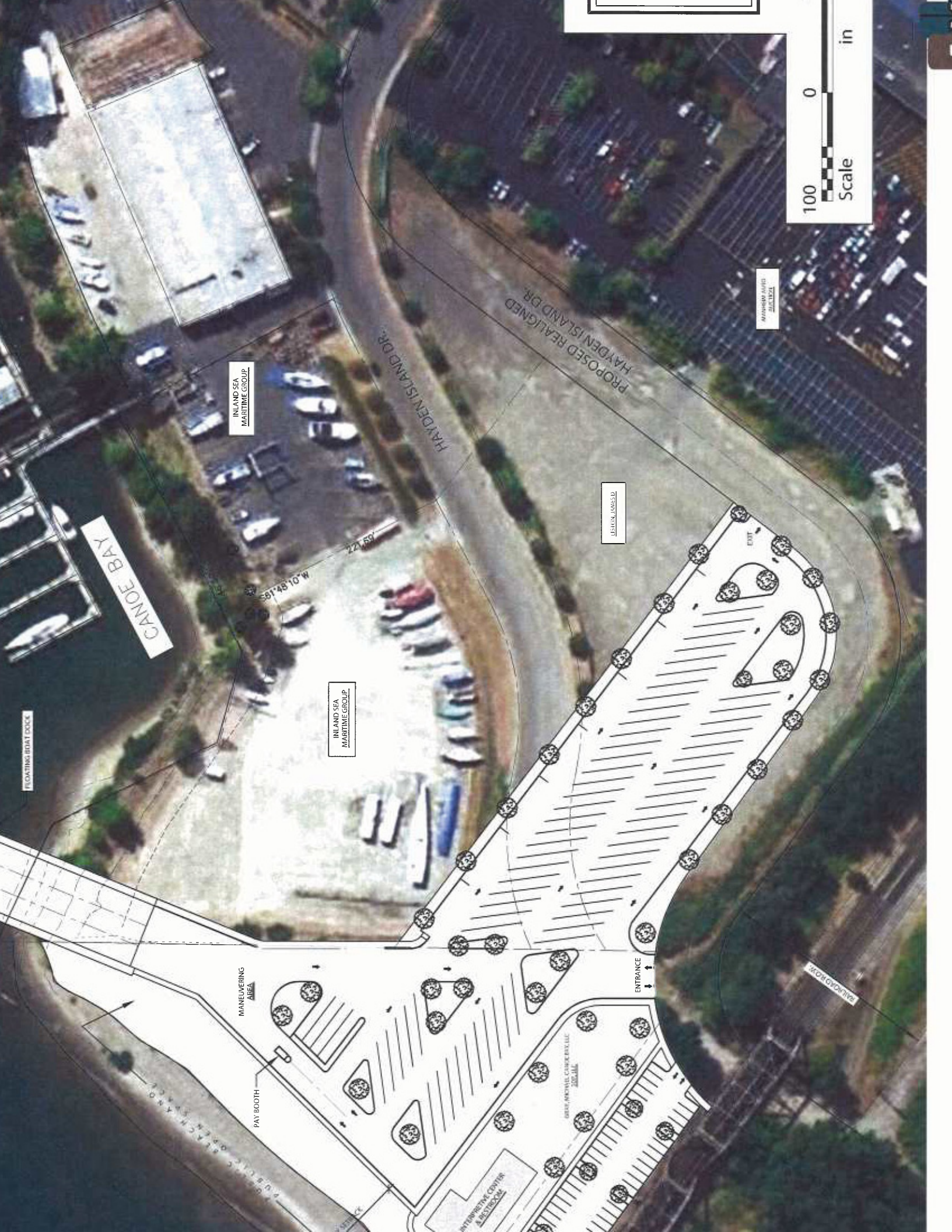
ENTRANCE

EXIT



JAL PUBLIC BOAT LAUNCH, OPEN SPACE AND PUBLIC TRAILHEAD





100 0 in
Scale

INLAND SEA
MARITIME GROUP

INLAND SEA
MARITIME GROUP

RESTROOMS

OFFICE

CANOE BAY

FLOATING BOAT DOCK

MANEUVERING
AREA

PAY BOOTH

ENTRANCE

EXIT

HYDROWING CENTER
& RESTROOMS

OFFICE

STOROVICHES

HAYDEN ISLAND DR.

