

ORDINANCE NO. 183124 As Amended

Adopt and implement the Hayden Island Plan and amend Comprehensive Plan Map (Ordinance).

The City of Portland Ordains:

Section 1. The Council finds:

General Findings

1. Portland's Comprehensive Plan was adopted on October 16, 1980, acknowledged for compliance with Statewide Planning Goals on May 3, 1981, and again on January 25, 2000, and updated as a result of periodic review in June 1988, January 1991, March 1991, September 1992, and May 1995.
2. Portland Comprehensive Plan Goal 10, Plan Review and Administration, states that the Comprehensive Plan will undergo periodic review to ensure that it remains an up-to-date and workable framework for land use development.
3. Portland Comprehensive Plan Policy 10.2, Comprehensive Plan Map Review, establishes a community and neighborhood planning process for the review and update of the Portland Comprehensive Plan Map.

Statewide Planning Goals Findings

4. **Goal 1 Citizen Involvement** requires provision of opportunities for citizens to be involved in all phases of the planning process. The preparation of this plan has provided numerous opportunities for public involvement, including:
 - The Hayden Island Steering Group was established in September 2007 to develop a plan for East Hayden Island. The plan developed a vision for the community and a plan for Hayden Island in accordance with the City of Portland's long-term economic, environmental and livability goals. The Group was an advisory body to the City of Portland staff and Planning Commission regarding recommendations for development of the East Hayden Island Plan.
 - The Hayden Island Steering Group was composed of 17 residents representing Hayden Island Neighborhood Network and Friends of West Hayden Island, 14 local businesses, 2 developers, the Port of Portland, Oregon Department of Transportation and Portland Audubon Society.
 - The Steering Group's first meeting took place on August 22, 2007 and held 11 public meetings between August 2007 and January 2009 at which information was presented and reviewed for the creation of the Hayden Island Plan.

- In addition to the Steering Group meetings, public meetings were held during the Community Design Workshops on October 16, 17, 18, 2008 and Open Houses were held on February 12, 2008 and January 13, 2009. For each of the open houses, 1500 fliers were sent to every postal address on Hayden Island.
 - Residents and other interested individuals had the opportunity to participate in an online survey on the concept plan between January 28 and February 29, 2008. There were 144,144 people who took advantage of this opportunity.
 - The Portland Planning Commission held a briefing on the Hayden Island Concept Plan on March 25, 2008 and a public hearing on April 8, 2008 with a decision on May 13, 2008.
 - On the Portland Online website for the Planning Bureau a project website was maintained and regularly updated on the Hayden Island Plan. The website contains informational documents, maps, meeting agendas, handouts and summaries, community design workshop results, the concept plan documents, the draft final plan and the plan district zoning code and maps. Also on the website notice of public events and staff contact information is posted.
 - The Planning Commission held a briefing and public hearing on January 27, 2009 with a work session February 10, 2009 on decision on April 14, 2009 on the Hayden Island Plan, comprehensive plan, transportation system plan, zoning code and map amendments.
 - The Portland City Council is expected to consider adopting the Planning Commission's recommendations by June 18, 2009.
5. **Goal 2 Land Use Planning** requires the development of a process and policy framework that acts as a basis for all land use decisions and assures that decisions and actions are based on an understanding of the facts relevant to the decision. This plan supports this goal because Title 33, Planning and Zoning, implements the policies of Portland's Comprehensive Plan. Proposed amendments ensure that there are processes that act as a basis for land use decisions. Findings on Portland Comprehensive Plan Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal.
6. **Goals 3 and 4, Agricultural Lands and Forest Lands**, requires the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The Hayden Island Plan is supportive of this goal because it supports additional housing and commercial opportunities and the efficient use of land within an urbanized area, thereby reducing development pressure on agricultural and forest lands.
7. **Goal 5, Open Space, Scenic and Historic Areas, and Natural Resources**, requires the conservation of open space and the protection of natural and scenic resources. The amendments are consistent with this goal because the Hayden Island Plan identifies open space and significant views to be considered as new development occurs. The plan also

proposes to increase the amount of open space. Findings on Portland Comprehensive Plan Goal 12, Urban Design, and its related policies and objectives, also support this goal.

8. **Goal 6, Air, Water, and Land Resource Quality**, requires the maintenance and improvement of the quality of air, water, and land resources. The Hayden Island Plan supports this goal because the plan generally encourages a compact mixed-use development of commercial and residential uses and emphasizes a balanced multi-modal transportation system by encouraging the use of alternative modes, such as walking, bicycling, and transit. Compact urban development emphasized in the Hayden Island Plan helps maintain natural resources by accommodating growth and development in urban areas and by protecting and conserving rural area natural resources. In addition the development of green streets will serve to protect the Columbia River from untreated stormwater. Compact mixed-use development with a balanced transportation system, including light rail, will reduce vehicle miles traveled in the study area and positively impact air quality. Findings on Portland Comprehensive Plan Goal 8, Environment, and its related policies and objectives, also support this goal.
9. **Goal 7 Areas Subject to Natural Disasters and Hazards** requires the protection of people and property from natural hazards. The amendments support this goal because all new development will be above the 100 year flood plain. Hayden Island due to its sandy structure is an area of high possibility for liquefaction as the result of a strong earthquake. New development on the Island will need to be designed for this hazard.
10. **Goal 8, Recreational Needs**, requires satisfaction of the recreational needs of both citizens and visitors to the state. The Hayden Island Plan supports this goal because it preserves the existing open space zoning in the study area and calls for new open space as part future redevelopment.
11. **Goal 9 Economic Development** requires provision of adequate opportunities for a variety of economic activities vital to public health, welfare, and prosperity. The Hayden Island Plan supports this goal by calling for redevelopment of the Jantzen Beach SuperCenter and the area east of Interstate 5 as the neighborhood commercial center. The neighborhood commercial center will strengthen existing businesses and attracts new businesses by reducing regulatory barriers to reinvestment through establishing a large-parcel zoning pattern along North Jantzen Drive with neighborhood commercial zoning (CN2) that is responsive to the market for new businesses. The plan also fosters a positive identity for the area, supports a local economy, and encourages housing to support and retain other community amenities. The additional potential for housing and mixed-use development is intended to strengthen support of commercial development by allowing for an increase in potential customers and employees located within close proximity to existing and new business.

The Hayden Island Plan supports the existing marine industrial land on the eastern end of the Island for continued use by the marine and boating industries and businesses. It also preserves the industrial land to the west for continued business and industrial uses. Findings on Portland Comprehensive Plan Goal 5, Economic Development, and its related policies and objectives also support this goal.

Portland's Comprehensive Plan, adopted in 1980 and amended in 1987 and 1994, is in compliance with Goal 9. Portland is just beginning a "periodic review" process to update its comprehensive plan over a three year period following approval by DLCD of the City's periodic review workplan.

The Goal 9 Rule (660-009-0010(4)) requires that, if a city proposes a post-acknowledgement plan amendment to change the designation on more than 2 acres from industrial to another designation in the Comprehensive Plan, we must either (a) demonstrate that the proposed amendment is consistent with the most recent economic opportunities analysis and the parts of our comprehensive plan that address the requirements of this the Goal 9 rule or (b) amend our comprehensive plan to incorporate the proposed amendment consistent with the requirements of the Goal 9 rule or (c) a combination of the above.

The proposed amendments in East Hayden Island Plan are consistent with the Goal 9 rule as determined through recent analysis of the city's industrial land supply and demand, and they are consistent on balance with existing city policies. Portland's ability to meet growing demand for industrial land is limited as a land-locked, developed city within the metro area. The quantity of industrial land supply in the Portland metropolitan area is managed primarily at the regional level to meet forecast demand. The city's industrial land capacity is managed essentially to meet policy goals, which have effectively provided a large, competitive supply of predominantly prime industrial land within the region. The underutilized sites proposed for conversion by the Hayden Island Plan consist of isolated and unusually constrained land for meeting industrial land demand and current city policies on balance support their conversion.

Portland has a large, well located supply of industrial land. Nearly 14,000 acres have an "Industrial Sanctuary" designation in Portland's Comprehensive Plan and industrial zoning (IH and IG). Nearly all of this land supply is in buffered industrial districts and generally well served by industrial infrastructure. Most of this supply is prime industrial land as described in the Goal 9 Rule, approximated by Metro's regionally significant industrial area (RSIA) designation. Portland's RSIA's are located at the hub of Oregon's main freight infrastructure (marine, rail, air, freeway, pipeline), which would be difficult to replace elsewhere, even in the long term. These districts have strategic economic importance to the state and regional economies, as a West Coast trade gateway and diverse mix of traded sector industries.

