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Section A: Background

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- A-6 Opportunities and Constraints Map
with associated table (10/15/07)**

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Section A-1

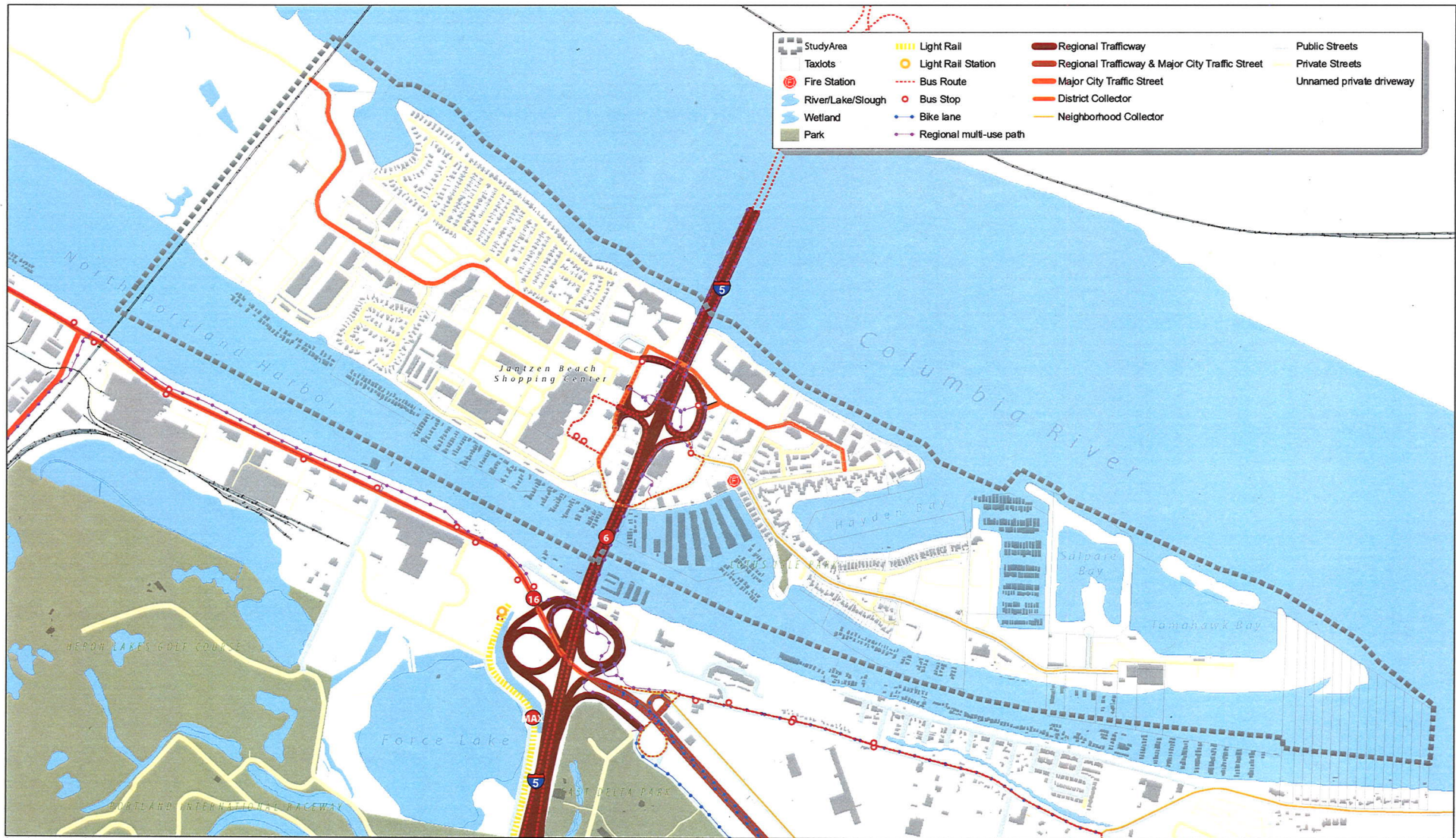
— **Existing Conditions Maps**

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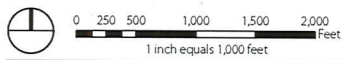
– **Environment**

– **Zoning**

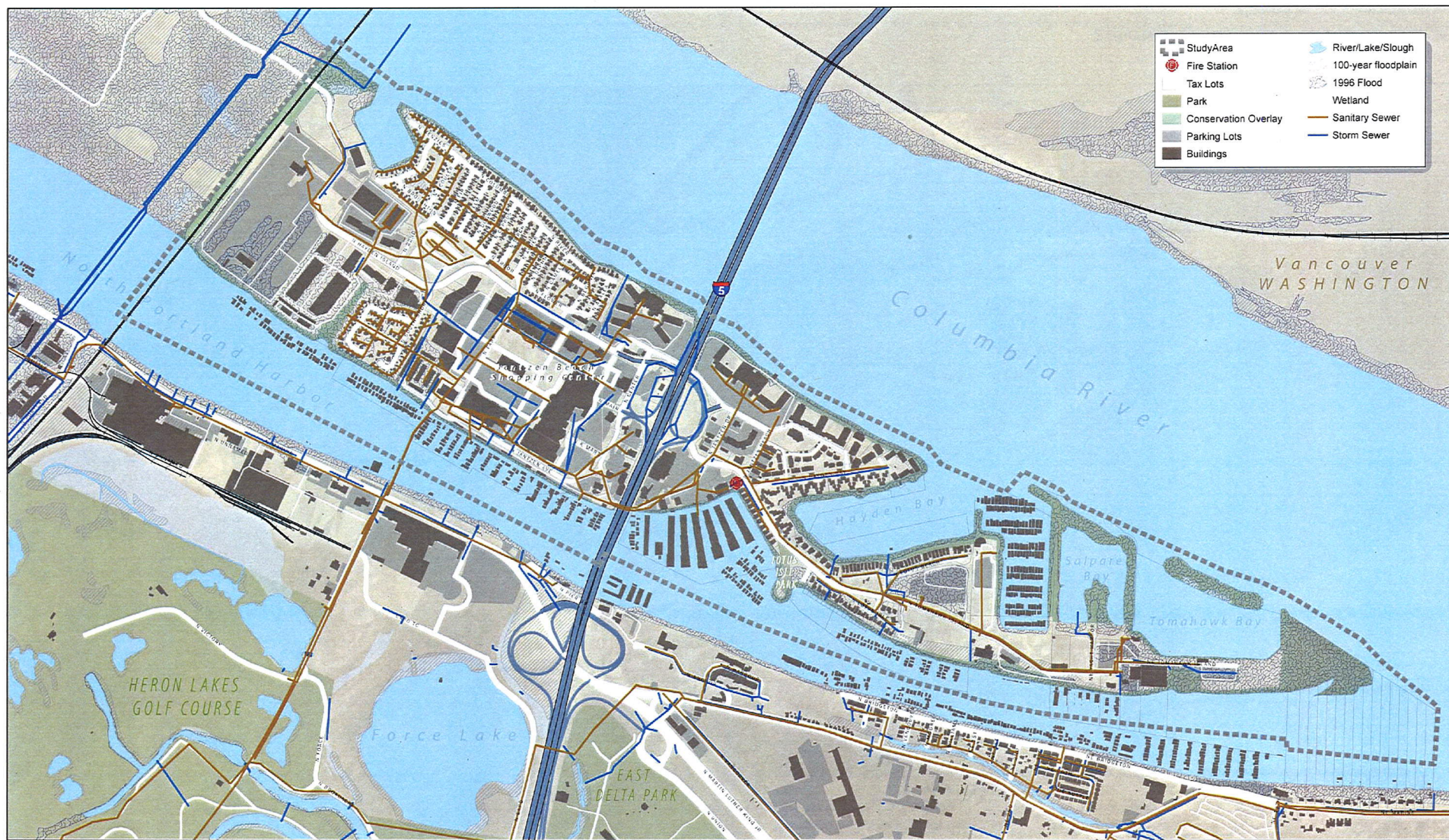
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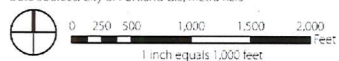
Data Sources: City of Portland GIS, Metro RLIS