PROPOSED REALIGNED
HAYDEN ISLAND DR.

M. 01.89.183

22.59

BOAT RAMP



HAYDEN ISLAND

Portland's Only Island Community



Adopted by Portland City Council
August 19, 2009
Ordinance No. 183124

An Island Community Concept

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, a park with beach access to the Columbia River could be developed.

A new park should be developed west of the highway on the Columbia River. This new park should be designed to provide for a diversity of unstructured and structured recreational opportunities for both residents and visitors to the island. To enhance the park's potential recreational attractions and to limit some of the costs, park planners should consider developing 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 nonmotorized boats (kayaks and canoes) could be provided at new parks. These facilities could provide residents and nonresidents with opportunities to access the island's marine-related businesses. These facilities would need to obtain the proper permits.



On Hayden Island, there are private walkways that are not part of a connected system and that also do not connect to the public roads. The plan recommends that these walkways be connected into a system of trails providing viewpoints of the Columbia River and the Cascades. Connecting these walkways would be accomplished with easements as land redevelops for the Hayden Island community. Although some of these paths currently exist, some of the land owners were concerned about expanding this system, and others were interested in having such a system. Path systems provide a means of active recreation that is convenient and sustainable for communities.

GETTING AROUND

Getting to and from Hayden Island could change dramatically in the next several years. The only access to the island is via I-5, which is congested for a large part of the day. New bridges across North Portland Harbor and the Columbia River, along with a new interchange for I-5 at Hayden Island, are proposed as part of the CRC project. The Hayden Island Plan's proposals for new development on the island take into account the additional traffic that future development on Hayden Island could generate. Transportation modeling indicates that the additional traffic will meet ODOT standards and will not congest the interchange.

CRC-Related Changes

The CRC bridge as currently proposed would include access for Hayden Island residents to Marine Drive without having to get on the highway, an option that is not currently available. The CRC project also includes a light rail connection from the Expo Center in the south to Vancouver in the north that will offer greater flexibility in how Hayden Island residents and visitors travel. The new light rail bridge will also provide for shared pedestrian and bike paths from Marine Drive to Vancouver, Washington. The CRC plan also proposes improvements to the existing path system that include expanded pedestrian and bicycle connections to Bridgeton and the 40-Mile Loop trail.

An "Enhanced Local Green Street" Network

The plan proposes a network of local streets that would have sidewalks and bike paths. Many streets would have on-street parking. Each of the streets would be designed to be an *enhanced green street*, which would provide for stormwater runoff into planters to protect the Columbia River, landscaped settings for walking and new habitat areas. This design would enhance the local connectivity and the Hayden Island environment. It would make it possible for residents to walk to local businesses, thereby reducing car trips, promoting exercise and reducing fuel use—all elements of the community's vision for making Hayden Island more sustainable.