In contrast, the sites proposed for conversion are not located in RSIA's and are isolated from the city's larger industrial districts. They consist of vacant or underutilized land that is constrained by disadvantages for industrial reuse by lack of truck route access and a context of incompatible nearby uses. Some of these sites also have severe constraints for industrial development as described specifically below.

The City has recently conducted extensive industrial land supply and demand analysis to inform economic development and planning efforts, including the following studies: River Industrial Zoning Background and Issues Report (2007), Working Harbor Reinvestment Strategy business interviews (2006), Industrial Districts Atlas (2004), Brownfield Greenfield

Cost Comparison Study (2004), Citywide Industrial Lands Inventory and Assessment (2003), and Portland Harbor Industrial Lands Study (2003). These studies constitute the City's existing economic opportunities analysis, particularly as they apply to areas within the River Plan/North Reach and Hayden Island plans. A full Goal 9 economic opportunities analysis is currently underway as part of Portland's periodic review process.

The city's 1980 "Industrial Sanctuary" policy has been instrumental in protecting its unusually large supply of industrial land and accommodating industrial job growth amid downward national trends. About 95 percent of the occupied land in industrial sanctuaries is in industrial use (2004 data). Generally, Comprehensive Plan policies support sufficient inventories of commercially and industrially zoned land (Policy 5.1A), providing industrial sanctuaries to encourage the growth of industrial activities in the city (2.14), and retention of industrial sanctuary zones (5.1.C). Existing policies also call for maintaining Portland's role as a regional employment center (2) and promoting a range of employment opportunities to support urban diversity (2.2, 5.8).

The Hayden Island Plan was initiated as a corrective action responding to the City Council's development moratorium on the Island, in order to address the growing issue of traffic congestion. The planning process began in 2007 with a local steering group and community design workshops to look at the Island's future, while respecting its current land uses. All of the planning work was done in close coordination with the Columbia River Crossing project and the Port of Portland because of the Island's location in the center of the redevelopment project for the bridge across the Columbia River and rebuilding of interchanges both north and south of the bridge, as well as, being located beneath the approach and departure corridors for the majority of aircraft operations at Portland International Airport.

While working through the planning process, it became evident that three sites currently zoned industrial were being used for very different uses and were not well situated for future industrial use. All three of these sites are located on North Tomahawk Island Drive, a dead end two-lane residential street, and have constraints in size and shape of the property.

The first site is the City of Portland's one-acre Lotus Isle Park, the only park on the Island. In the Hayden Island plan it is proposed to zone this lot to open space to match its existing use. The second site is approximately 16 acres and is surrounded on three sides by residential dwellings and bisected by the street. The third site is at the terminus of North Hayden Island Drive. It is a long narrow parcel with the majority of the lot being located under the Columbia River. There are approximately 16 acres of land above mean high water mark. The Hayden Island Plan proposes to zone these sites commercial, in order to permit residential development under the provisions of the Portland International Airport Noise Impact Zone (33.470.050) of the City of Portland Zoning Code.

Looking ahead to periodic review over the next three years, the proposed changes in these area plans are consistent with the analysis and choices we are expecting to address Goal 9 in the Comprehensive Plan update. Generally, current industrial land retention policies are expected to be reinforced and refined, in order to accommodate continued incremental industrial growth, support the city's unique industrial location advantages, and meet potential job growth targets. Public investments and new policy tools to address brownfield redevelopment, freight mobility, land efficiency, and other opportunities to meet employment land demand are also expected to be recommended. In turn, we expect to consider more flexibility in industrial sanctuary policy to respond to evolving industrial needs and use land more efficiently as Portland grows, including conversion of other highly constrained sites in isolated locations as proposed here.

12. **Goal 10 Housing** requires provision for the housing needs of citizens of the state. The Hayden Island Plan is consistent with this goal because it supports the development of a medium-density transit corridor by providing additional opportunities for housing and mixed-used development that focuses the most active mixed-use areas adjacent to the station platform on Hayden Island.

The plan also supports an increase in the variety and supply of residential developments. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area to serve a diverse array of incomes and ages. Within a mile of light station platforms housing types include medium-, and low-density multi-dwelling units, and attached and detached single-family units and manufactured housing and mobile homes.

Manufactured housing that provides an opportunity for homeownership for low and moderate families is preserved in the plan. Findings on Portland Comprehensive Plan Goal 4, Housing, and its related policies and objectives also support this goal.

13. **Goal 11 Public Services and Facilities** requires planning and development of a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for development. The project Technical Advisory Committee (TAC) advised the City on facility issues, and no facility issues have been identified. Portland Comprehensive Plan findings on Goal 11, Public Facilities, and its related policies and objectives also support this goal.
14. **Goal 12 Transportation** requires provision of a safe, convenient and economic transportation system. The plan is consistent with this goal because the Hayden Island Plan promotes a balanced multi-modal transportation system that is consistent with the City's Transportation System Plan. Supporting this plan is implementing actions addressing enhancements to the light rail system, street system, pedestrian environment and bicycle circulation. Findings for Portland's Comprehensive Plan Goal 6, Transportation also support this goal.
15. **Transportation Planning Rule** -- The Oregon Transportation Planning Rule (TPR) (OAR 660-012-0000) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal

12. The TPR requires certain findings if the proposal will significantly affect an existing or planned transportation facility. The City finds that the Hayden Island Plan along with implementing strategies including an Interstate Area Management Plan (IAMP) will not significantly affect existing or planned transportation facilities in the study area. The transportation model for Hayden Island and the Hayden Island interchange relied on the proposed plan's estimated 20-year build out rate, for the Island as a whole including full build out of the Jantzen Beach SuperCenter, in its analysis. The relevant TPR sections are addressed below:

16. *(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) Change standards implementing a functional classification system; or*
- (c) As measured at the end of the planning period identified in the adopted transportation system plan:*

(A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

The 2008 Hayden Island Concept Plan (Concept Plan) will require amendments to the City of Portland comprehensive plan and, thus, would need to assure that projected growth on the island would be absorbed within the (2030) 20 year planning horizon. As described in ***Transportation Analysis for Hayden Island Concept Plan*** (Traffic Plan), the Concept Plan scenario assumes significantly greater residential development than what's existing on the island today. However, overall retail square footage under the Concept Plan scenario will decrease by 40 percent during the life of the plan while the industrial component decreases by 13 percent. The traffic analysis concluded that the assumed growth under the Concept Plan scenario will generate a total of 1,470 additional weekday PM trips and 840 mid-day weekend trips – an increase of 62 percent and 21 percent respectively.

The future scenario of the Concept Plan reflects the potential for development and redevelopment and the expectation that the transportation system will be enhanced by the Columbia River Crossing (CRC) project, which will incorporate high capacity (light rail) transit with increased freeway interchange capacity. Hence, traffic operations for all the Hayden Island intersections, based on the full build of the Concept Plan scenario, are predicted to operate “very well” in the year 2030. The poorest level of service (LOS) rating is predicted to be ‘C’, which exceeds the City of Portland’s operation standard of LOS ‘D’.

Conclusions from the Traffic Plan suggest that the Concept Plan does indeed affect the transportation facility in that it changes the functional classification of the street network as described in 1(a) above. However, the Traffic Plan does not change standards implementing a functional classification system as described in 1(b), nor do the new mix of land uses incorporated by the full build Concept Plan Scenario result in diminished levels of travel or access or a reduction or worsening of the operational performance of the existing transportation facility as described in 1(c) above.

17. *(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:*

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

(d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

It is the conclusion of the Traffic Plan that the levels of planned traffic will be acceptable for the functional classifications and the transportation facilities on the island. Furthermore, the levels of planned traffic will not reduce the performance standards of the facilities on the island below the minimum acceptable LOS D level identified in the TSP. The Concept Plan traffic analysis is based on the assumption that the CRC replacement bridge and high capacity transit corridor will have been constructed. Components of the completed CRC project that will contribute to mitigation include:

- A rebuilt I-5 Single Point Urban Interchange (SPUI) configuration that will provide three east-west connections on Hayden Island beneath I-5. The new interchange will provide direct access ramps that allow vehicles to travel between Hayden Island and Marine Drive without vehicles being required to enter and exit the I-5 mainline.
- A planned local street network on Hayden Island that seeks to reinforce the existing street network by introducing additional streets in a grid pattern, particularly on the west side of I-5.
- High capacity transit (MAX Light Rail) service to Hayden Island that will substantially increase the opportunity for use of public transit on Hayden Island relative to existing conditions.
- An enhanced transportation system for pedestrians and bicyclists that will incorporate new facilities adjacent to the high capacity transit alignment along the entire corridor from Marine Drive to Vancouver, WA. This facility will include improved connections to the local and regional pedestrian and bicycle networks at Marine Drive, Hayden Island, downtown Vancouver, and other locations.