**Existing Conditions: Transportation**

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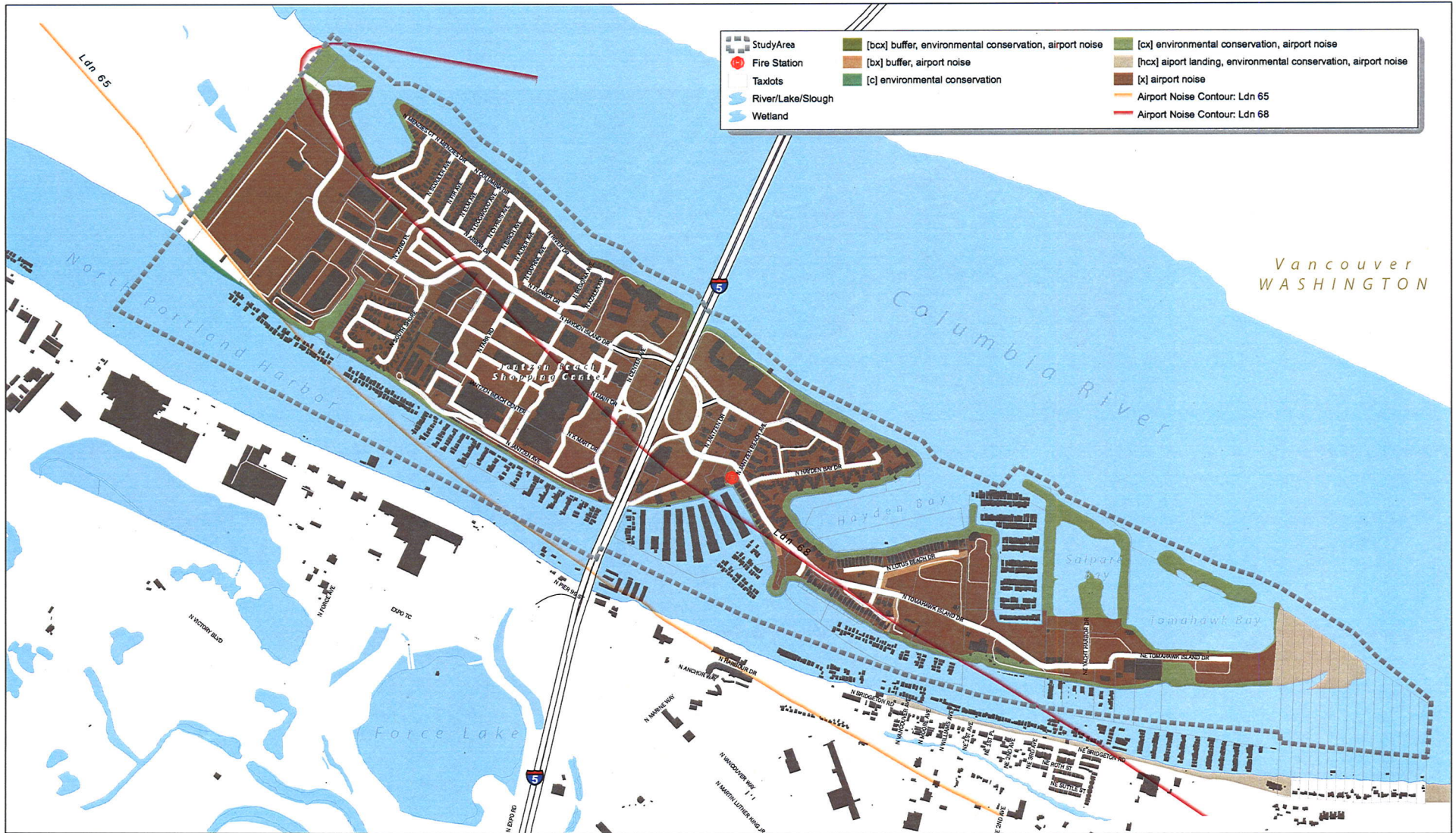
Data Sources: City of Portland GIS, Metro RJIS

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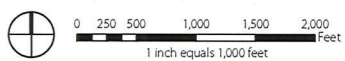
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Data Sources: City of Portland GIS, Metro RLIS



Existing Conditions: Zoning Overlays

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Section A-2

— URS Existing Conditions Document

City of Portland Hayden Island Existing Conditions Reports

September 7, 2007

Prepared by:



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Memorandum 1

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
State Rules Regarding Floating Homes and Moorages

Introduction:

The people of Oregon are the owners of the submerged and submersible land underlying most navigable, tidally-influenced waters, non-tidally-influenced beds, banks and lakes in Oregon. In most cases, this ownership, which was granted by the federal government when Oregon became a state, extends to the line of ordinary high water or high tide. The federal government did not specify which rivers should be publicly-owned, and over the ensuing years, portions of the beds and banks of 12 rivers have been determined to be publicly-owned through: court cases; legislatively directed studies; acts of the Oregon Legislature; and, since 1995, a study process established in Oregon law (ORS 274.400 to ORS 274.412) and the department's rules governing this process (OAR 141-121-0000 through 141-121-0040).

Most of Oregon's submerged and submersible land is held and managed by the State Land Board, which consists of the Governor, Secretary of State, and State Treasurer. As the Land Board's administrative arm, the Oregon Department of State Lands (DSL) is responsible for most of the day-to-day management of publicly-owned submerged and submersible land. In administering this land, DSL must consider Constitutional and statutory requirements, Land Board directives, and the public trust interests of all Oregonians.

In many places throughout Oregon, marinas, wharves, docks, floating homes, log rafts, and ship repair facilities have been constructed on publicly-owned submerged and submersible waterway land. Often, because of its desirability, restaurants, hotels, and tourist facilities are situated next to or on submerged and submersible land. This land is also sometimes dredged by privately-owned companies to produce commercial grade sand and gravel. Given the high public demand for the state's submerged and submersible land, it is critical that this resource be carefully managed and the citizens of Oregon be fairly compensated for its use. DSL issues leases, licenses, temporary-use permits and registrations for uses of state-owned submerged and submersible land. Other public agencies have responsibility for water quality, safety, and public access (e.g., the Oregon Department of Environmental Quality and the Oregon State Marine Board).

The following uses of state-owned submerged and submersible lands **require** a lease from DSL:

- Industrial and/or commercial business areas
- Houseboats and houseboat moorages
- Commercial and workboat moorages

- Log storage and booming areas, including millside boom makeup and breakdown areas
- Historical vessels
- Combination boat houses and combination boat house moorages
- Marinas
- Private non-commercial docks/floats and boat houses larger than 2,500 square feet (excluding gangways, dolphins, pilings and protective booms)
- Floating recreational cabins larger than 1,500 square feet (excluding gangways, dolphins, pilings and protective booms)
- Aquaculture of plants and animals for domestic or commercial use (excluding oysters, clams and mussels)
- Other structures not qualifying for registration
- Sand and gravel removal
- Other uses not exempted by law

The following uses on or over state-owned submerged and submersible lands **may require** a license, easement or right-of-way from DSL:

- Water ditches for irrigation, manufacturing, mining
- Water ditches or pipes for domestic use or fire extinguishments
- Domestic and industrial water supply mains and sanitary pressure mains
- Outfall structures, including storm water, sewer, cooling water outfalls and other structures that discharge material
- Water gas, electric, or communication service lines, fixtures and facilities
- Railroad tracks, bridges and related facilities
- Roadways and bridges for motor traffic, bicycles, and pedestrians
- Skylines, logging lines, ferry skylines and cable footbridges
- Boat ramps, landing, transient docks/floats and viewing structures owned by a public agency

Regulations:

Floating homes and moorages are regulated by the State of Oregon and local jurisdictions. The state regulations are defined in state law and administrative rules. The primary applicable State of Oregon regulations include:

1. ***Oregon Revised Statutes (ORS) Chapter 274*** defines state law regarding submersible and submerged lands, including moorage and floating home uses on waters of the state. A copy can be at the following web link: <http://www.leg.state.or.us/ors/274.html> . This statute defines submerged lands as below the line of ordinary low water, and submersible lands as between ordinary high water and ordinary low water. It defines that jurisdiction of these lands is vested in the State of Oregon. It states that no person can acquire any right, title or interest in these lands except as provided by statute. The statute defines the Department of State Lands (DSL) as the regulatory authority over these lands and makes provisions for DSL to lease, sell or grant easements over the lands, with the approval of the State Land Board.
2. ***Oregon Revised Statutes (ORS) Chapter 90.680*** defines state law regarding residential land lords and tenants, and includes rights related to rental of moorage space for floating homes. A copy can be at the following web link: <http://www.leg.state.or.us/ors/090.html> . Floating home structures are typically owned by the residents, but are frequently located in moorages in leased or rented

spaces. In this statute floating homes and manufactured homes located on leased space are treated similarly.

3. **Oregon Revised Statutes (ORS) Chapter 830.700** defines state law regarding the floating home and boathouse registration and titling system. A copy can be at the following web link: <http://www.paperadvantage.org/ORS/830.html> . This statute defines the regulations for registering and recording ownership of floating homes and boathouses, and defines the processes for transferring security interest in floating homes. Ownership of Floating homes is treated differently than homes sited on land.
4. **Oregon Administrative Rules (OAR) Division 82 (OAR 141-082-000)** implements ORS 274 and governs the management of, and issuing of leases, licenses, temporary use permits and registrations for structures on, and uses of state-owned submersible land. A copy can be at the following web link: http://arcweb.sos.state.or.us/rules/OARS_100/OAR_141/141_082.html . These rules govern the management of state owned submerged and submersible land for a wide variety of commercial and non-commercial uses and structures, including floating homes and moorages.
5. **Oregon Administrative Rules Division 10 (OAR 250-010-0300)** implements ORS 830.700 and defines the statewide floating home/boathouse registration and titling system.

The City of Portland also regulates floating homes within the city. The primary City of Portland regulations for Floating Homes and Moorages include:

- **Title 28 Floating Structures.** A copy of Title 28 can be at the following web link: <http://www.portlandonline.com/auditor/index.cfm?c=28192>
- **Title 33 Planning and Zoning.** A copy of the title 33 regulations related to floating structures can be found at the following link: <http://www.portlandonline.com/shared/cfm/image.cfm?id=53311>

Following are selected questions and answers from Oregon DSL regarding the management of submerged and submersible land. Additional information can be found on the DSL web link below. (<http://www.oregonstatelands.us/DSL/LW/leaseqa.shtml>)

Question: How does the Land Board and DSL manage this publicly owned submerged and submersible land?

Answer: The Land Board and DSL hold these lands in trust for the public (under the "Public Trust Doctrine"). DSL works to clarify title and manage uses of these lands in the public's best interests to ensure that any uses (for example, marinas, docks, sand and gravel mining, and log rafts) are authorized and pay their fair share as compensation to the public for the use of public land.

Question: What is the Public Trust Doctrine?

Answer: This doctrine of law provides that the State of Oregon holds submerged and submersible land in trust for the benefit of all the people. The general public has a right to fully enjoy these resources for a wide variety of public uses including commerce, navigation, fishing, and recreation.

Question: Did the state ever grant any of its submerged and submersible land to private owners?

Answer: Yes. In the late 1870s, the Oregon State Legislature granted parcels of submersible land (between ordinary low and high water) to certain upland owners along the Willamette, Umpqua, Coquille, and Coos Rivers. This program ceased in 1878. As a result of the grants, some present upland owners along these particular rivers do have ownership down to the line of ordinary low water. In addition, along some other rivers, the state sold tideland and other submersible land to private owners. Even where the state granted or sold title to its submerged and submersible land to private individuals, the courts say that the granted lands are still subject to some public use rights under the Public Trust Doctrine. However, it is not legally clear what these rights may be in practice or whether later state action may limit such rights.