Connections to Light Rail

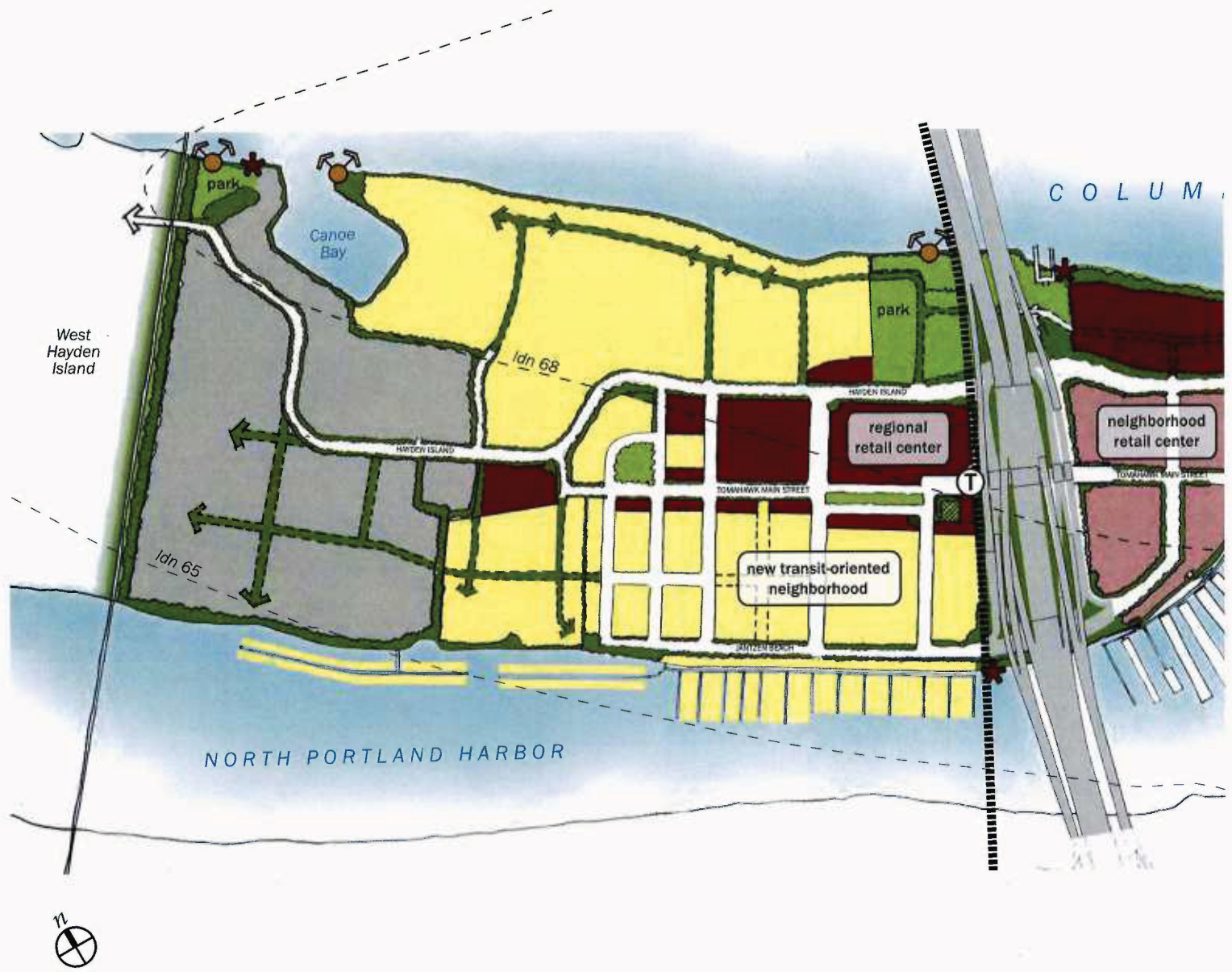
A major part of the CRC project is the extension of light rail from the Expo Center to Vancouver, with a new station on Hayden Island. The design workshops in October 2007 originally explored three future light rail alignments. Public input, the community design workshops and CRC analysis identified the alignment adjacent to I-5 and a station at Tomahawk Island Drive as the preferred alternatives. This station location would best serve the near-term and long-term needs of the island, is the most central to the island's resident population, and would require displacement of fewer floating homes than the other alternatives.

As already described, this station location would support transit-oriented redevelopment of the shopping center in the long term and station-related improvements in the near term. The plan includes a new open space and a collection of shops integrated into the Jantzen Beach SuperCenter as part of the design for the light rail station.