Therefore, with the mitigation measures described above in place, the City of Portland will be able to demonstrate, as described in response to 660-012-0060(1) above, that proposed Comprehensive Plan, zoning, and code changes will have no significant effect on planned transportation facilities on Hayden Island.

18. *(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:*

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

Travel demand along the I-5 freeway in the vicinity of Hayden Island currently exceeds capacity. During weekdays in the Hayden Island vicinity, I-5 operates at level-of-service (LOS) F for at least three hours in the southbound direction and for at least four hours in the northbound direction. Therefore, the Concept Plan and subsequent amendments would meet this criterion.

19. *(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;*

Three 2030 east Hayden Island land use scenarios were initially evaluated in 2007 to determine their potential vehicle-trip generation and effects on traffic capacity at the Hayden Island/I-5 interchange. All three scenarios assumed a new Columbia River (I-5) bridge with a redesigned SPUI interchange, and a new high capacity light rail transit

connection that would operate independently of the interchange. West Hayden Island development assumptions were held constant based on plans developed by the Port of Portland (270-acre automobile distribution center, intermodal rail yard, and a bulk terminal employing 45 people).

The 2030 Baseline Scenario was derived from Metro's 2030 land use and employment forecast for Hayden Island traffic analysis zones and assumes the least amount of growth of the three scenarios studied. The Mature Existing Scenario assumes existing zoning remains in place and that growth on Hayden Island would be big box or mall-type retail concentrated in the commercially zoned land near the I-5 interchange. The Conceptual Transit Oriented Development (TOD) Scenario assumes an interconnected pedestrian-oriented circulation network that knits land uses into a pattern supportive of building transit ridership. The proposed transit station, street system, and greenways would link land uses and take advantage of the site's proximity to the Columbia River and Columbia Slough. A grid street network would aim to avoid most existing building footprints so that redevelopment could be phased block by block and occur over time.

Results from the analysis, summarized the *Hayden Island Traffic Access, Traffic Circulation, and HCT Station Location Special Technical Study Final Memorandum*, completed in March 2007, suggests that all three land use scenarios tested for Hayden Island would result in trip generation exceeding the capacity of the transportation infrastructure. Although the new interchange and highway improvements would provide some additional capacity over existing conditions, the current number of trips generated would be suppressed by the constrained island access. The conclusions of the report further suggest that the Conceptual TOD Scenario would perform slightly worse, and in some cases, better than the 2030 Baseline Scenario. For example, 2030 total trips projected on all Hayden Island on- and off-ramps during the p.m. peak hour were 5,220 for the 2030 Baseline Scenario compared to 5,505 projected for the Conceptual TOD Scenario (Table 11, page 23) – an increase of 285 trips over the Baseline.

Therefore, for the more recent Transportation Plan, completed in July 2008, the Conceptual TOD Scenario was scaled back from assumed total 1,175,000 square feet retail to 600,000 square feet. Likewise, industrial and office categories were reduced from 1,270,000 square feet and 580,000 square feet respectively in the earlier study, to 675,000 square feet and 50,000 square feet respectively in the more recent document. Hence, the new mix of land uses incorporated by the reconfigured full build Concept Plan Scenario described in the more recent report does not result in diminished levels of travel or access or a reduction or worsening of performance of the existing transportation facility. Therefore, the Concept Plan and associated amendments would meet this criterion.

20. (c) *Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;*

The analysis to match land use and transportation carrying capacity described in the *Hayden Island Traffic Access, Traffic Circulation, and HCT Station Location Special Technical Study Final Memorandum* assumed that all developments would be 100 percent occupied (as compared to today where numerous vacancies exist). It also assumed a transit mode split and internal capture rate consistent with the Mature Existing Scenario. It should be noted that a higher transit mode split and internal trip capture rate was assumed for a Conceptual TOD Scenario (the scenario most closely resembling the proposed Hayden Island Concept Plan), allowing for more development to occur without exceeding transportation capacity. Therefore, the Concept Plan and subsequent amendments would meet this criterion.

21. *(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and*

Proposed amendments would impact property located within an interchange area. Oregon Department of Transportation (ODOT) and the City of Portland are currently working in tandem with the CRC project to develop and adopt an Interchange Area Management Plan (IAMP) for the I-5 Hayden Island Interchange (Exit 308). As outlined in OAR 734-051-0155(7), an IAMP is “required for new interchanges and should be developed for significant modifications to existing interchanges.” Hence, the IAMP for the Hayden Island Interchange will assess existing and potential land uses and transportation conditions, opportunities and limitations, identify long-range needs, and consider the principles of IAMP standards balanced with current and future property access in coordination with a master street plan for Hayden Island. Therefore, the Concept Plan and associated amendments will meet this criterion after the completion of the IAMP. The next update of the Transportation System Plan will incorporate policy recommendations developed through the IAMP.

22. *(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.*

The entire I-5 corridor is one of six interstate routes across the nation selected by the U.S. Department of Transportation for the “Corridors of the Future” program aimed at developing innovative national and regional approaches to reduce congestion and improve the efficiency of freight delivery. This federal designation, coupled with the CRC Draft Environmental Impact Statement submitted in May 2008 and the IAMP currently being prepared at Interchange 308 (Hayden Island) provide strong evidence of the commitment from the City of Portland and ODOT to enact mitigation improvements and measures at the Hayden Island Interchange (which is part of the CRC Project). Therefore, the Concept Plan and subsequent amendments would meet this criterion.

23. (4) *Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.*

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

The land area comprising the Concept Plan is located entirely within the I-5 Hayden Island IAMP study boundaries. Therefore, the Concept Plan and associated amendments will not be applicable to the criterion.

24. (c) *Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:*

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

A Hayden Island (Exit 308) IAMP has been initiated as part of the CRC project. Therefore, the Concept Plan and associated amendments would be applicable to this criterion.

25. (d) *As used in this section and section (3):*

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

As stated previously, it will be presumed that the land area comprising the Concept Plan is located entirely within the Hayden Island IAMP study boundaries.

26. (5) *The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.*

Hayden Island is situated entirely within the Portland city limits. Therefore, this section of the provision is not applicable.

27. (6) *In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below;*

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this

section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

The Concept Plan and associated amendments could apply the incentives described in (a) through (d) above – provided amendments specifically document that permitted uses are not solely auto dependent. The Transportation Plan did not specifically apply (a) above in its operations analysis – although the internal trip factor (percentage of generated trips that are internal to the island) are expected to decrease over time due to increased mobility resulting from the CRC project and the increase in mixed-use development.

28. (7) *Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division:*

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

Only (a) above is applicable to the Concept Plan and associated amendments.

29. (8) *A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:*

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

Hayden Island does not currently meet any of the criteria described above.

30. (b) *An area other than those listed in (a) which includes or is planned to include the following characteristics:*
- (A) *A concentration of a variety of land uses in a well-defined area, including the following:*
 - (i) *Medium to high density residential development (12 or more units per acre);*
 - (ii) *Offices or office buildings;*
 - (iii) *Retail stores and services;*
 - (iv) *Restaurants; and*
 - (v) *Public open space or private open space which is available for public use, such as a park or plaza.*
 - (B) *Generally include civic or cultural uses;*
 - (C) *A core commercial area where multi-story buildings are permitted;*
 - (D) *Buildings and building entrances oriented to streets;*
 - (E) *Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;*
 - (F) *A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;*
 - (G) *One or more transit stops (in urban areas with fixed route transit service); and*
 - (H) *Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.*

The ***Hayden Island Final Concept Plan***, completed in April 2008 describes a future mix of land uses that incorporate the attributes described above. West of the Interstate 5, the existing Jantzen Beach SuperCenter will undergo a redevelopment process with the existing mall being demolished and replaced with new regional retail center next to a transit oriented neighborhood situated in an urban grid street pattern that will transition into and adopt TOD characteristics. Eventually, this portion of the island is envisioned to become a mixed use, mid-rise center with residences, business and commercial. A new

light rail station is proposed on the eastern edge of this new development. With the planned reconstruction and relocation of the section of I-5 over Hayden Island, more land on the east side of the current interstate alignment will become available for redevelopment. The Concept Plan designates this area as a neighborhood retail center that will serve the local community and be accessible by sidewalks and local streets. Two road networks are proposed that will provide access into the center and around the center to provide improved access to the west side of the I-5 freeway.