Question: When must I obtain a lease or other form of authorization from DSL to use or occupy state-owned submerged and submersible land?

Answer: You must obtain a lease or other form of authorization from DSL to undertake a wide variety of activities on state-owned submerged and submersible land such as aquaculture; industrial and/or commercial business areas; floating homes and floating home moorages; some residential uses; commercial and workboat moorages; and log storage and booming areas. DSL currently has about 400 waterway leases on over 30 waterways.

If you own a non-commercial, private use dock, float and/or boat house; floating recreational cabin; or water sport structure located on state-owned submerged and submersible land, you may not have to obtain a lease from DSL. Instead, the structure may qualify for a registration with DSL.

DSL also issues temporary use permits and public facility licenses. Temporary use permits are granted upon application to DSL for uses usually less than one (1) year in duration. Public facility licenses are issued by DSL to public agency owned, operated and maintained transient use docks, floats, boat ramps, and other similar structures where no or minimal entry or use fees are charged.

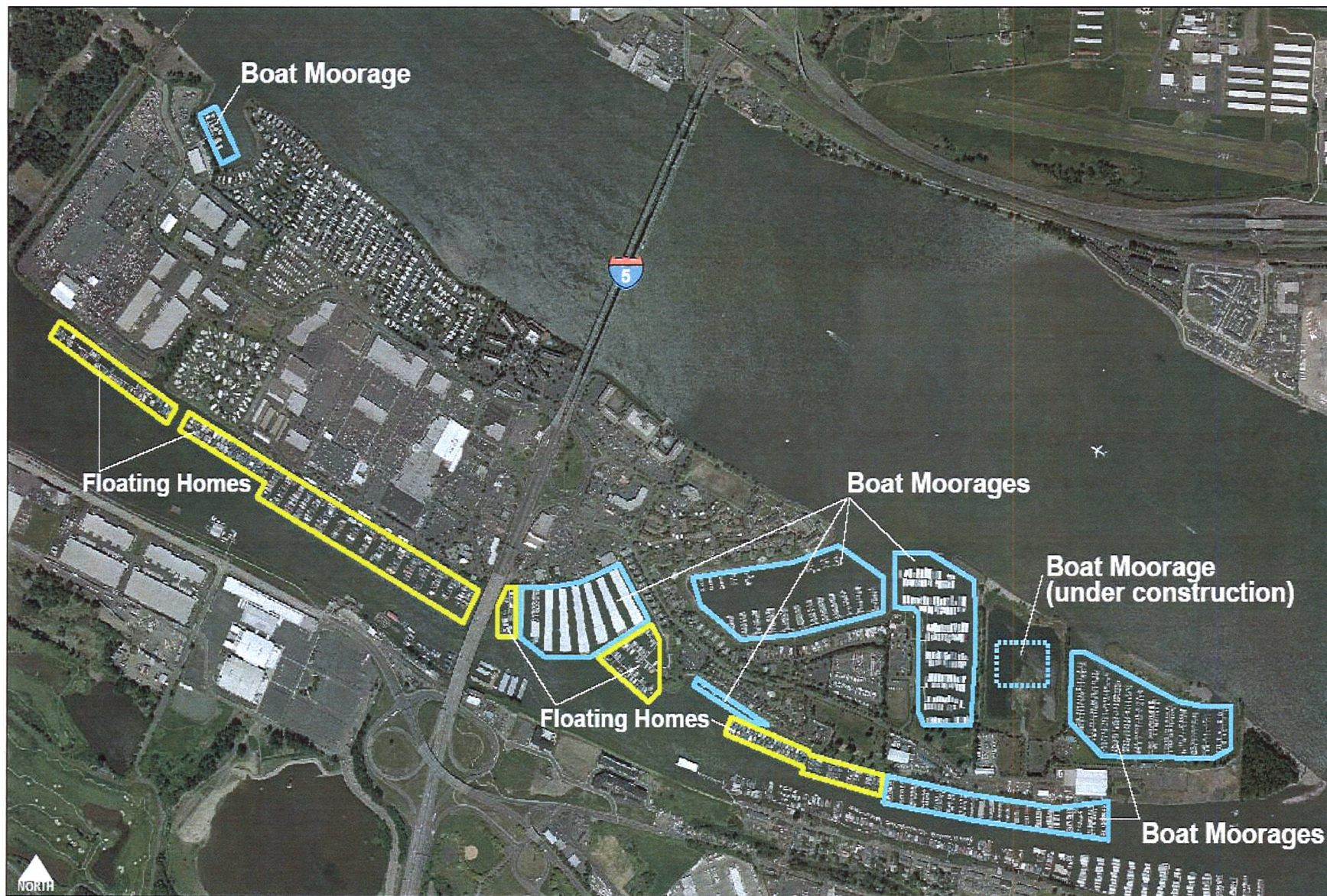
Question: Why do some people along the same waterway have to obtain a lease and others do not?

Answer: There are several reasons why you or your neighbors may have to obtain a lease and other persons living along the same waterway may not be required to do so. As already mentioned, not all submerged and submersible land is state-owned, even along the same waterway. In some areas, the state may have granted or sold its ownership; in others, the state may own only to the ordinary low water line. In some areas, dredging has created privately owned submerged land.

The type of use and size of structure also affect whether a lease is required. Oregon law and/or Land Board rules exempt from lease a number of uses such as wharves; navigation aids placed by public agencies; and structures, piers, docks/floats owned, operated by, or under contract to a government agency under certain circumstances; and non-commercial, private-use docks, floats, floating recreational cabins, and water sport structures.

An Air Photo showing the locations of Floating Homes and Moorages accessed from Hayden Island is on the following page.

Memorandum 1



Photos of Hayden Island Houseboats, Boathouses and Marinas:

Looking southwest to the North Portland Harbor houseboats with Railroad Bridge in the background.



Looking southeast from the mobile home park to the North Portland Harbor houseboats and boathouses with I-5 Bridge in the distant background.



Looking southwest toward slough from public park to Houseboats.



Looking southeast from the public park and public beach across the slough to boathouses and marina.



View of private moorages in the slough from the public park, with houseboats in the background.



View of houseboats and marina along the slough from the public park.

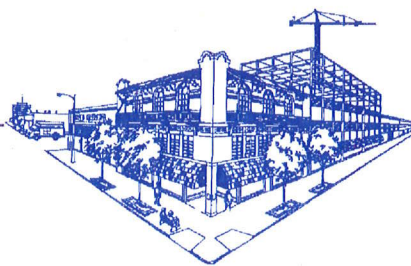


Typical access to docks for boathouses and marinas limit public access.



Typical upland parking along the slough for boathouses and marinas.





MEMORANDUM 2

To: Ruth Cullen, URS Corporation
From: Eric Hovee and Andrea Logue
Subject: Recent Real Estate Transactions & Values for Hayden Island
for the City of Portland
Date: July 11, 2007 (Revised)

E. D. Hovee & Company, LLC is assisting URS Corporation to complete Task 2c for the Hayden Island Existing Conditions Report. Task 2c involves preparation of a draft and final memorandum to the City of Portland on the recent real estate transactions and values for Hayden Island. This revised report responds to questions and comments received from City Staff.

The remainder of this memorandum is organized to cover the methodology of our analysis detailing each step taken to compile and analyze recent real estate transactions and values for Hayden Island. This is followed by subsequent observations from the data analysis to portray Hayden Island's existing real estate conditions.

Detailed statistical data tables are attached as an appendix to this memorandum.

METHODOLOGY

To compile recent real estate transactions, RLIS Lite data from Metro Data Resource Center was employed. Using geographic information system (GIS) software, taxlots within the Hayden Island neighborhood were selected. A total of 744 taxlots are within the Hayden Island neighborhood boundaries. As a point of comparison, taxlots within the City of Portland boundaries were also selected – for a total of 213,922 taxlots reviewed.

Revisions with this Updated Memorandum. This city-wide comparison is provided in response to comments on the initial draft report. We have also reviewed the question of obtaining data for mobile home and houseboats – which does not appear to be possible with the RLIS Lite data base. This is because mobile homes and houseboats are taxed as personal rather than real property.

Methodology for Hayden Island Real Property Transactions. The initial data set of 744 Hayden Island taxlots was separated according to land use: residential, commercial, or vacant.

Then, taxlots with a sale date within the last five years (or 2002-2006) were selected and the other taxlots without transaction activity were removed from the data set. These remaining 234 taxlots in the Hayden Island neighborhood boundaries represent the real estate transactions and associated values considered for analysis. It is noted that land area was available for single-family transactions but not multi-family residential units.

Methodology for City of Portland Real Property Transactions. For purposes of comparison, taxlots within the City of Portland boundaries were processed in essentially the same manner as the Hayden Island taxlots. First, the taxlots were identified as residential, commercial or vacant land use. Only taxlots with a sale date with the last five years, from 2002-2006, were selected. Taxlots without transaction activity were removed from the data set. This resulted in a total of 64,655 taxlots in the City of Portland boundaries with a real estate transaction recorded in the last five years. This much larger set of city-wide transactions is intended to serve as a frame of reference for the Hayden Island neighborhood transactions.

OBSERVATIONS

The Hayden Island and Portland real estate transactions are characterized as follows:

Residential

- 225 total Hayden Island residential taxlots have sold between 2002 and 2006, comprising 0.4% of the 59,431 residential taxlots sold throughout Portland during this time period.
- 94% of the Hayden Island real estate transactions have been for single-family attached residential, with the remaining 6% for single-family detached residential. By comparison, Portland residential transactions break down to 13% single-family attached versus 87% single-family detached.
- The most recent Hayden Island transactions are in 2006, averaging \$251,250 in sales price of attached product and \$659,750 for detached product. In contrast, the average sales price of transactions throughout Portland in 2006 for attached product is just slightly higher (at \$362,760) than for detached product (\$309,210).
- Hayden Island average 2006 sales prices represent an increase of 51% for attached and 18% for detached over 2002 sales prices. Price appreciation on Hayden Island has been below that of the entire city; sales prices in Portland increased 60% for attached and 56% for detached product from 2002-2006.
- On a per square foot of building area basis, 2006 attached product pricing is \$220 versus \$251 for detached residential product in the Hayden Island neighborhood. City-wide attached housing is price above Hayden Island at \$292 per square foot, whereas detached product is below Hayden Island at \$191 per square foot.
- The increase in per square foot pricing from 2002 to 2006 is 65% for attached and 45% for detached on Hayden Island, below the appreciation of 66% for attached and 58% for detached product experienced throughout Portland.
- Over the 2002-2006 time period on Hayden Island, year-to-year square foot pricing exhibited only positive gains. The most significant increase in sales price per square foot from one year to the next was 36% from 2005-2006 for attached and 22% from 2004-

2005 for detached units. During this same five year span, Portland's year-to-year square foot pricing also indicates year-to-year increases, except for a decline of 3% from 2003-2004 for attached residential product.