Preferred location for the light rail.

Concept Plan Map



Comprehensive Plan and Zoning Code Amendments

SUMMARY OF THE PROPOSED ZONING

The proposed zoning embraces the Hayden Island Plan's overall concept for the island as an island community with a range of housing choices and commercial and industrial areas to support residents and the marine industries, while creating a walkable community to support the proposed extension of light rail. The following are summaries of the proposed zoning.

General Commercial (CG) is the most prevalent zone on Hayden Island, because it provides for the flexibility to develop residential units supporting transit-oriented development and to build a sizable residential community to support local commercial enterprises. This plan proposes to change the eastern half of the manufactured home park from CG to R2 to reflect the residential nature of the existing development and to protect an affordable housing choice on the island. There are no changes proposed for the zoning of Jantzen Beach and Lotus Isle floating home moorages. The moorage is considered a multi-dwelling use and is permitted in the CG zone.

Neighborhood Commercial (CN2) is proposed for the area east of I-5 north of North Tomahawk Island Drive, currently zoned CG, to encourage neighborhood commercial uses within walking distance of a large portion of Hayden Island's residential community and within the pedestrian district.

General Industrial (IG2) is the most typical industrial zone on Hayden Island. The only proposed change to industrial zoning is on sites proposed for residential development where there are existing residential development rights under the x-overlay provisions. These sites are small and isolated for industrial use and facilitate more appropriate waterfront development. Some of the floating home moorages are zoned IG2, which allows for floating homes as a conditional use. At this time, no changes for the zoning of West Hayden Island and Tomahawk Bay moorages are proposed.

Open Space (OS) is proposed for Lotus Isle Park and the tennis court park on North Fir Avenue adjacent to the manufactured home park.

Medium-density, Multi-dwelling, Residential (R1) remains on the Columbia Point condominiums property. Columbia Point West Condominiums is proposed to be zoned R2 to reflect its current development density.

Low-density, Multi-dwelling, Residential (R2) remains for the western half of the manufactured home park and the lot at the northwest corner of the island at the end of North Hayden Island Drive. The R2 zone is proposed for the eastern half of the park, as described in the CG description. Columbia Point West, Waterside, Jantzen Beach Village, Riverhouse and Riverhouse East Condominiums are proposed to be zoned R2 to reflect the current development density of 5 to 20 dwelling units per acre.

Low-density, Multi-dwelling, Residential (R3) remains on the southern portion of the manufactured home park and is proposed for the Hayden Bay Condominiums.

Single-dwelling, Residential (R7) remains for the Lotus Isles Homes.

Single-dwelling, Residential (R10) is proposed for the Hayden Bay Marina homes. This is a change from R3 and is being proposed to reflect the current development density.

