

Hayden Island is an Island

Limited access and facilities

Hayden Island is serviced by the I5 off-ramps at the Columbia River. These ramps are overloaded during peak rush hours, especially during the afternoon-evening hours by all the Northbound Washington residents who work in Oregon. Holidays create other congestion periods, especially Christmas.

Access to west from I5 is provided by a single road, N Hayden Island Drive and access to the east is provided by N Tomahawk Island Dr. Both of these roads dead-end on their side of the island. Both of these roads are only two lanes wide. During the spring and summer months, parking on N Tomahawk Island Dr frequently closes the road down to a single lane, creating significant congestion and sometimes dangerous traffic problems. Note that there are no alternative routes, nor the ability to provide any due to the narrowness of the island.

The Yacht Harbor Apartments (formerly Salpare Bay Condominiums) will have 373 units located near the east end of NE Tomahawk Island Drive (note that N Tomahawk Island Dr is shown as changing into NE Tomahawk Island Dr even though there is no physical change in the road or direction). The 373 units is up from the original permit of 204 luxury condos of the Salpare Bay development.

No upgrades of the local roads were required because the development is located on its own local road. These rules need to be changed since it is clear that there is only one road to the apartments! The small road that is used to avoid any consequences of their large development is essentially a renamed driveway!

Hayden Island currently has about 2800 residents – Yacht Harbor will add about 27% more residents based on an occupancy of 2 people per unit! Yet the single dead-end road is the only access. Needless to say, this is a very significant increase in the population of the island without any changes in the currently marginal infrastructure and access!

In addition to the sub-standard road access there are additional issues:

- Yacht Harbor is ~1 mile from bus service and there are no plans to extend it.
- Water pressure is inadequate as shown by the Thunderbird fire.
- There are no evacuation or emergency plans for the Island in case of disaster.






Changes to Hayden Island Plan

The current Hayden Island Plan was based on upgrades to the island infrastructure based on the building of the CRC. It should be noted that most of those promised changes were backed out of the last CRC plan before it was closed down. It is also unlikely that there will be a new project within the next 20 years that will significantly upgrade Hayden Island infrastructure.

Two maximum height changes on the east end of the island were made reflecting the anticipated upgrades in infrastructure. These changes were to 80' and 90'.

- These changes should be reduced to their previous values given the current infrastructure and character of Hayden Island.
- Any additional large projects should be required to wait for improved access or required to provide it themselves.
- The loophole that allows for glorified driveways to serve as a local road should be removed.

Legend

-  Hayden Island Neighborhood
 Maximum Heights Area Boundary
 Building Footprints
 Zoning Lines
 Railroads