- Tax assessed valuation of all Hayden Island transactions is \$46.3 million, which equates to \$169 per square foot of building area. Approximately 94% of assessed value is assigned to the building (equating to \$159 per square foot). Total sales pricing of the residential transactions from 2002-2006 equal more than \$47 million, or \$172 per square foot of building area.
- Portland transactions total \$16 billion in tax assessed value, also averaging \$169 per square foot of building area. Nearly 64% of assessed value is assigned to the building (equating to \$108 per square foot) – with more assigned to land value than is the case on Hayden Island. Total sales pricing of the residential transactions from 2002-2006 equal more than \$15.6 billion, or \$164 per square foot of building area.

Commercial

- 7 Hayden Island and 2,194 Portland commercial taxlots are identified as having been sold between 2002 and 2006.
- Tax assessed valuation of all 7 Hayden Island transactions is at \$45.6 million, which equates to \$75 per square foot of building area. Over half (54%) of assessed value is assigned to the land (equaling \$40 per square foot). Total sales pricing of the commercial transactions from 2002-2006 equates to \$34.5 million, or just under \$57 per square foot of building area. In contrast with residential use, total sales value for commercial property for the 2002-2006 period was below the 2007 tax assessed valuation.
- Portland transactions have a tax assessed value of \$3.5 billion, equating to \$102 per square foot of building area – a figure substantially above that of Hayden Island. Over 67% of assessed value is attributed to the building (equaling \$68 per square foot). Total sales pricing of the commercial transactions from 2002-2006 equates to \$3 billion, or just over \$88 per square foot of building area.

Vacant Land

- 3 Hayden Island vacant taxlots, segmented into 2 transactions, sold between 2002 and 2006. In Portland, 3,030 vacant taxlots sold during the same time period.
- Tax assessed valuation of these 2 Hayden Island transactions is at \$1.1 million, which equates to \$13 per square foot of land area. All of the assessed value is assigned to the land. Total sales pricing of the vacant transactions from 2002-2006 equates to \$1.02 million, for \$12 per square foot of land area (about 8% below assessed valuation).
- Tax assessed valuation of the Portland transactions is \$387.7 million, which equals \$7 per square foot of land area. Over 97% of the assessed value is assigned to the land. Total sales pricing of the vacant transactions from 2002-2006 equates to \$954.9 million, close to \$17 per square foot of land area. Unlike Hayden Island, sales value for vacant property for the 2002-2006 period city-wide exceeded the 2007 tax assessed valuation.

E. D. Hovee & Company, LLC appreciates the opportunity to provide this draft memorandum. Questions and comments regarding any aspect of this analysis are appreciated.

APPENDIX. STATISTICAL DATA TABLES

Figure 1. Summary of Hayden Island Residential Transactions (2002-06)

Year	Building Type	# of Sales/ Year	Avg Sales Price	Avg Bldg SF	Avg Price/ Bldg SF	Avg Year Built
2002	Single Family	1	\$560,000	3,234	\$173	1987
	Attached	32	\$166,880	1,251	\$133	1978
	Total	33	\$178,790	1,311	\$136	1979
2003	Single Family	3	\$471,000	2,570	\$183	1985
	Attached	30	\$149,860	1,062	\$141	1982
	Total	33	\$179,050	1,200	\$149	1982
2004	Single Family	3	\$545,000	2,664	\$205	1985
	Attached	49	\$161,300	1,054	\$153	1982
	Total	52	\$183,430	1,147	\$160	1982
2005	Single Family	2	\$579,750	2,319	\$250	1984
	Attached	53	\$186,270	1,149	\$162	1979
	Total	55	\$200,580	1,192	\$168	1979
2006	Single Family	4	\$659,750	2,626	\$251	1983
	Attached	48	\$251,250	1,143	\$220	1981
	Total	52	\$282,680	1,257	\$225	1982

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Figure 2. Hayden Island Residential Transactions (2002-06)

Parcel #	Owner	Land Building Land			Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Use	Land	Building	Total	Year	Amount
R426901800	ANSBOURY SARAH J	NA	1,184	MFR	\$0	\$128,400	\$128,400	2006	\$175,500
R173111980	SOROS CHARLOTTE	NA	889	MFR	\$0	\$161,520	\$161,520	2006	\$269,000
R368200560	JOHNSON MORGAN &	NA	1,663	MFR	\$0	\$349,710	\$349,710	2006	\$545,000
R173120720	SAWDY MICHAEL L	NA	858	MFR	\$0	\$146,610	\$146,610	2006	\$188,000
R173110840	GHAZIMAHALLEH CARRIE	NA	771	MFR	\$0	\$135,990	\$135,990	2006	\$225,000
R173111140	COOPER JOANNE E	NA	875	MFR	\$0	\$211,920	\$211,920	2006	\$340,000
R173122310	WHITE DARALYN	NA	1,023	MFR	\$0	\$205,300	\$205,300	2006	\$259,900
R173121440	ROSS RANDY	NA	858	MFR	\$0	\$146,610	\$146,610	2006	\$219,000
R708930220	BENDER FRED H-80.12% &	NA	2,091	MFR	\$0	\$308,580	\$308,580	2006	\$415,000
R173112160	ADAMS JOHN T &	NA	728	MFR	\$0	\$131,100	\$131,100	2006	\$188,000
R173111020	WIMER COURTNEY	NA	729	MFR	\$0	\$131,180	\$131,180	2006	\$195,000
R173112310	HEINEMANN JOHN C JR &	NA	728	MFR	\$0	\$131,100	\$131,100	2006	\$180,000
R173122430	ERICSON GLEN &	NA	858	MFR	\$0	\$157,170	\$157,170	2006	\$279,000
R510700430	OGDEN JUDITH D	6,534	2,209	SFR	\$214,000	\$281,300	\$495,300	2006	\$744,000
R426900300	TAKACS LAURIE L	NA	1,120	MFR	\$0	\$130,610	\$130,610	2006	\$175,250
R539700420	NELSON MICHAEL M	NA	1,448	MFR	\$0	\$173,600	\$173,600	2006	\$239,950
R173110150	WHITE CHARLES L TR	NA	844	MFR	\$0	\$162,290	\$162,290	2006	\$289,000
R173111740	SATY MICHAEL P &	NA	728	MFR	\$0	\$131,100	\$131,100	2006	\$135,000
R173111620	SEMINARA ERIC	NA	724	MFR	\$0	\$132,310	\$132,310	2006	\$219,785
R173121410	WEBER PROPERTIES	NA	1,230	MFR	\$0	\$234,360	\$234,360	2006	\$279,777
R173120570	WILLIAMS BRIGHAM TR &	NA	1,230	MFR	\$0	\$183,590	\$183,590	2006	\$295,000
R708900460	COONS PAM &	NA	1,772	MFR	\$0	\$289,420	\$289,420	2006	\$380,000
R426900440	DAWSON LINDA L	NA	1,120	MFR	\$0	\$129,060	\$129,060	2006	\$161,500
R426902880	BOUWMEESTER RENATA	NA	576	MFR	\$0	\$77,170	\$77,170	2006	\$115,500
R539700330	JARVIS HARRY A III	NA	1,448	MFR	\$0	\$173,600	\$173,600	2006	\$215,000
R426902100	CARROLL MICHAEL D &	NA	1,184	MFR	\$0	\$122,570	\$122,570	2006	\$148,000
R539700110	CHRISTENSEN CHRISTOPHER C	NA	2,018	MFR	\$0	\$213,760	\$213,760	2006	\$279,000
R173112370	WESTERN STATES DEVELOPMENT	NA	844	MFR	\$0	\$155,830	\$155,830	2006	\$235,000

E.D. Hovee & Company, LLC for URS Corporation:
Recent Real Estate Transactions & Values for Hayden Island for the City of Portland