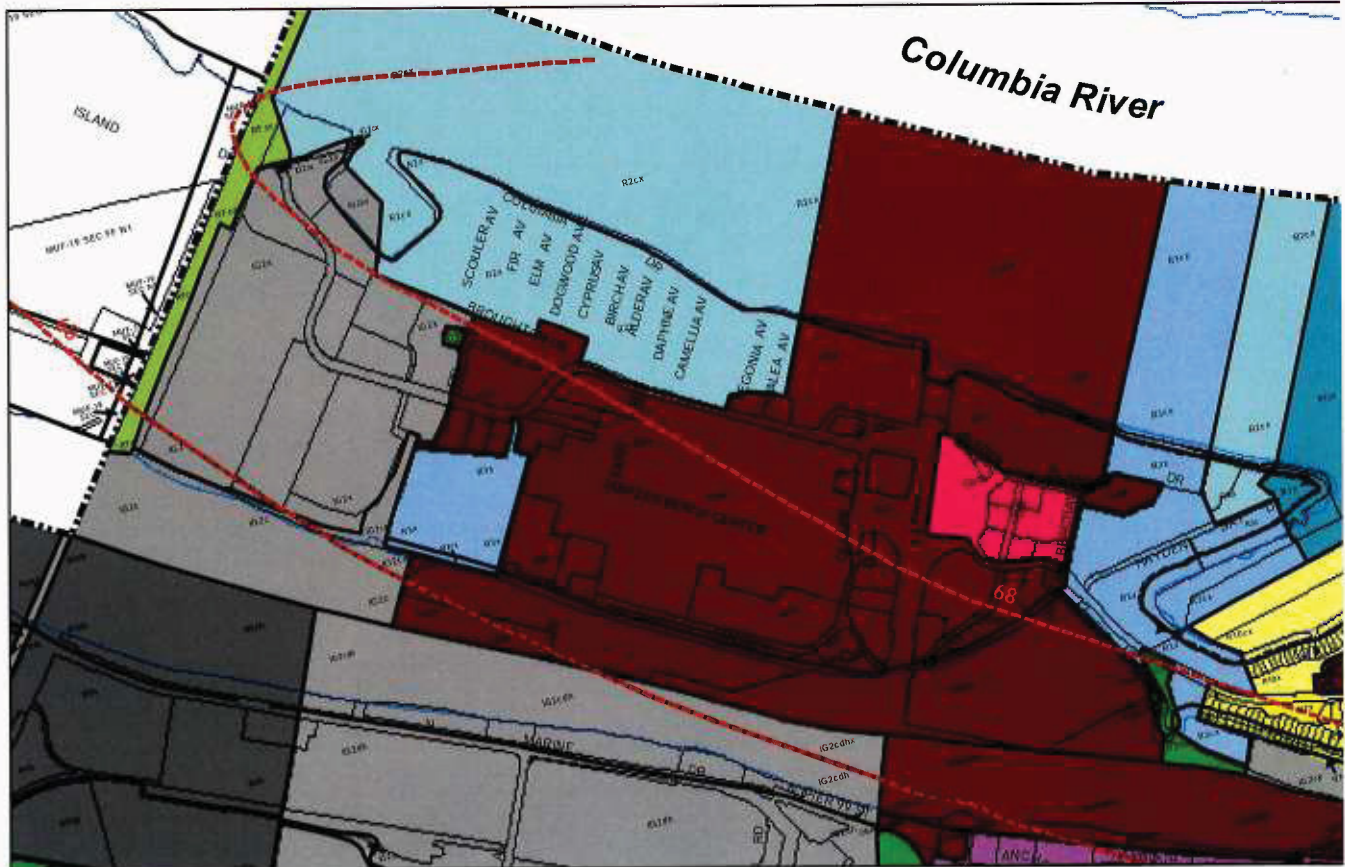
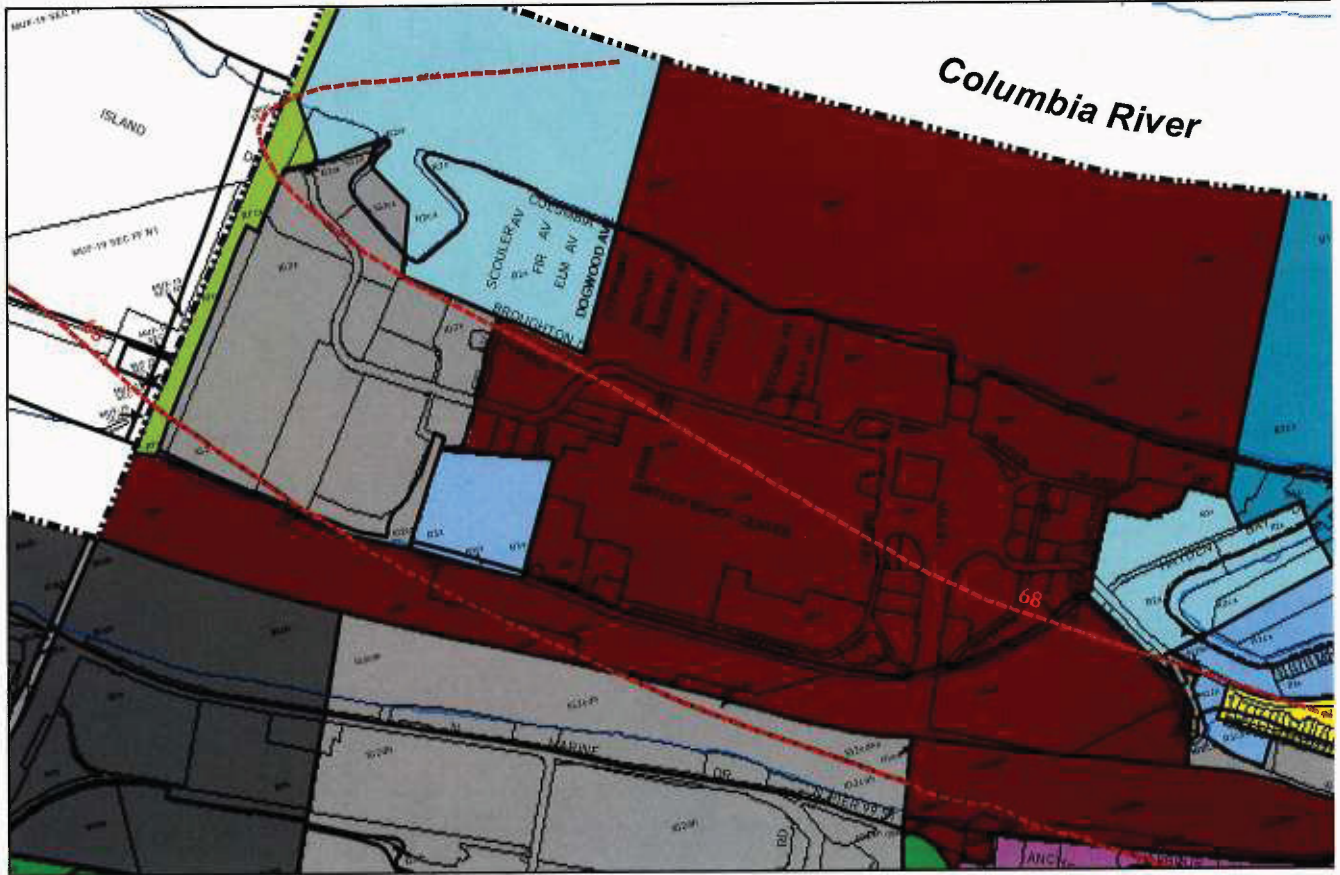
Residential Farm/Forest (RF) remains for the eastern tip of island and along the railroad corridor.

Changes in Land Use >

The table at right indicates the changes in land use from what is the existing land use pattern on Hayden Island to the proposed changes in the Comprehensive Plan and Zoning Map

| Zoning Classification | Existing Zoning Total Area (square feet/acres) | Existing Zoning Total Area (acres rounded) | Proposed Zoning (square feet) | Proposed Zoning (acres rounded) |
|-----------------------|--|--|-------------------------------|---------------------------------|
| CG | 14,323,999 | 328 | 14,310,595 | 328 |
| CN2 | | | 476,091 | 11 |
| IG2 | 8,390,218 | 192 | 4,835,865 | 111 |
| R1 | 202,347 | 5 | 68,176 | 2 |
| R2 | 905,416 | 21 | 3,112,510 | 71 |
| R3 | 1,851,883 | 43 | 1,991,171 | 46 |
| R7 | 300,713 | 7 | 300,713 | 7 |
| R10 | | 0 | 839,357 | 19 |
| RF | 432,229 | 10 | 432,229 | 10 |
| OS | | | 40,097 | 1 |
| TOTAL | 26,406,805 | 606 | 26,406,804 | 606 |

Zoning Map



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