31. **Goal 13 Energy Conservation** requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The Hayden Island Plan is consistent with this goal because the Comprehensive Plan Map, Zoning Map, and Zoning Code amendments promote the establishment of a compact urban form, including a mix of uses supported by an enhanced pedestrian and transit system, including light rail. This urban form and supporting multi-modal transportation system may result in decreased use of single-occupancy vehicle usage and a reduction of fuel consumption.
32. **Goal 14 Urbanization** requires provision of an orderly and efficient transition of rural lands to urban use. The Hayden Island Plan supports this goal by providing additional development opportunities for residential, commercial, and employment uses and implements station area and community concepts of Metro's Urban Growth Management Functional Plan (UGMFP). The implementation of this plan and the opportunities it provides for additional development capacity reduce long-term pressure to expand the UGB and convert rural land for urban purposes. Findings on Portland Comprehensive Plan Goal 2, Urban Development, and its related policies and objectives also support this goal.

Findings on Metro Urban Growth Management Functional Plan (UGMFP)

33. **Title 1, Requirements for Housing and Employment Accommodation**, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the Urban Growth Boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations and those permitted by the Portland International Airport Noise Zone (X-Overlay or Title 33.470). During the development of the Hayden Island Plan such an analysis was conducted, based on the land use designations existing and proposed within the plan area. This analysis found that there will be an increase 4400 housing units and the opportunity to create 750,000 square feet of retail or office use in the transit oriented develop area around the station. There are other areas on the eastern end of the Island that are being zoned commercial from industrial not impacting the opportunity for employment. The proposed zoning pattern accommodates growth and refines the existing pattern to better support light rail by creating a better development framework on the Island within the constraints of the Noise Zone. See also Findings for Portland Comprehensive Plan Goals 4, Housing, and 5, Economic Development.
34. **Title 2, Regional Parking Policy**, regulates the amount of parking permitted by use for jurisdictions in the region. This title is already addressed by the Portland Zoning Code and the City's Transportation System Plan which sets limits for the number of parking spaces required and allowed for different uses and areas along transit corridors. This plan furthers

this goal by promoting a compact urban form supported by an enhanced transit system, including light rail, and a pedestrian and bicycle circulation system.

35. **Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation**, protects the public's health and safety by reducing flood and landslide hazards, controlling soil erosion and reducing water pollution by avoiding, limiting, or mitigating the impact of development on streams, rivers, wetlands, and floodplains. Title 3 specifically implements the Statewide Land Use Goals 6 and 7. The findings for those statewide goals are incorporated here to show that the Hayden Island Plan is consistent with this Title. See also findings for Portland Comprehensive Plan Goal 8, Environment.
36. **Title 4, Industrial and Other Employment Areas**, limits retail and office development in Employment and Industrial areas to those that are most likely to serve the needs of the area and not draw customers from a larger market area. This plan is consistent with this title because it does not propose to weaken or modify existing regulations protecting industrially-designated lands.
37. **Title 6, Central City, Regional Centers, Town Centers and Station Communities**, defines Metro's policy regarding areas outside of the Urban Growth Boundary. The intent of this title is to enhance Centers designated on Metro's 2040 Growth Concept Map by encouraging growth within Centers. The Hayden Island planning process is directly tied to this title as the study area contains one 2040 designated station communities. The plan will comply with this title by providing zoning and regulations to increase transit-oriented development on the island and focus the most intensive activities at the station area.
38. **Title 7, Affordable Housing**, ensures opportunities for affordable housing at all income levels, and calls for a choice of housing types. This plan is consistent with this title because it provides opportunities for additional housing growth on Hayden Island through a land use and zoning pattern that fosters a mix of housing types and redevelopment opportunities. Included in this plan is the preservation of the manufactured and mobile home park to specifically address affordable housing goals, and supports the production goals of City's and Metro's affordable housing policy by reducing regulatory barriers for new housing.

City of Portland Goals and Policies

39. The City's Comprehensive Plan was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. On May 26, 1995, and again on January 25, 2000, the LCDC completed its review of the City's final local periodic review order and periodic review work program, and reaffirmed the plan's compliance with the statewide planning goals.
40. **Goal 1, Metropolitan Coordination**, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. Coordination with state and regional planning efforts has been undertaken with the development of the plan. The Hayden Island planning process included participation of representatives from city, regional, and state agencies, ensuring consistency with applicable local, regional, and state plans.

41. **Policy 1.4, Intergovernmental Coordination**, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds. The Hayden Island planning process identified and included a variety of local, regional, and state agencies in the plan development process. Individuals from several of these agencies formed a Technical Advisory Committee (TAC) which participated in the local planning process and reviewed and commented on the Hayden Island Plan.
42. **Policy 1.5, Compliance with Future Metro Planning Efforts**, calls for the review and update of Portland's Comprehensive Plan to comply with the Regional Framework Plan adopted by Metro. The Hayden Island Plan supports this policy because it implements six of Metro's 2040 designated station communities by amending the zoning pattern to support transit-supportive development and densities.
43. **Goal 2, Urban Development**, calls for maintaining Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The Hayden Island Plan supports this goal because the land use and zoning pattern proposed for the Hayden Island Plan area increases opportunities for additional residential and commercial uses within areas designated for these land uses.
44. **Policy 2.1, Population Growth**, calls for accommodating the projected increase in city households. This plan supports this policy because the Comprehensive Plan Map and Zoning Map amendments proposed by the Hayden Island Plan will expand the long-term potential to develop additional housing units in the plan area. The plan supports this policy for the reasons cited in the Findings for Metro Urban Growth Management Functional Plan Title 1, Requirements for Housing and Employment Accommodation.
45. **Policy 2.2, Urban Diversity**, calls for promotion of a range of living environments and employment opportunities for Portland residents. This plan supports this policy because the zoning pattern for the Hayden Island Plan will encourage mixed-use residential/commercial and industrial development and a variety of residential densities throughout the plan area, while establishing use and development standards on the Hayden Island that reinforce the unique character of the Island and the light rail station area.
46. **Policy 2.6, Open Space**, calls for the provision of opportunities for recreation and visual relief by preserving existing open space, establishing a loop trail that encircles the city, and promoting recreational use of the city's rivers, creek, lakes, and sloughs. The Hayden Island Plan supports this policy because the designated parks and open space areas within the plan area are preserved and new open space, such as the Columbia River Park, the trail network and the open space at the eastern tip of the Island are encouraged as part of the plan.
47. **Policy 2.9, Residential Neighborhoods**, calls for allowance of a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area that can serve a diverse array of incomes and ages. Within a quarter mile of the light rail station platform housing types include medium-, and low-density multi-dwelling units, and attached and detached

single-family units. The Hayden Island Plan also provides zoning for the protection of the Hayden Island Manufactured Home Park.

48. **Policy 2.12, Transit Corridors**, calls for providing a mixture of activities along major transit routes and Main Streets that supports the use of transit and is compatible with the surrounding area. The Hayden Island Plan supports this policy because it promotes transit-supported development along the MAX Yellow line between Vancouver, Washington and downtown Portland.
49. **Policy 2.15, Living Closer to Work**, calls for locating greater residential densities, including affordable housing, near major employment centers, such as Metro-designated station communities, to reduce vehicle miles traveled per capita and maintain air quality. This policy also calls for encouraging home-based work where the nature of the work is not disruptive to the neighborhood. The Hayden Island Plan supports this policy because the zoning provides for additional housing opportunities along MAX Yellow line between Vancouver, Washington and downtown Portland, making access to work in these employment centers easier. The plan also calls for allowing retail sales and service uses in multi-dwelling residential development in the CG Zone near the transit station.
50. **Policy 2.17, Transit Stations and Transit Centers**, calls for establishing minimum residential densities on residentially zoned lands within one-half mile of transit stations and one-quarter mile of transit centers that support the use of transit. The design and mix of land uses surrounding transit stations and transit centers should emphasize a pedestrian and bicycle oriented environment and support transit use. The Hayden Island Plan supports this policy because it encourages medium-density residential and mixed-use development along the transit corridor, and enhances the pedestrian and bicycle realm through right-of-way standards calling for development of wider sidewalks, green street elements, and safer pedestrian and bicycle connections to light rail station.
51. **Policy 2.18, Transit Supportive Density**, calls for establishing average minimum residential densities of 15 units per acre within one-quarter mile of existing and planned transit streets, main streets, town centers, and transit centers, and 25 units per acre within one-half mile of light rail stations and regional centers. The Hayden Island Plan supports this policy because the zoning proposed at the station platform and within a quarter-mile of the light rail station allows development at densities much greater than 25 units. The prominent zones proposed for the area west of the Hayden Island light rail station is CG under the X-overlay for the airport which permits the density of R1 with .75 – 3.0 FAR, which will permit 43 units per acre.
52. **Policy 2.19, Infill and Redevelopment**, calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. The Hayden Island Plan supports this policy because it provides for the redevelopment of the Jantzen Beach SuperCenter into a transit oriented development; creating flexible mixed use zoning in the center that is more market-driven. This increase in development potential may provide an incentive for redevelopment and better accommodate future increases in population.
53. **Goal 3, Neighborhoods**, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The Hayden Island Plan supports this goal by focusing areas of significant change into light rail, transit,

and main street areas, which have been identified as places where change, growth and development are expected to occur. To maintain stability of neighborhoods, no change to land use or zoning is proposed outside of the plan area. This approach helps promote neighborhood stability by strategically focusing change into areas where change can be beneficial for meeting policy objectives, including use of existing and planned infrastructure and services such as light rail, and for redevelopment over time of underutilized areas.