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Parcel #	Owner	Land Building Land			Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Use	Land	Building	Total	Year	Amount
R173122640	STILLEY LINDA	NA	858	MFR	\$0	\$157,170	\$157,170	2006	\$203,000
R368301030	WESTERN STATES DEVELOPMENT	4,792	3,525	SFR	\$241,000	\$398,800	\$639,800	2006	\$662,000
R426900580	FRANCIS JASON K	NA	1,120	MFR	\$0	\$123,030	\$123,030	2006	\$154,950
R426901840	MICHAEL DAVID	NA	1,184	MFR	\$0	\$122,570	\$122,570	2006	\$134,000
R173112010	LANG RYAN C	NA	889	MFR	\$0	\$152,640	\$152,640	2006	\$268,400
R173112220	BANDY MICHAEL J	NA	728	MFR	\$0	\$131,100	\$131,100	2006	\$196,405
R708930290	THORNTON ROGER L &	NA	2,015	MFR	\$0	\$302,160	\$302,160	2006	\$440,000
R539700210	CONNELL DALROY A	NA	2,067	MFR	\$0	\$215,980	\$215,980	2006	\$287,000
R173112100	BENDER FRED H	NA	844	MFR	\$0	\$158,660	\$158,660	2006	\$290,000
R173111560	BENDER FRED H	NA	889	MFR	\$0	\$274,600	\$274,600	2006	\$240,000
R173112040	RAGEN CAROLYN O	NA	728	MFR	\$0	\$131,100	\$131,100	2006	\$213,000
R173122670	HESSICK KRISTIN	NA	858	MFR	\$0	\$157,170	\$157,170	2006	\$212,000
R173121020	CHURCHILL DAVID A &	NA	1,230	MFR	\$0	\$152,980	\$152,980	2006	\$287,777
R368300170	GROSMICK CHRISTOPHER A	4,792	2,512	SFR	\$238,000	\$311,440	\$549,440	2006	\$660,000
R708900350	TORFASON INGOLFUR R &	NA	1,917	MFR	\$0	\$299,000	\$299,000	2006	\$434,950
R708900310	HOWELL WOODROW H &	NA	2,015	MFR	\$0	\$304,070	\$304,070	2006	\$349,750
R708930100	TALLEY JAMES E	NA	2,078	MFR	\$0	\$308,790	\$308,790	2006	\$405,000
R173121230	SELVA JOSEPH A &	NA	1,023	MFR	\$0	\$249,770	\$249,770	2006	\$239,900
R173120390	PINTO CHRISTOPHER	NA	1,023	MFR	\$0	\$205,650	\$205,650	2006	\$283,500
R426900900	SMITH MATTHEW A	NA	1,120	MFR	\$0	\$123,030	\$123,030	2006	\$147,450
R173122040	FREEMAN DIANA B	NA	858	MFR	\$0	\$200,900	\$200,900	2006	\$189,900
R173121260	CHANDLER ANDY J	NA	1,023	MFR	\$0	\$249,770	\$249,770	2006	\$234,000
R368300200	BALLARD ROBERT J &	4,792	2,256	SFR	\$238,000	\$288,020	\$526,020	2006	\$573,000
R173122610	KHAW LU LU	NA	858	MFR	\$0	\$203,390	\$203,390	2006	\$203,000
R426900520	RUSSELL DUANA L	NA	1,120	MFR	\$0	\$118,730	\$118,730	2005	\$133,500
R708900050	FINNEMORE BRIAN L &	NA	2,217	MFR	\$0	\$322,970	\$322,970	2005	\$419,000
R426902260	WRIGHT ESTHER E TR	NA	1,184	MFR	\$0	\$122,570	\$122,570	2005	\$143,000
R173122130	SHELBY BARBARA Y	NA	1,023	MFR	\$0	\$203,030	\$203,030	2005	\$200,000
R173120660	BENZ DEBRA C	NA	858	MFR	\$0	\$188,450	\$188,450	2005	\$174,000
R368300790	PUTNAM MALCOLM G TR &	4,792	2,913	SFR	\$238,000	\$387,310	\$625,310	2005	\$601,000
R173110900	WOLGAMOTT ROBERT C	NA	899	MFR	\$0	\$258,030	\$258,030	2005	\$267,900
R173120510	AYLWARD THOMAS J &	NA	1,023	MFR	\$0	\$274,200	\$274,200	2005	\$265,000
R708930210	GILBERT MELVYN M	NA	2,015	MFR	\$0	\$302,160	\$302,160	2005	\$280,000
R426901420	RAMSUM HARVEY TR	NA	1,184	MFR	\$0	\$126,870	\$126,870	2005	\$135,000
R426901900	GILBERT MELVYN M	NA	576	MFR	\$0	\$75,500	\$75,500	2005	\$70,000
R426902540	METRO HOUSING & REDEVEL LLC &	NA	576	MFR	\$0	\$75,500	\$75,500	2005	\$77,000
R426900820	WELLMAN LINDA K	NA	544	MFR	\$0	\$73,510	\$73,510	2005	\$65,000
R708930360	PADDOCK JAMES J &	NA	2,015	MFR	\$0	\$296,650	\$296,650	2005	\$392,000
R539700270	PINTO CHRISTOPHER	NA	1,876	MFR	\$0	\$248,980	\$248,980	2005	\$272,000
R539700230	CHERRY ROBERT G &	NA	2,067	MFR	\$0	\$227,070	\$227,070	2005	\$208,000
R173110360	KIEF RICHARD F TR-1/2 &	NA	889	MFR	\$0	\$256,030	\$256,030	2005	\$264,777
R173110180	HODGINS JAMES	NA	724	MFR	\$0	\$136,330	\$136,330	2005	\$185,000
R173122760	LEVANGER JENNIFER "CARI"	NA	1,023	MFR	\$0	\$228,110	\$228,110	2005	\$239,000
R173121380	GRAY SANDRA K	NA	858	MFR	\$0	\$162,910	\$162,910	2005	\$162,600
R510700220	FOSSI JON &	7,405	1,724	SFR	\$226,000	\$326,850	\$552,850	2005	\$558,500
R426900140	BARNARD KENNETH R &	NA	576	MFR	\$0	\$78,850	\$78,850	2005	\$72,600
R426900340	JULIAN KIMBERLY A	NA	1,120	MFR	\$0	\$123,030	\$123,030	2005	\$110,000
R426901940	ALLWINE ERIN Q G	NA	1,184	MFR	\$0	\$122,570	\$122,570	2005	\$105,000
R173121740	CHEN FANG KUN	NA	858	MFR	\$0	\$155,240	\$155,240	2005	\$135,000
R173120060	BUEL STEPHEN K	NA	858	MFR	\$0	\$158,880	\$158,880	2005	\$165,000
R708900420	BUSH ROBERT E &	NA	2,078	MFR	\$0	\$310,700	\$310,700	2005	\$298,000
R426900600	MAZOUR RODNEY V &	NA	1,120	MFR	\$0	\$125,610	\$125,610	2005	\$115,000
R708930230	WELCH STEVEN A &	NA	2,078	MFR	\$0	\$397,520	\$397,520	2005	\$398,777
R426901620	WOODS CRAIG	NA	1,184	MFR	\$0	\$126,870	\$126,870	2005	\$122,000
R539700070	WALKER JUDI C	NA	1,669	MFR	\$0	\$243,400	\$243,400	2005	\$229,950
R173110930	LITTLEFIELD VANESSA	NA	844	MFR	\$0	\$241,670	\$241,670	2005	\$265,000
R173121920	MAURRY JASON P	NA	858	MFR	\$0	\$155,240	\$155,240	2005	\$147,900
R426900160	MAZOUR KENNETH G	NA	1,120	MFR	\$0	\$118,730	\$118,730	2005	\$114,000
R708930340	LINDEY EDWARD D &	NA	2,078	MFR	\$0	\$398,300	\$398,300	2005	\$400,000
R426901560	DICKEY CAROLYN A	NA	608	MFR	\$0	\$77,560	\$77,560	2005	\$66,250
R426902740	RUCKER DANE L	NA	1,184	MFR	\$0	\$122,570	\$122,570	2005	\$112,500
R173121680	HUYNH YEN K	NA	858	MFR	\$0	\$155,240	\$155,240	2005	\$130,000
R173121170	SIMPSON MARTHA	NA	1,023	MFR	\$0	\$205,650	\$205,650	2005	\$179,900
R173120150	CRISPO SALLY R	NA	858	MFR	\$0	\$146,660	\$146,660	2005	\$156,900

