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Conflicting Goals

Goals of Comprehensive Plan

1. **Complete Neighborhoods:** Complete neighborhoods are places where people of all ages and abilities have safe and convenient access to the goods and services needed in daily life — where they can get to grocery stores, schools, libraries, parks and gathering places on foot or by bike. They are well connected to jobs and the rest of the city by transit. And they have a variety of housing types and prices for households of different sizes and incomes.
2. **Encourage Job Growth:** The Comprehensive Plan supports a robust economy and job growth by providing and increasing the productivity of land and infrastructure for businesses, institutions, and industry.
3. **Improve Natural Areas and Open Spaces:** City greenways and habitat corridors will expand Portland's system of streets, parks, trails, open spaces and natural areas to better connect people, places, water and wildlife. They will also improve human and environmental health.

The above 3 (of 6) goals for the comprehensive plan are conflicting goals given the proposed plan. While the residents of Portland are continuing to reconcile themselves to infill and denser replacement housing, significant amounts of irreplaceable green space is being dedicated to industry. Instead of intensifying the use of existing industrial lands and increasing the use brownfield sites to support new industry, the plan sacrifices needed community green spaces that allow for the desired goal of complete, livable neighborhoods and protecting natural resources.

Hayden Island: Conflict of Goals

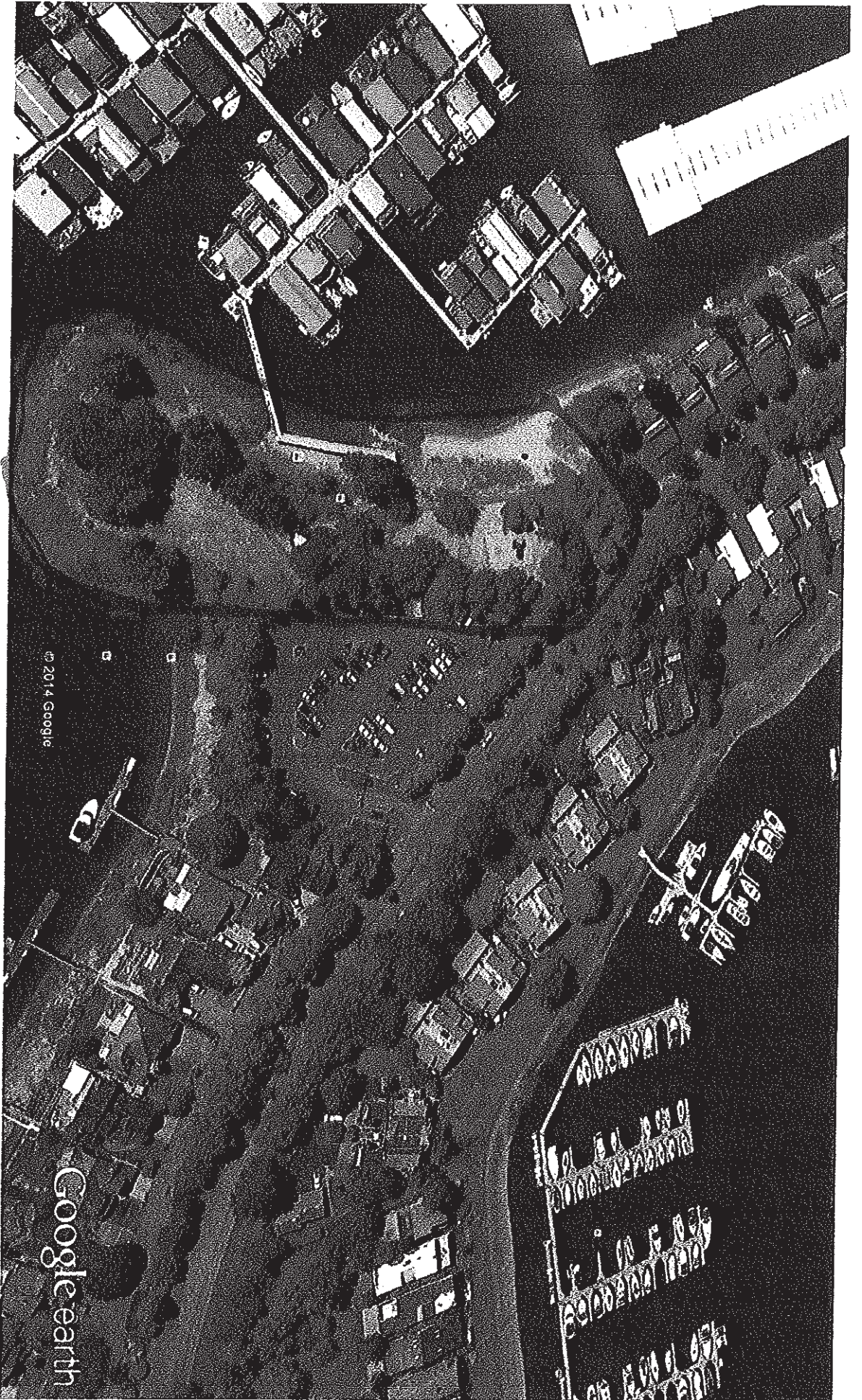
West Hayden Island is a well known to the commissioners. 300 acres provide a significant portion of available space for the jobs growth goal. However, based on existing Port of Portland Terminals, it would provide very few jobs at a very high cost!

The following projects are from the Significant Projects List and reflects just some of the infrastructure that the public would be paying for those few jobs:

- \$3,000,000? for rail access bridge from Hayden Island to Rivergate,.
- \$9,500,000 for West Hayden Island Rail Loop.
- \$8,000,000 to improve approaches to moveable spans at Columbia Bridge
- \$12,350,000 to reconstruct N Hayden Island Drive from the Burlington Northern Bride to the Hayden Island I-5 Interchange.

The \$3,000,000 for a bridge over a river is clearly not realistic, but irrespective of that, these are all very major projects that will have an enormous impact on our taxes as well as impacting the environment of the whole Island.

East Hayden Island is another point of conflict. The current zoning combined with existing projects has the potential to double the population of the Island, with all of the new population to the east of Lotus Isle Park. The attached photo from Google Earth shows the chook point for traffic coming from the east end of the Island. The width of the Island at this point is just over a 100 yards and has housing on both sides. It is also the location of the only park on the Island (outlined in red). The density and height allowed in the zoning needs to be reduced to reflect the reality of the location.



Google earth

feet
meters



200

700



Google earth