54. **Policy 3.5, Neighborhood Involvement**, provides for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood. The Hayden Island Plan supports this policy because the combined business and neighborhood association and the community at large were involved in developing elements of the plan for this area. A community Steering Group composed of community members, business representative, Port of Portland, Oregon Department of Transportation, Portland Audubon Society, and property owners played a key role in providing feedback on the plan and communicating with identified community organizations.
55. **Goal 4, Housing**, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The Hayden Island Plan increases the variety and supply of residential developments. The plan makes changes in residential land use designations that provide a broader array of housing opportunities in the plan area that can serve a diverse array of incomes and ages. Within a half mile of the light rail station platform housing types include medium-, and low-density multi-dwelling units, and attached and detached single-family units and manufactured homes.
56. **Policy 4.1, Housing Availability**, calls for ensuring that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future. The Hayden Island plan supports this policy because it offers a variety of housing types and will increase the supply of, and opportunity for, new housing.
57. **Objective C** calls for considering the cumulative impact of regulations on the ability of housing developers to meet current and future housing demand. The plan supports this objective because it offers a balanced set of regulations designed to allow additional growth and development to occur.
58. **Objective E** calls for encouraging efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill, or under-developed land. This plan supports this objective by zoning for medium-density residential and mixed-use development along the light rail corridor, and at station area platforms. Design review is a requirement in all of these areas to ensure well-designed developments.
59. **Objective F** calls for encouraging housing design that supports the conservation, enhancement, and continued vitality of areas of the city with special scenic, historic, architectural or cultural value. Hayden Island is the only island community in Portland. This small community lines the Columbia riverfront with views of Mounts Hood and Saint Helens. The Hayden Island Plan continues to provide an environment where new transit oriented development along the light rail line, while protecting the riparian margin and the views of the mountains.

60. **Objective G** calls for facilitating the redevelopment of surface parking lots zoned for residential and mixed-uses to accommodate housing and mixed-use development. The Hayden Island plan calls for the redevelopment of the Jantzen Beach SuperCenter into a transit oriented mixed-use development in accordance with this objective.
61. **Policy 4.2, Maintain Housing Potential**, calls for retaining housing potential by requiring no net loss of land reserved for, or committed to, residential or mixed-use. The Hayden Island Plan analyzed the increase of housing potential based on the land use designations existing and proposed within the plan area. This analysis found that the increase in housing potential with the proposed amendments reflects the additional growth of 4400 households which is the maximum permitted under the Portland International Airport Noise Impact Zone (Title 33.470). Overall, the Hayden Island Plan increases housing potential in the study area.
62. **Policy 4.3, Sustainable Housing**, calls for encouraging housing that supports sustainable development patterns by promoting the efficient use of land; conservation of natural resources; easy access to public transit and other efficient modes of transportation; easy access to services and parks; resource efficient design and construction; and the use of renewable energy resources. The Hayden Island Plan supports this policy because it promotes efficient use of land and resources by providing mixed-used development and medium-density housing near light rail, transit, main streets and parks. This type of development is typically more efficient than detached houses in terms of energy consumption for heating and cooling.
63. **Policy 4.10, Housing Diversity**, calls for promoting creation of a range of housing types, prices, and rents to (1) create culturally and economically diverse neighborhoods; and (2) allow those whose housing needs change to find housing that meets their needs within their existing community. The plan supports this policy because it provides additional opportunities for a broad array of housing that can serve a broad income range.
64. **Policy 4.11, Housing Affordability**, calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes. The plan supports this policy because it provides additional opportunities for housing that can serve a broad income range.
65. **Policy 4.12, Housing Continuum**, calls for ensuring that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them. The plan supports this policy because it provides opportunities for housing for both renters and owners in a variety of housing types.
66. **Policy 4.13, Humble Housing**, calls for ensuring that there are opportunities for development of small homes with basic amenities to ensure housing opportunities for low-income households, members of protected classes, households with children, and households supportive of reduced resource consumption. The plan supports this policy because it offers opportunities for development of a variety of multifamily, attached and detached housing in and around the plan area.
67. **Policy 4.14, Neighborhood Stability**, calls for stabilizing neighborhoods by promoting: (1) a variety of homeownership and rental housing options; (2) security of housing tenure;

and (3) opportunities for community interaction. The plan supports this policy because the amendments provide options for a variety of housing types that will provide ownership and rental options in the community. The plan calls for the step back of development and windows between zones to provide eyes on the street and no high blank walls.

68. **Policy 4.15, Regulatory Costs and Fees**, calls for considering the impact of regulations and fees in the balance between housing affordability and other objectives such as environmental quality, urban design, maintenance of neighborhood character, and protection of public health, safety, and welfare. There are no new fees or additional considerations proposed in the plan. Additionally the plan provides the opportunity to transfer density between zones and add FAR in the transit oriented development zone. This provides the opportunity to use land to provide housing in desired areas and densities at no additional charge.
69. **Goal 5, Economic Development**, calls for promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The Hayden Island Plan supports this policy because it provides for a variety of commercial and employment land uses. The zoning amendments on Hayden Island create a favorable environment for public and private investment by establishing a coherent and predictable zoning pattern and reducing the number of nonconforming uses. Findings for Statewide Planning Goal 9, Economic Development, also support this policy.
70. **Policy 5.1, Urban Development and Revitalization**, calls for encouraging investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities. The Hayden Island Plan zoning amendments support this policy by creating opportunities for redeveloping the Jantzen Beach SuperCenter and undeveloped lands at the eastern end of the Island.
71. **Policy 5.2, Business Development**, calls for sustaining and supporting business development activities to retain, expand, and recruit businesses. The plan supports this policy because it provides opportunities for continued and expanded commercial, employment and industrial uses and activities. Findings for Portland Comprehensive Plan Policy 5.1, Urban Development and Revitalization also support this policy.
72. **Policy 5.4 Transportation System** promotes a multi-modal regional transportation system that stimulates and supports long term economic development and business investment. Findings for Portland Comprehensive Plan Goal 6, Transportation support this goal, as do the findings for State Goal 12, Transportation.
73. **Policy 5.6, Area Character and Identity within Designated Commercial Areas**, calls for promotion and enhancement of the special character and identity of Portland's designated commercial areas. The plan supports this policy because it provides continued opportunity to maintain the marine related businesses on the Island. Findings on Portland Comprehensive Plan Policy 12.1, Portland's Character, also support this policy.
74. **Goal 6, Transportation**, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The plan supports this goal, its policies and objectives because the plan and its

implementing and supporting documents support urban-level, transit-supportive density and that encourage walking and biking throughout the plan area. Findings for Statewide Planning Goal 11, Public Facilities and Services and State Goal 12, Transportation, the Transportation Planning Rule (TPR) and Portland Comprehensive Plan Goal 2, Urban Development also support this goal.