Parcel #	Owner	Land Building Land			Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Use	Land	Building	Total	Year	Amount
R708900470	SLAPIKAS MARTIN G &	NA	2,356	MFR	\$0	\$418,270	\$418,270	2005	\$349,900
R708930170	LAMPE RICHARD C &	NA	1,927	MFR	\$0	\$387,400	\$387,400	2005	\$425,000
R426902500	WARD SUSAN K	NA	1,184	MFR	\$0	\$126,870	\$126,870	2005	\$120,000
R173111650	LOTTER DONNA L	NA	844	MFR	\$0	\$192,510	\$192,510	2005	\$229,000
R173111470	LIEPA ERVINS &	NA	771	MFR	\$0	\$220,980	\$220,980	2005	\$199,900
R173121710	CARNAHAN JUDITH W	NA	858	MFR	\$0	\$155,240	\$155,240	2005	\$130,000
R173122280	KNIGHT DAVID B &	NA	1,023	MFR	\$0	\$205,300	\$205,300	2005	\$174,500
R426901860	LARSON-HUNTER EILEEN G	NA	576	MFR	\$0	\$75,500	\$75,500	2005	\$70,000
R708900320	BOTKIN JACK K &	NA	1,464	MFR	\$0	\$253,100	\$253,100	2005	\$235,000
R426901360	ROMINE JEANNE	NA	576	MFR	\$0	\$75,500	\$75,500	2005	\$65,500
R426900920	OLSEN CHERIE A	NA	544	MFR	\$0	\$74,160	\$74,160	2005	\$75,000
R426902140	FOLKERTS JAMES	NA	576	MFR	\$0	\$75,500	\$75,500	2005	\$73,000
R173120540	ANSBOURY NANCY D	NA	1,023	MFR	\$0	\$205,650	\$205,650	2005	\$220,000
R426902080	LILLA RICHARD J &	NA	1,184	MFR	\$0	\$122,570	\$122,570	2005	\$108,000
R426901440	COHEN BARBARA D	NA	1,184	MFR	\$0	\$143,370	\$143,370	2005	\$121,000
R426902400	LE VASSEUR ROBERT J	NA	1,184	MFR	\$0	\$122,570	\$122,570	2004	\$102,000
R173110960	MAIZE RUSSELL	NA	899	MFR	\$0	\$161,110	\$161,110	2004	\$174,000
R173122190	PINTO JONATHAN	NA	1,023	MFR	\$0	\$203,030	\$203,030	2004	\$164,000
R173121800	PINSLER MARIANNE I &	NA	858	MFR	\$0	\$125,000	\$125,000	2004	\$119,250
R708900060	SCHMAUDER JAN	NA	2,078	MFR	\$0	\$318,280	\$318,280	2004	\$299,900
R426902120	HILL VANESSA T	NA	1,184	MFR	\$0	\$126,010	\$126,010	2004	\$110,000
R173110810	FINE PHILLIP L &	NA	728	MFR	\$0	\$157,320	\$157,320	2004	\$155,777
R173122250	MAHLAU CYNTHIA M	NA	1,023	MFR	\$0	\$205,300	\$205,300	2004	\$167,000
R173120480	DEL CAMPO ALICIA M &	NA	1,023	MFR	\$0	\$219,260	\$219,260	2004	\$215,000
R173120600	HUNTER FRANCIS &	NA	858	MFR	\$0	\$146,610	\$146,610	2004	\$143,900
R173120270	BROOKS PHILLIP W &	NA	858	MFR	\$0	\$146,610	\$146,610	2004	\$158,250
R173110990	PRIEST ROGER &	NA	724	MFR	\$0	\$132,370	\$132,370	2004	\$130,000
R173120360	KNIGHT WARREN S &	NA	1,230	MFR	\$0	\$283,120	\$283,120	2004	\$267,900
R510701590	WEISENSEE LLOYD &	9,583	1,863	SFR	\$139,000	\$251,510	\$390,510	2004	\$305,000
R708900260	THOMPSON MARIANNE G	NA	1,816	MFR	\$0	\$285,420	\$285,420	2004	\$295,000
R426901000	HEROLD GEORGE D	NA	1,120	MFR	\$0	\$146,260	\$146,260	2004	\$125,000
R173111710	WILKINS BRADLEY D &	NA	889	MFR	\$0	\$181,610	\$181,610	2004	\$249,000
R510700160	BUCKLEY KIM T &	7,405	2,805	SFR	\$216,000	\$323,960	\$539,960	2004	\$680,000
R708900180	VOLTZ MARY R TR	NA	2,015	MFR	\$0	\$304,070	\$304,070	2004	\$260,000
R426902160	RUSHING CASEY J	NA	608	MFR	\$0	\$77,560	\$77,560	2004	\$75,000
R173120180	COUCH ELIZABETH A TR	NA	1,230	MFR	\$0	\$260,070	\$260,070	2004	\$255,000
R426900460	SOBALLE DAVID M &	NA	1,120	MFR	\$0	\$123,030	\$123,030	2004	\$105,500
R426901220	HECHT EVELYN	NA	1,120	MFR	\$0	\$121,310	\$121,310	2004	\$110,500
R708930310	DOBBINS WENDY J	NA	2,078	MFR	\$0	\$316,370	\$316,370	2004	\$205,000
R173110090	SMITH CUMA H &	NA	728	MFR	\$0	\$249,080	\$249,080	2004	\$150,000
R173111380	ALEXANDER JANICE E	NA	899	MFR	\$0	\$161,110	\$161,110	2004	\$162,000
R173122850	SANDBERG COLLEEN K	NA	1,023	MFR	\$0	\$203,030	\$203,030	2004	\$188,000
R173122700	FITZPATRICK FRANK J TR &	NA	1,230	MFR	\$0	\$248,030	\$248,030	2004	\$229,000
R173121590	GOLDSTEIN ELFRIEDE	NA	1,023	MFR	\$0	\$205,650	\$205,650	2004	\$177,000
R426901540	EARL ROBERT J &	NA	576	MFR	\$0	\$75,500	\$75,500	2004	\$67,000
R539700030	LAUGHLIN JOHN	NA	1,434	MFR	\$0	\$215,120	\$215,120	2004	\$205,000
R173111770	VAN DEN BERG AMILIE M	NA	724	MFR	\$0	\$132,370	\$132,370	2004	\$159,777
R173111050	PUPPO ANNE M	NA	728	MFR	\$0	\$131,100	\$131,100	2004	\$128,000
R173120930	SHEEHAN JULIA R	NA	858	MFR	\$0	\$146,610	\$146,610	2004	\$126,500
R173120450	TESSIORE LERESH L	NA	1,023	MFR	\$0	\$205,650	\$205,650	2004	\$187,000
R173112070	GAMES ROSALIE A TR	NA	724	MFR	\$0	\$132,370	\$132,370	2004	\$127,500
R368300910	GILL RICHARD M TR-1/2 &	7,405	3,325	SFR	\$238,000	\$436,300	\$674,300	2004	\$650,000
R426901260	TOBIAS KATHLEEN M	NA	1,120	MFR	\$0	\$121,310	\$121,310	2004	\$106,000
R426900680	WAGNER ALYCE	NA	1,120	MFR	\$0	\$123,030	\$123,030	2004	\$106,000
R539700310	SNEDEKER PATRICK J	NA	1,434	MFR	\$0	\$171,500	\$171,500	2004	\$160,000
R173111950	SCOVILLE-WRIGHT CHENNIE	NA	728	MFR	\$0	\$131,100	\$131,100	2004	\$119,000
R173110030	ENGELN MICHAEL J	NA	724	MFR	\$0	\$132,370	\$132,370	2004	\$124,000
R173121320	LIVELY BONNIE	NA	858	MFR	\$0	\$146,610	\$146,610	2004	\$127,000
R426900220	BERGERON KARLA A	NA	1,120	MFR	\$0	\$118,730	\$118,730	2004	\$103,000
R173112250	WANG ASHLEY	NA	889	MFR	\$0	\$144,460	\$144,460	2004	\$136,777
R173111170	MELLOW JUDITH	NA	724	MFR	\$0	\$132,370	\$132,370	2004	\$125,000
R173111410	GRUBE DENNIS R &	NA	899	MFR	\$0	\$182,700	\$182,700	2004	\$150,000
R173122730	HOSOI MASAAKI &	NA	1,023	MFR	\$0	\$205,300	\$205,300	2004	\$190,000
R426902240	DENTINO AVA J R	NA	1,184	MFR	\$0	\$122,570	\$122,570	2004	\$114,000

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Parcel #	Owner	Land Building Land			Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Use	Land	Building	Total	Year	Amount
R173111860	LEA CAROLE A	NA	728	MFR	\$0	\$131,100	\$131,100	2004	\$121,000
R173110510	WARILA JEFFERY W	NA	728	MFR	\$0	\$131,100	\$131,100	2004	\$128,000
R368200110	GROSS ROBERT J	NA	1,740	MFR	\$0	\$358,030	\$358,030	2004	\$300,000
R708930080	WRIGHT GARY J &	NA	1,927	MFR	\$0	\$319,490	\$319,490	2003	\$325,000
R173111230	KLAAR MICHAEL &	NA	889	MFR	\$0	\$135,950	\$135,950	2003	\$118,000
R173110480	DORMANDY THOMAS	NA	724	MFR	\$0	\$251,500	\$251,500	2003	\$143,500
R426901380	MAZOUR RODNEY V &	NA	608	MFR	\$0	\$87,110	\$87,110	2003	\$67,500
R173111830	HORCHHEIMER ANGELA	NA	724	MFR	\$0	\$132,370	\$132,370	2003	\$118,000
R510701500	DIEHL ELIZABETH T	9,583	2,306	SFR	\$139,000	\$234,030	\$373,030	2003	\$308,000
R426900540	WELLING MARGARET J	NA	1,120	MFR	\$0	\$130,610	\$130,610	2003	\$115,500
R708900170	LLEWELLYN MARLEAH C	NA	2,015	MFR	\$0	\$304,070	\$304,070	2003	\$238,300
R173112340	SIMPSON CHARLENE A	NA	724	MFR	\$0	\$132,370	\$132,370	2003	\$110,900
R173120780	EVERETT GREGORY C &	NA	1,230	MFR	\$0	\$168,290	\$168,290	2003	\$161,300
R368300350	JOLY CHRISTIAN H &	5,227	2,881	SFR	\$241,000	\$436,520	\$677,520	2003	\$660,000
R173111530	IORE GABRIELLA &	NA	724	MFR	\$0	\$132,310	\$132,310	2003	\$118,000
R173111590	PAPADOPOULOS DEBORAH B	NA	728	MFR	\$0	\$131,040	\$131,040	2003	\$120,000
R510700370	CHURCHILL RICHARD A JR &	5,663	2,528	SFR	\$224,000	\$311,450	\$535,450	2003	\$445,000
R173111080	BARRY JUDY	NA	771	MFR	\$0	\$135,990	\$135,990	2003	\$136,900
R173110570	BUSH ROBERT E &	NA	728	MFR	\$0	\$131,100	\$131,100	2003	\$115,000
R173122160	JOHNSON DAVID C	NA	1,023	MFR	\$0	\$203,030	\$203,030	2003	\$145,000
R173120030	NPR MANAGEMENT LLC	NA	1,230	MFR	\$0	\$257,800	\$257,800	2003	\$200,000
R173120210	WILLIAMS SHANE	NA	1,230	MFR	\$0	\$292,960	\$292,960	2003	\$213,000
R426900380	BASH GAIL S TR &	NA	1,120	MFR	\$0	\$118,730	\$118,730	2003	\$90,000
R368200530	PALMER ROBERT A	NA	1,740	MFR	\$0	\$358,030	\$358,030	2003	\$295,000
R173111260	124 COLUMBIA LLC	NA	729	MFR	\$0	\$131,180	\$131,180	2003	\$141,000
R173121650	KAADY MARNA R TR	NA	1,230	MFR	\$0	\$245,510	\$245,510	2003	\$138,500
R426901680	HALMAGYI DAVID E &	NA	608	MFR	\$0	\$77,560	\$77,560	2003	\$64,000
R173121890	BERRY ROBERT S &	NA	1,230	MFR	\$0	\$155,880	\$155,880	2003	\$149,385
R173122400	ELLIS JULIE A	NA	858	MFR	\$0	\$196,470	\$196,470	2003	\$130,000
R173121620	MATTHEWS CAROL	NA	1,023	MFR	\$0	\$205,650	\$205,650	2003	\$170,000
R708900290	YOUNG ANNE N &	NA	1,917	MFR	\$0	\$299,000	\$299,000	2003	\$269,000
R426901400	MILTON ZALKA M	NA	1,184	MFR	\$0	\$122,570	\$122,570	2003	\$103,000
R173122220	MCCORMACK WILLIAM W	NA	1,023	MFR	\$0	\$223,330	\$223,330	2003	\$142,475
R173122790	GRAPER VIRGINIA V	NA	1,023	MFR	\$0	\$205,300	\$205,300	2003	\$162,500
R426901780	REICH JENNIE W TR	NA	1,184	MFR	\$0	\$126,870	\$126,870	2003	\$125,000
R426902900	GRIESSER BETTY	NA	608	MFR	\$0	\$84,050	\$84,050	2003	\$69,900
R708900440	DAPP KARI E	NA	2,015	MFR	\$0	\$304,070	\$304,070	2002	\$194,000
R173111890	KLAAR MICHAEL &	NA	844	MFR	\$0	\$165,880	\$165,880	2002	\$174,000
R708930180	JARMER CAROL	NA	2,078	MFR	\$0	\$308,790	\$308,790	2002	\$245,000
R426902200	JENKINS GLEN E &	NA	608	MFR	\$0	\$77,560	\$77,560	2002	\$62,500
R368200230	BENDER FRED H &	NA	2,027	MFR	\$0	\$390,370	\$390,370	2002	\$389,000
R426901020	MAZOUR RODNEY V &	NA	1,120	MFR	\$0	\$121,310	\$121,310	2002	\$90,000
R708930110	GREEN LAURA J	NA	2,091	MFR	\$0	\$402,100	\$402,100	2002	\$250,500
R173112280	MAZOUR RODNEY V &	NA	889	MFR	\$0	\$144,460	\$144,460	2002	\$130,000
R173110870	HUGHBANKS ANDREA E	NA	724	MFR	\$0	\$132,370	\$132,370	2002	\$125,000
R426900120	JAMES TIMOTHY	NA	544	MFR	\$0	\$73,510	\$73,510	2002	\$59,900
R173110210	BRAUNLE COLLEEN P	NA	728	MFR	\$0	\$131,100	\$131,100	2002	\$130,000
R173121110	CONWELL GLORIA H	NA	1,023	MFR	\$0	\$205,650	\$205,650	2002	\$163,500
R426901760	TOCCI MARTIN &	NA	1,184	MFR	\$0	\$126,870	\$126,870	2002	\$103,000
R539700190	DOWSETT STEPHEN J	NA	1,448	MFR	\$0	\$175,460	\$175,460	2002	\$149,665
R173122550	HILGENBERG JEAN	NA	1,230	MFR	\$0	\$248,030	\$248,030	2002	\$225,000
R173121830	BYER MARY C	NA	858	MFR	\$0	\$155,240	\$155,240	2002	\$113,950
R173121860	NPR MANAGEMENT LLC	NA	1,230	MFR	\$0	\$245,510	\$245,510	2002	\$166,000
R510700190	EVANS CHRISTOPHER A &	7,405	3,234	SFR	\$214,000	\$379,580	\$593,580	2002	\$560,000
R539700400	SMITH HORTON &	NA	1,448	MFR	\$0	\$176,880	\$176,880	2002	\$135,000
R173110750	BEACHELL RICHARD J &	NA	889	MFR	\$0	\$161,290	\$161,290	2002	\$172,000
R173111440	NEWMAN CAROLYN S	NA	729	MFR	\$0	\$131,180	\$131,180	2002	\$122,000
R426902760	MILLER SUSANNE M	NA	1,184	MFR	\$0	\$122,570	\$122,570	2002	\$105,000
R708930090	WHITE KARLA K	NA	1,927	MFR	\$0	\$296,910	\$296,910	2002	\$287,000
R426902840	BOTOFAN VICTORIA A	NA	1,184	MFR	\$0	\$122,570	\$122,570	2002	\$108,000
R173121140	PETTIGREW H FRAN &	NA	1,023	MFR	\$0	\$205,650	\$205,650	2002	\$139,500
R708900120	SHAFFER FRANK K &	NA	1,816	MFR	\$0	\$285,420	\$285,420	2002	\$275,000
R426901500	BEST AARON	NA	1,184	MFR	\$0	\$122,570	\$122,570	2002	\$111,977
R426902680	JENKINS GLEN E &	NA	608	MFR	\$0	\$77,560	\$77,560	2002	\$65,000

Parcel #	Owner	Land Building Land			Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Use	Land	Building	Total	Year	Amount
R708900210	RICHARDSON LEONA TR	NA	2,078	MFR	\$0	\$310,700	\$310,700	2002	\$310,000
R539700150	HUTCHINS CLIFTON M &	NA	1,448	MFR	\$0	\$173,600	\$173,600	2002	\$154,000
R368200350	ANDERSON JOHN A &	NA	2,027	MFR	\$0	\$390,370	\$390,370	2002	\$356,000
R173111920	TOWN LYNN A E	NA	724	MFR	\$0	\$132,370	\$132,370	2002	\$122,500
R426900200	ZAMBRANO DAVID	NA	1,120	MFR	\$0	\$123,030	\$123,030	2002	\$106,000
Totals		85,378	273,421		\$2,806,000	\$43,496,130	\$46,302,130		\$47,078,181
Per Building SF			225 units		\$10.26	\$159.08	\$169.34		\$172.18

Note: MFR = multi-family residential, in this case owner-occupied as in condominiums and townhouses.
SFR = single-family residential.

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Figure 3. Hayden Island Commercial Transactions (2002-06)

Parcel #	Owner	Land Building		Land Designation & Use		Assessed Valuation (2007)			Last Sale	
		Area (SF)	Area (SF)	Zoning	Use	Land	Building	Total	Year	Amount
R951340260	PORTARTHUR LLC	22,651	7,856	COM	Office supply store	\$248,800	\$1,732,100	\$1,980,900	2006	\$500,000
R951330600	VIDEO ONLY INC	74,923	21,080	COM	Electronics Store	\$1,636,200	\$3,279,840	\$4,916,040	2005	\$3,250,000
R951340360	RBC PROPERTIES LLC	34,412	6,802	COM	Multi-tenant office/ retail building	\$682,960	\$621,430	\$1,304,390	2005	\$760,000
R951340510	HAYDEN ISLAND ASSOCIATES	116,741	41,760	COM	Multi-tenant office building	\$1,738,020	\$1,741,400	\$3,479,420	2005	\$113,000
R951340140	THUNDERBIRD HOTEL LLC	597,208	247,408	COM	Hotel	\$9,597,090	\$5,291,220	\$14,888,310	2004	\$21,083,250
R951340340	JBH PROPERTY ACQUISITIONS LLC	601,999	280,708	COM	Hotel	\$9,717,670	\$8,110,380	\$17,828,050	2004	\$7,666,750
R951340170	ECO CAR WASH INC	27,443	2,380	COM	Car Wash	\$829,600	\$325,750	\$1,155,350	2004	\$1,100,000
Totals		1,475,377	607,994			\$24,450,340	\$21,102,120	\$45,552,460		\$34,473,000
Per Building SF			7 units			\$40.21	\$34.71	\$74.92		\$56.70

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Figure 4. Hayden Island Vacant Land Transactions (2002-06)

Parcel #	Owner	Land		Land Designation & Use		Assessed Valuation (2007)			Last Sale	
		Area (SF)	Zoning	Zone Class		Land	Building	Total	Year	Amount
R368301170	HUTCHINS JIMMY &	4,792	CG	MUR5		\$226,000	\$0.00	\$226,000	2005	\$318,500
R649774990 & R649774980*	NILI INVESTMENTS LLC	80,586	CG	MUR5		\$875,350	\$0.00	\$875,350	2003	\$700,000
Totals		85,378				\$1,101,350	\$0.00	\$1,101,350		\$1,018,500
Per Land SF		1.96 acres				\$12.90	\$0.00	\$12.90		\$11.93

*Note: When these two taxlots were sold in 2003, the land was designated vacant and there was no building value. In 2004, a commercially zoned building was built on R649774990. For purposes of comparison, the 2007 assessed building value has been removed.
CG = general commercial.
MUR5 = Mixed use commercial and residential with FAR maximum of about 1.5.

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Figure 5. Summary of Portland Residential Transactions (2002-06)

Year	Building Type	# of Sales/ Year	Avg Sales Price	Avg Bldg SF	Avg Price/ Bldg SF	Avg Year Built
2002	Single Family	7,137	\$198,570	1,643	\$121	1947
	Attached	558	\$227,090	1,294	\$176	1969
	Total	7,695	\$200,640	1,616	\$124	1949
2003	Single Family	8,854	\$214,070	1,656	\$129	1948
	Attached	823	\$309,670	1,292	\$240	1979
	Total	9,677	\$222,200	1,625	\$137	1951
2004	Single Family	10,641	\$237,300	1,673	\$142	1950
	Attached	1,575	\$295,160	1,266	\$233	1975
	Total	12,216	\$244,760	1,621	\$151	1953
2005	Single Family	13,389	\$274,120	1,668	\$164	1950
	Attached	2,294	\$307,150	1,168	\$263	1979
	Total	15,683	\$278,950	1,595	\$175	1954
2006	Single Family	11,846	\$309,210	1,619	\$191	1948
	Attached	2,314	\$362,760	1,243	\$292	1977
	Total	14,160	\$317,960	1,557	\$204	1952

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Figure 6. Portland Real Estate Transactions (2002-06)

Totals	Land Building		Assessed Valuation (2007)			Last Sale Price
	Area (SF)	Area (SF)	Land	Building	Total	
Residential	436,649,796	95,123,165	\$5,798,314,520	\$10,245,100,810	\$16,043,415,330	\$15,561,266,385
Per Building SF		59,431 units	\$60.96	\$107.70	\$168.66	\$163.59
Commercial	94,726,012	34,284,022	\$1,144,349,750	\$2,341,398,530	\$3,485,748,280	\$3,023,451,389
Per Building SF		2,194 units	\$33.38	\$68.29	\$101.67	\$88.19
Vacant Land Classifications:						
Residential	27,779,083	51,590	\$188,113,258	\$3,060,640	\$191,173,898	\$507,717,547
Commercial	20,007,108	114,199	\$156,838,170	\$6,885,140	\$163,723,310	\$339,867,512
Industrial	1,528,956	0	\$8,204,830	\$0	\$8,204,830	\$63,666,856
Tract	3,325,370	0	\$1,826,069	\$110,800	\$1,936,869	\$1,892,660
Multi-family	1,855,220	0	\$21,943,370	\$72,300	\$22,015,670	\$39,966,981
Recreation	3,260,902	0	\$659,560	\$0	\$659,560	\$1,766,477
Total Vacant Land	57,756,640	165,789	\$377,585,257	\$10,128,880	\$387,714,137	\$954,878,033
Per Land SF		1,326 acres	\$6.54	\$0.18	\$6.71	\$16.53

Source: Metro Data Resource Center - RLIS Lite February 2007 and E. D. Hovee & Company, LLC.