75. **Policy 6.1, Coordination** and its objectives, call for coordinating with affected state and federal agencies, local governments, special districts, and providers of transportation services when planning for and funding transportation facilities and services. The Hayden Island Plan supports this objective because the plan process included the active participation of and interaction with the Oregon Department of Transportation, the Portland Bureau of Transportation, TriMet, Columbia River Crossing and other public and private organizations.
76. **Policy 6.2, Public Involvement** and its objectives, call for carrying out a public involvement process that provides information about transportation issues, projects, and processes to citizens, businesses and other stakeholders. The plan supports this policy for the reasons cited in the findings for State Goal 1, Citizen Involvement and Portland Comprehensive Plan Goal 9, Citizen Involvement.
77. **Policy 6.4, Classification Descriptions**, calls for street classifications and descriptions that describe all modes for all streets. The Hayden Island Plan supports this policy by identifying classifications consistent with policy descriptions for all modes for all streets. These designations are compatible with current transit services and the highway interchange configuration, and improvements identified in the Transportation System Plan as amended by the Hayden Island Plan. Additional classification amendments are warranted upon completion of the Columbia River Crossing project, as identified in Appendix C.4. These potential future classification designations are found to be compatible with the Hayden Island Plan but will be subject to a separate adoption process.
78. **Policy 6.5, Traffic Classification Descriptions**, calls for maintaining a system of traffic streets that support the movement of motor vehicles for regional, interregional, interdistrict, and local trips. The Hayden Island Plan supports this policy and objectives by amending the Transportation System Plan to designate streets for motor vehicles to support a system of traffic ways that are compatible with the street classification descriptions. Implementing the master street plan provides a network of street improvements that will enhance motor vehicle connections to current and future destinations on Hayden Island.
79. **Policy 6.6, Transit Classification Descriptions**, calls for maintaining a system of transit streets that serves the movement of transit vehicles for regional, interregional, interdistrict and local trips. The Hayden Island Plan supports the policies and objectives by amending the Transportation System Plan to designate streets for transit vehicles and to support a transit system that is compatible with the transit classification descriptions. Implementing the master street plan provides a network of transit improvements that will enhance transit connections to current and future destinations on Hayden Island.
80. **Policy 6.7, Bicycle Classification Descriptions**, calls for maintaining a system of bikeways to serve all bicycle users and all types of bicycle trips. The Hayden Island Plan supports this policy and objectives amending the Transportation System Plan to designate

streets and paths for bicycle transportation to support a system of bikeways that are compatible with the bicycle classification descriptions. Implementing the master street plan provides a network of street improvements that will enhance bicycle connections to current and future destinations on Hayden Island.

81. **Policy 6.8, Pedestrian Classification Descriptions**, calls for maintaining a system of pedestrian-ways to serve all types of pedestrian trips, particularly those with a transportation function. The Hayden Island Plan supports this policy and objectives by amending the Transportation System Plan to designate streets and pedestrian-ways for walking to support a system of pedestrian facilities that are compatible with the pedestrian classification descriptions. Implementing the master street plan provides a network of improvements that enhance pedestrian connections to current and future destinations on Hayden Island.
82. **Policy 6.11, Street Design Classification Descriptions** identify the preferred modal emphasis and design treatments for regionally significant streets and special design treatments for locally significant streets. The Hayden Island Plan supports this policy and objectives by amending the Transportation System Plan to classify streets, bikeways and pedestrian facilities for all transportation users that are consistent with Metro's Regional Street Design Classification. Implementing the master street plan provides a network of transportation improvements that will enhance all connections to current and future destinations on Hayden Island.
83. **Policy 6.15, Transportation System Management** and its objectives call for giving preference to transportation improvements that use existing roadway capacity efficiently and improve the safety of the system. The Hayden Island Plan supports this policy and its objectives because none of the Hayden Island Plan transportation-related implementation strategies are inconsistent with existing bicycle or pedestrian classifications. In addition, implementing the Master Street Plan will increase opportunities for walking, biking and access to transit which emphasizes using the existing roadway capacity efficiently.
84. **Policy 6.17, Coordinate Land Use and Transportation**, calls for implementing the Comprehensive Plan Map and the 2040 Growth Concept through long-range transportation and land use planning and the development of efficient and effective transportation projects and programs. The plan supports this policy because the Hayden Island Plan process included coordinated land use and transportation planning and the cooperation of the Bureau of Planning and Sustainability and the Bureau of Transportation.
85. **Policy 6.18, Adequacy of Transportation Facilities**, calls for ensuring that amendments to the Comprehensive Plan (including goal exceptions and map amendments), zone changes, conditional uses, master plans, impact mitigation plans, and land use regulations that change allowed land uses are consistent with the identified function and capacity of, and adopted performance measures for, affected transportation facilities. The Plan supports this policy for the reasons below and for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation.

The transportation analysis conducted by David Evans Associates and David Parisi Associates with input from the Bureau of Transportation and Bureau of Planning and Sustainability indicated that the proposed zoning will not have a significant impact on the state, regional or local transportation system over the life of the planning period. (Appendix

C.1 – Transportation Analysis for Hayden Island Concept Plan) The system as adopted in the Transportation System Plan (TSP) and the Regional Transportation Plan (RTP) can support the increased growth. In addition, the Master Street Plan provides a framework for street improvements that will improve the transportation system for all modes of travel.

86. **Policy 6.19, Transit-Oriented Development**, calls for reinforcing the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. The plan supports this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Goal 2, Urban Development. The Plan supports urban-level, transit-supportive density throughout the pedestrian district of plan area including along island main street and the Interstate Light Rail or yellow line rail line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses.
87. **Policy 6.20, Connectivity**, calls for supporting development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers. The plan supports this policy for the reasons cited in the findings for Portland Goal 6, Transportation and because the Master Street Plan provides a framework for street improvements that will enhance pedestrian and bicycle connectivity via street improvements. Additionally the Master Street Plan calls for the connection of North Tomahawk Island Drive under the highway and through the shopping center, for the first time connecting Hayden Island from east to west on a single street. The construction of this street also pulls local traffic away from the ramp terminals giving greater access to highway traffic.
88. **Policy 6.21, Right-of-Way Opportunities**, calls for preserving existing rights-of-way unless there is no existing or future need for them, established street patterns will not be significantly interrupted, and the functional purposes of nearby streets will be maintained. The plan is consistent with this policy because it does not propose any street vacations or closures and encourages connectivity with the Master Street Plan.
89. **Policy 6.22, Pedestrian Transportation**, calls for planning and completing a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit. The plan supports this policy for the reasons cited in the findings for Portland Comprehensive Plan Goal 6, Transportation and because the Master Street Plan provides a framework for street improvements that will focus improvements on existing pedestrian connections to light rail, under the freeway, and throughout the study area.
90. **Policy 6.23, Bicycle Transportation**, calls for making the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. The plan supports this policy because the Master Street Plan provides a framework for street improvements that will enhance bicycle

connectivity and transportation via street improvements. Findings for Portland Comprehensive Plan Goal 6, Transportation also support this policy.

91. **Policy 6.24, Public Transportation**, calls for developing a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City, regional and town centers, main streets, and station communities. The amendments support this policy because the Hayden Island Plan supports transit-supportive density within the plan area adjacent to the MAX Yellow Light Rail Line. This helps to reduce long-term regional pressures for conversion of rural lands to urban uses and makes efficient use of public services and infrastructure, including transit. Findings for Portland Comprehensive Plan Goal 6, Transportation also support this policy.
92. **Policy 6.25, Parking Management**, calls for managing the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality. The plan is consistent with this policy because the area can accommodate the increased growth, no changes to parking regulations or policies are proposed, and other implementation measures are intended to enhance opportunities for alternative transportation modes such as public transit, bicycling and walking, thereby reducing the demand for automobile parking.
93. **Policy 6.26, On-Street Parking Management**, calls for managing the supply, operations, and demand for parking and loading in the public right-of-way to encourage economic vitality, safety for all modes, and livability of residential neighborhoods. The amendments support this policy for the reasons cited in the findings for Portland Comprehensive Plan Policy 6.25, Parking Management.
94. **Policy 6.27, Off-Street Parking**, calls for regulating off-street parking to promote good urban form and the vitality of commercial and employment areas. The amendments support this policy for the reasons below and for the reasons cited in the findings for Portland Comprehensive Plan Policy 6.25, Parking Management.
95. **Policy 6.28, Travel Management**, calls for reducing congestion, improving air quality, and mitigating the impact of development-generated traffic by supporting transportation choices through demand management programs and measures and through education and public information strategies. The plan supports this policy for the reasons cited in the findings for State Goal 12, Transportation and Portland Comprehensive Plan Goal 6, Transportation and because the plan includes transportation strategies supporting Transportation Demand Management (TDM) measures.
96. **Policy 6.29, Freight Multimodal Freight System** calls for developing and maintaining a multimodal freight transportation system for the safe, reliable and efficient movement of freight within and through the City. The Plan supports this policy and objectives because the traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight facilities.

97. **Policy 6.30, Truck Mobility**, calls for developing, managing, and maintaining a safe, efficient, and reliable freight street network to serve Freight Districts, commercial areas, and neighborhoods. The Plan supports this policy and its objectives because traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight movement. Local freight traffic will continue to use the local streets.
98. **Policy 6.31, Truck Accessibility**, calls for improving truck access to and from intermodal freight facilities, industrial and commercial districts, and the regional freight system. The Plan supports this policy and its objectives because traffic analysis did not indicate significant impacts to the system, therefore not interfering with freight movement.
99. **Policy 6.35 North Transportation District** calls for reinforcing neighborhood livability and commercial activity by planning and investing in a multimodal transportation network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas. The Plan meets this policy because the increased density is a long a light rail corridor that supports development that proposed alternatives to the automobile.

Below are the North Transportation District Objectives that are relevant to the Hayden Island Plan.

100. **Objective F** supports improvements to transit service that will link Hayden Island to areas outside the downtown, especially to the Rose Quarter transit center and industrial areas outside the district. The Hayden Island Plan meets this objective because it works in concert with the Columbia River Crossing project to extend light rail transit from North Portland to Vancouver, Washington.
101. **Objective H** encourages development of light rail transit to Hayden Island; capitalize on redevelopment opportunities that support light rail; and mitigate potential negative impacts of diversion of automobile traffic onto nearby Neighborhood Collectors and Local Service Traffic Streets. The plan meets this objective because light rail will be constructed and running and the increased density in the station area optimizes redevelopment opportunities.
102. **Objective K** supports development of additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to the Columbia River Crossing and thereby to Northeast Portland bikeways. The Plan supports this objective because implementing the master street plan will increase bicycle infrastructure opportunities in the area.
103. **Objective L** encourages completing the sidewalk system Hayden Island. The plan supports this objective because implementing the master street plan will allow for completing the sidewalk system.
104. **Policy 6.36 Northeast Transportation District** calls for reinforcing neighborhood livability and commercial activity by planning and investing in a multimodal transportation

network, relieving traffic congestion through measures that reduce transportation demand, and routing non-local and industrial traffic along the edges of the residential areas. The Plan meets this policy because the increased density is a long a light rail corridor that supports development that proposed alternatives to the automobile.

Below are the Northeast Transportation District Objectives that are relevant to the Hayden Island Plan.

105. **Objective G** supports development of additional east/west and north/south bicycle routes to serve commuter and recreational bicyclists and provide connections to the Columbia River Crossing and thereby to Northeast Portland bikeways. The Plan supports this objective because implementing the master street plan will increase bicycle infrastructure opportunities in the area.
106. **Objective H** encourages completing the sidewalk system on Hayden Island, including enhanced pedestrian crossings on streets with high volumes of vehicle traffic. The plan supports this objective because implementing the master street plan will allow for completing the sidewalk system.
107. **Goal 7, Energy**, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The Hayden Island Plan is consistent with this goal because it promotes a transit-oriented development pattern in a series of six Metro 2040 station areas. This development pattern is likely to reduce the need for single-occupant vehicle trips. Further, many of the new structures in these areas may be multistory and/or multi-dwelling, which may reduce energy expended on heating and cooling when compared to a comparable level of development in low-rise and/or detached structures.
108. **Policy 7.4, Energy Efficiency through Land Use Regulations**, calls for promoting residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources. The Hayden Island Plan supports this policy because the proposed land use pattern makes efficient use of land resources and concentrates development into areas well served by existing and planned transit services and infrastructure. The Hayden Island Plan supports **Objective A** in several ways: (1) it focuses and reinforces transit-oriented mixed-use commercial and residential activities along a light rail alignment through the use of appropriate zones; (2) it increases housing potential in the area, which is close to employment in north and northeast Portland industrial areas; and (3) it allows for and fosters mixed-use development in a variety of situations. The Plan supports **Objective C** because it provides for medium- and high-density multi-dwelling residential development as well as mixed-use employment development along the Interstate Avenue or yellow MAX light rail alignment.
109. **Goal 8, Environment**, calls for maintaining and improving the quality of Portland's air, water, and land resources, as well as protecting neighborhoods and business centers from noise pollution. The Hayden Island Plan is consistent with this goal because it will facilitate

efficient use of land resources through intensifying development opportunity in an area that is currently urbanized and well served by public facilities.

110. **Policy 8.4, Ride Sharing, Bicycling, Walking, and Transit**, calls for promoting the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit throughout the metropolitan area. The Hayden Island Plan supports this policy because the plan promotes a development pattern that will enhance opportunities to reach destinations by walking, bicycling, or by transit. Special right-of-way will promote walking and bicycling through enhanced streetscapes.
111. **Goal 9, Citizen Involvement**, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review, and amendment of the Comprehensive Plan. The amendments are consistent with this goal because the planning process included extensive opportunities for citizen involvement. The Hayden Island Plan supports this goal for the reasons found in the findings for Statewide Planning Goal 1, Citizen Involvement.
112. **Policy 9.1, Citizen Involvement Coordination**, calls for encouraging citizen involvement in land use planning projects through coordination with community organizations, availability of planning reports and notice of public hearings. The plan supports this policy because it was developed with feedback and input from representatives of local neighborhood associations and business associations. Other community organizations were informed of the process and given plan updates; participation from these groups and individuals was also solicited. A list of public meetings and events is listed in Appendix D.2 the *Hayden Island Plan*.
113. **Goal 10, Plan Review and Administration**, requires that Portland's Comprehensive Plan undergo a periodic review to assure that it remains an up-to-date and workable framework for land use development. The Hayden Island Plan supports this policy because it amends the zoning pattern to better support a new light rail line.
114. **Policy 10.2, Comprehensive Plan Map Review**, calls for implementing a community and neighborhood planning process for review and update of the Comprehensive Plan Map. The plan supports this policy because it is a review and amendment to the Comprehensive Plan, at the area and neighborhood plan level.
115. **Policy 10.4, Comprehensive Plan Map**, calls for the Comprehensive Plan Map to be the official long-range planning guide for uses and development in the city. The plan supports this policy through amendments to the Comprehensive Plan Map which guide uses and development within the city and are implemented by the Portland Zoning Code and Zoning Map.
116. **Policy 10.5, Corresponding Zones and Less Intense Zones**, requires that base zones either correspond to the Comprehensive Plan Map designation or be a zone less intense than the corresponding zone. The amendments support this policy because in most cases the applied base zones correspond to the Comprehensive Plan Map designation. In some

circumstances, the zoning is less intense than the corresponding Comprehensive Plan Map designation.

117. **Policy 10.6, Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures**, requires that all proposed amendments to implementing ordinances be reviewed by the Planning Commission prior to action by the City Council. The plan supports this policy because the Planning Commission was briefed on the proposed amendments on January 27, 2009, and took public testimony at a public hearing on January 27, 2009. The Planning Commission held a subsequent work session on February 10, 2009 and the final decision on April 14, 2009 where it finalized its recommendation, which was forwarded to City Council for a public hearing on June 18, 2009.
118. **Policy 10.7, Amendments to the Comprehensive Plan Map**, requires that amendments be supportive of the overall Comprehensive Plan and Map, be consistent with the Statewide Planning Goals, and be consistent with any adopted applicable area plans. When the amendment is from a residential or urban commercial to another nonresidential designation, the policy requires that there be no net loss of housing units. The amendments support this policy because they do not result in a net loss of housing; overall they increase the potential housing units in the study area. Findings for Policy 4.2, Maintain Housing Potential, also support this policy.
119. **Policy 10.10, Amendments to the Zoning and Subdivision Regulations**, requires amendments to the zoning and subdivision regulations to be clear, concise, and applicable to the broad range of development situations faced by a growing, urban city. The Hayden Island Plan supports this policy because it offers clear and concise standards and direction for development. The plan includes Zoning Code amendments that create a plan district for East Hayden Island. The plan district regulations address 1) urban form by regulating the height and floor area ratio in certain areas to implement the plan's urban design concepts; 2) building transitions by requiring larger buildings to "step down" from the property line of lower density zones; and 3) the pedestrian environment by requiring site and building provisions that improve the sidewalk and connections from the sidewalk to the building.
120. **Objective B**, calls for assuring good administration of land use regulations by: keeping regulations simple; using clear and objective standards where ever possible; maintaining consistent procedures and limiting their number; establishing specific approval criteria for all land use reviews; emphasizing administrative procedures for land use reviews; and avoiding overlapping reviews. The plan supports this objective because the regulations of the Hayden Island Plan are limited to situations where they are needed to achieve urban design and development objectives not accomplished through base zone regulations. Most projects in the study area have the choice of meeting the design overlay zone requirements by meeting objective standards.
121. **Policy 10.13, Design Review**, calls for development of recommendations for City Council consideration for additional areas where design review would be appropriate and

preparation of design review standards for both existing and proposed areas. The Hayden Island Plan does not include design review provisions.

122. **Goal 11 A, Public Facilities, General**, calls for provision of a timely, orderly, and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The Hayden Island Plan is consistent with this goal because the planned land use pattern and density is generally consistent with the existing planned density in the plan area. The Hayden Island project's Technical Advisory Committee (TAC) advised the City on facility issues, and no facility issues have been identified.
123. **Policy 11.2, Orderly Land Development**, calls for urban development to occur only where urban public facilities and services exist or can be reasonably made available. The plan supports this policy because it focuses transit-oriented and supportive development in the Metro 2040 designated station community areas, where urban public facilities and services, including access to a regional high-capacity fixed rail transit system, currently exists.
124. **Policy 11.4, Capital Efficiency**, calls for supporting maximum use of existing public facilities and services by encouraging higher density development and development of vacant land within already developed areas. The amendments support this policy because they focus development at higher densities in already developed areas.
125. **Goal 11 B, Public Rights-of-Way**, supports improving Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public right-of-way, implementing street plans, maintaining and improving the city's streets, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The Hayden Island Plan supports this policy because it includes right-of-way standards that will form the basis for street improvements to be implemented in phases along the study area.
126. **Policy 11.8, Environmental Sustainability in Transportation**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The plan supports this policy because right-of-way improvements as outlined in the right-of-way standards will be installed using the latest "green street" guidelines. The increased compact urban development will also allow more people to use alternatives to the automobile.
127. **Policy 11.9, Project Selection**, calls for working toward the city's sustainability goals by designing, constructing, installing, using, and maintaining the transportation system in efficient, innovative, and environmentally responsible ways. The Hayden Island Plan supports this policy because it encourages compact, mixed-use development along Metro 2040 designated station community areas, which are well served by transit and are walkable.

128. **Policy 11.10, Street Design and Right-of-Way Improvements**, call for designing improvements to transportation facilities to implement transportation and land use goals and objectives. The Hayden Island Plan supports this policy because it includes right-of-way standards that will form the basis for street improvements to be implemented in phases along the study area.
129. **Policy 11.11, Street Plans**, calls for the development of street plans that promote a logical, direct and connected street system. The Hayden Island Plan supports this policy by identifying a master street plan for the extension of street, pedestrian and bicycle connections. This master street plan is compatible with current transit services and the highway interchange configuration, and improvements identified in the Transportation System Plan as amended by the Hayden Island Plan. Minor amendments to the master street plan are warranted upon completion of the Columbia River Crossing Project, as identified in Appendix C.4. These street plan amendments are found to be compatible with the Hayden Island Plan but will be subject to a separate adoption process.
130. **Goal 11 C, Sanitary and Stormwater Facilities**, calls for an efficient, adequate, and self-supporting wastewater collection treatment and disposal system which will meet the needs of the public and comply with federal, state, and local clean water requirements. The Hayden Island Plan calls for exploring innovative treatment of stormwater facilities for selected rights-of-way to provide a more sustainable stormwater management system. The Bureau of Environmental Services (BES) has reviewed the amendments and determined the sanitary and stormwater facilities are in place and are currently adequate and can be made adequate to accommodate future development.
131. **Goal 11 F, Parks and Recreation**, calls for maximizing the quality, safety, and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The amendments of the Hayden Island Plan are consistent with this goal because existing parks and designated open space areas are preserved within the plan area.
132. **Goal 11 G, Fire**, calls for the development and maintenance of facilities that adequately respond to the fire protection needs of Portland. This plan is consistent with this goal as it does not call for a change to fire services in the area. Building code requirements will ensure new development addresses fire safety. Fire station 17 is located on Hayden Island.
133. **Goal 11 H, Police**, calls for the development and maintenance of facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible. This plan is consistent with this goal, as it does not call for a change to police service in the area. The area is served by the North Precinct (St Johns).
134. **Goal 12, Urban Design**, calls for the enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality, private developments and public improvements for future generations. The Hayden Island Plan is consistent with this goal because it establishes: (1)

a new plan district that regulates urban form by allowing increased floor area ratio in certain areas; and (2) right-of-way standards to improve facilities for bicyclists and pedestrians.

135. **Policy 12.1, Portland's Character**, calls for enhancing and extending Portland's attractive identity by building on design elements, features, and themes identified within the city. This plan supports this policy by establishing a plan district to enhance and provide for the continued development of Portland's only island community.
136. **Policy 12.3, Historic Preservation**, calls for preservation and reuse of historic artifacts as part of Portland's fabric, encouraging development to incorporate preservation of historic structures and artifacts. Objectives A and F encourage preservation of historic resources as part of an urban environment that is being reshaped by new development projects, and preservation of artifacts from structures and sites that are historically, architecturally and/or culturally significant and to seek to reintroduce these artifacts into the City's streetscape and building interiors. Portland Comprehensive Plan findings on Policy 12.1, Portland's Character also support this policy.
137. **Policy 12.6, Preserve Neighborhoods**, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places. This plan supports this policy in several ways. The plan proposes no change to a large part of the Island, preserving the stability of established residential areas and smaller commercial and industrial nodes. It focuses areas of change and growth into the central area of the Island adjacent to the light rail corridor, and applies Comprehensive Plan Map and Zoning Map designations to promote future development that is appropriate for these locations and supportive of regional and city policies for development in a light rail station community. The amendments also feature appropriate height and floor area ratio transitions from higher- to lower-intensity neighborhoods to support neighborhood quality, attractiveness, and stability.
138. **Policy 12.7, Design Quality**, calls for enhancing Portland's appearance and character through development of public and private projects that are models of innovation and leadership in the design of the built environment. The Hayden Island plan provides for buildings built to streets, pedestrian areas and cycling lanes to enhance the transit oriented development in the character and style of Portland.
139. **Policy 12.8, Community Planning**, calls for considering urban design issues as part of area plans. The Hayden Island Plan supports this policy because it considered urban design as an integral part of the plan. The plan uses the aligning of buildings on the street front, sidewalks, cycle lanes and street plantings to provide the urban design and fabric for the community.

NOW, THEREFORE, the Council directs:

- a. Exhibit A, Recommended Hayden Island Plan and Appendices, dated June 2009, is hereby adopted;
- b. The Portland Comprehensive Plan Map and Zoning Map of the City of Portland are amended as shown in exhibit A;
- c. Title 33, Planning and Zoning is amended as shown in Exhibit A;
- d. The Transportation System Plan is amended as shown in Exhibit A; and
- e. The commentary and discussion in Exhibit A are hereby adopted as legislative intent and further findings.

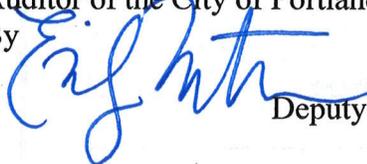
Adopted by the Council **AUG 19 2009**

Mayor Sam Adams

Prepared by: Alice Ann Wetzel

Date Prepared: June 1, 2009

LaVonne Griffin-Valade
Auditor of the City of Portland
By


Deputy

~~-859-982-1000-10001146~~

Agenda No. **-1194**
ORDINANCE NO.

Title **183124 As Amended**

Adopt and implement the Hayden Island Plan and amend Comprehensive Plan Map (Ordinance).

INTRODUCED BY	CLERK USE: DATE FILED <u>JUN 12 2009</u>
MAYOR SAM ADAMS <i>Am</i>	LaVonne Griffin-Valade Auditor of the City of Portland
NOTED BY COMMISSIONER	By: <i>Susan Parsons</i> Deputy
Mayor—Finance and Administration	
Position 1—Utilities	
Position 2—Works	
Position 3—Affairs	
Position 4—Safety	ACTION TAKEN:
BUREAU APPROVAL	JUN 18 2009 CONTINUED TO JUL 08 2009 2 P.M.
Bureau: Planning and Sustainability	TIME CERTAIN
Prepared by: Alice Ann Wetzel, City Planner Date Prepared: June 1, 2009	JUL 08 2009 RESCHEDULED TO JUL 22 2009 2:15 PM
Financial Impact Statement <input checked="" type="checkbox"/> Completed <input type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required	TIME CERTAIN
Portland Policy Document If "Yes," requires City Policy paragraph stated in document. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	JUL 22 2009 PASSED TO SECOND READING As Amended JUL 29 2009 9:30 A.M.
Council Meeting Date June 18, 2009	JUL 29 2009 CONTINUED TO AUG 12 2009 3:30 PM
Bureau Head: <i>Susan Anderson</i>	TIME CERTAIN
	AUG 12 2009 PASSED TO SECOND READING As Amended AUG 19 2009 9:30 A.M.

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
Consent	Regular X		YEAS	NAYS
	<input checked="" type="checkbox"/>	1. Fritz	✓	
NOTED BY		2. Fish	✓	
City Attorney	<i>KS Beaumont</i>	3. Saltzman	✓	
		4. Leonard	✓	
		Adams	✓	