Memorandum 3

Date: September 5, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: David Zagel, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
Site Design and Building Characteristics

Task Purpose

The purpose of this memo is to generally characterize the overall layout of Hayden Island and to inventory and describe the general characteristics of the existing buildings on the island. In general, the Island is divided into the following sub-areas:

- West Island, the large undeveloped part of the island, owned by the Port of Portland, that is west of the BNSF Railway alignment
- Central West Island, the developed part of the island east of the BNSF Railway route and west of Interstate 5
- Central East Island, the developed part of the island east of Interstate 5 and west of the former Tomahawk Island
- East Island, the developed part of the island located on the former Tomahawk Island

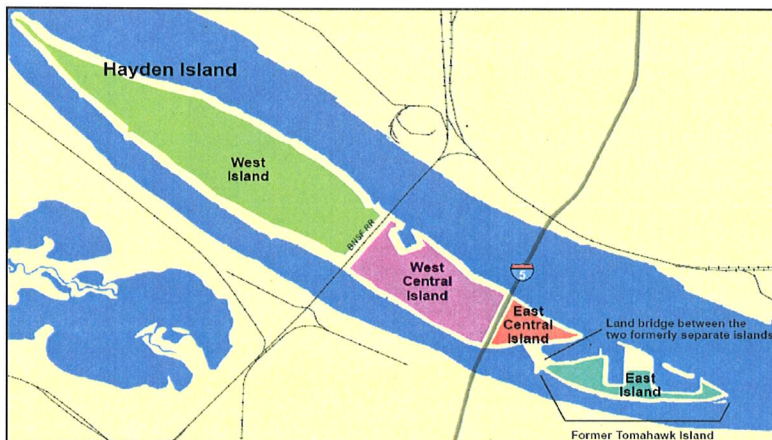


Figure 1: Overall Layout of Hayden Island

Overall Site Layout of Hayden Island

The overall layout of Hayden Island is most mostly influenced by its geographic features and by the transportation infrastructure that has literally shaped the island. Being an island, the area is of course formed and defined by the channels of the Columbia River on the north shoreline and the North Portland Harbor along the south shoreline. Today's four-mile long shape of the island is the result of two formerly separate islands (Hayden and Tomahawk), being joined together by a short, narrow land mass.

Site Design Characteristics

The nature of how properties are laid out on Hayden Island is mainly influenced by the nature of the access to those properties. And the predominant type of access to island properties, whether they are commercial, industrial or residential, is single-point, auto access. Interstate 5, for automobiles (and to a limited extent bicycles and pedestrians), and the Columbia River and North Portland Harbor, for boat traffic, provide the only access to the island.

For autos, the network of streets on Hayden Island can be likened to the structure of a tree: the on- and off-ramps to and from I-5 form the trunk of the tree and North Hayden Island Drive and North Tomahawk Drive form the main stems of the tree from which only a few other smaller public and private streets branch.

Building Characteristics on Hayden Island



Figure 2: Building Characteristics by Land Use

Commercial Buildings

The commercial buildings on the island are primarily clustered into roughly three areas:

- The commercial area adjacent to the I-5 interchange west of the freeway (the easternmost section of the “West Central Island” area)
- The commercial area adjacent to the I-5 interchange east of the freeway (the westernmost section of the “East Central Island” area), and
- The Jantzen Beach SuperCenter

Auto-oriented businesses comprise the commercial development adjacent to the I-5 interchange west of the freeway. These businesses include an auto service station, numerous fast-food and sit-down restaurants, multi-tenant commercial buildings and a now-closed hotel.

Auto-oriented businesses also comprise the commercial development adjacent to the I-5 interchange on the east side of the freeway. These businesses include: an auto fuel station/convenience store; multiple fast-food and sit-down restaurants; a multi-tenant, multi-floor office building; multi-tenant commercial buildings; both an operating grocery store and a vacant grocery store; and two motels.

Originally developed as a single, enclosed mall, the Jantzen Beach Super Center complex has recently expanded west into a multiple-building conglomeration of large-foot-print (big box) retail stores with external entrances for each tenant. This revised layout, with the 350,000 square foot mall remaining as the center's largest structure on its eastern side and the new big box retail stores clustered toward the west, has resulted in a landscape that is dominated by the parking areas sited adjacent to these stores.

Industrial Buildings

Industrial buildings on the island are roughly grouped into two areas:

- The relatively large industrial area just east of the railroad line, and
- The smaller industrial area on the island's south shore towards its eastern tip that is devoted to marine services

The large industrial area near the railroad has three main uses and several building types. A large auto auction business has both single-story wood-framed and pre-engineered steel buildings that provide both office space and car service areas respectively. Also in this area both north and south of N. Hayden Island Drive, multiple light-industrial tenants and warehouse uses are housed in single-level, non-descript buildings that appear to be constructed of concrete tilt-up panels with internal steel support columns. The final industrial use in this area, marine services, uses both a single-level, engineered steel building and a single-level, concrete panel building.

The small industrial area on the island's south shore towards its eastern tip provides marine services and is mainly comprised of approximately a half-dozen pre-engineered steel structures. These buildings provide space for sales, service and storage functions for marine related businesses.

Residential Buildings

Residential buildings on the island are roughly organized into the following areas:

- The two floating home communities west of I-5
- The three floating home communities east of I-5
- The manufactured home and recreational vehicle park west of I-5 and north of N. Hayden Island Drive
- The manufactured home park west of I-5 and south of N. Hayden Island Drive
- The condominium homes east of I-5 and north of N. Tomahawk Island Drive
- The condominium homes east of I-5 and south of N. Tomahawk Island Drive

- The single-family detached homes east of I-5 just off of N. Tomahawk Island Drive

On the north shore of the island, the manufactured home and recreational vehicle (RV) park west of I-5 and north of N. Hayden Island Drive (Hayden Island Mobile Home Park) forms the largest residential area on the island. Most of this development is made up of older (more than 20 years old) manufactured homes that are semi-permanently secured to their lots. While there are some newer “double-wide” manufactured homes interspersed throughout, the park mostly contains “single-wide” homes. Each space has a relatively simple wood-frame constructed carport that provides some weather protection for vehicles and small storage areas. These wooden car ports also provide one element of cohesiveness throughout the park. The age of the park also means that the landscaping surrounding the homes is relatively mature; landscaping around the homes appears to be relatively well-maintained.

A section of the manufactured home/RV park closest to N. Hayden Island Drive provides an area for both overnight and longer term stays for RVs. Due to the smaller space sizes (compared to those for the manufactured home section) and the relatively high proportion of each space devoted to asphalt concrete to park the RV, this area has an overall setting that is more open but less tranquil than the rest of the park. Since carports are not provided in this section, no permanent structures are present that might give a cohesive quality to the area beyond the general grouping of the RVs and residents’ automobiles. Temporary hook up facilities for water and power are included at each RV site.

The manufactured home park west of I-5 and south of N. Hayden Island Drive, which also features manufactured homes that mostly appear to be more than 20 years old, is accessed via a short private drive (“South Shore”) and enjoys a fairly tranquil setting. This tranquility is derived mainly from several factors: the park’s distance away from Hayden Island Drive; its position near the back (less active) portions of adjacent properties and its position on the North Portland Harbor; narrow, gently meandering private streets with little traffic; and relatively mature landscaping. The repetition of fairly simple, wooden carports provides some continuity from one space to the next along each street.

The condominium homes east of I-5 are mainly clustered near N. Tomahawk Island Drive as it stretches east from the freeway and are sited along the south shore line (North Portland Harbor) and the marina situated on the island’s north shore. Most of these condominium units are semi-attached wood-frame, two-story structures that have been built over the last 30 years. While the units on the south side of Tomahawk Island Dr. have direct (driveway) access to this street, the units on the north side of the street have access via private streets or via shared vehicle courtyards.

Two new large-scale, multiple-story condominiums are under construction in this area: the first, which is nearing completion, is being built around two U-shaped courtyards that front the Columbia River just east of the Red Lion Hotel on the River; the second multiple-story development (Salpare Bay) is being built around a new marina toward the eastern end of the island on the Columbia River shoreline.

Just east of the semi-attached wood-frame condominiums are a cluster of single-family detached homes. On the south side of Tomahawk Island Dr., a group of homes line a private

lane (N. Lotus Isle Drive); these homes all feature southern views toward the North Portland Harbor and were designed at different times with various, unrelated floor plans. Similarly, on the north side of Hayden Island Drive, a group of homes line another private lane (N. Lotus Beach Drive) and all feature northerly views toward the Hayden Bay Marina.

183124

Memorandum 3

Photos of Hayden Island: Residential/Manufactured Home/RV Parks

Looking west within manufactured home park along the island's south shore.



Looking west along the island's south shore within manufactured home park.



View down one of the internal streets within the Hayden Island Mobile Home Park.



Looking east along the island's north shore from Hayden Island Mobile Home Park.



Photos of Hayden Island: Residential/Condominiums

View looking into shared area for vehicle parking for condominiums.



Looking west adjacent to attached condominium units along the north side of N. Tomahawk Dr.



Looking west along north shore of Hayden Island at new multi-story condominium building.



Illustration of new multiple-level condominium buildings and marina (Salpare Bay) being constructed along the north shore.



Photos of Hayden Island: Residential/Single Unit Detached Homes

Looking west at single detached homes along N. Lotus Isle Dr.

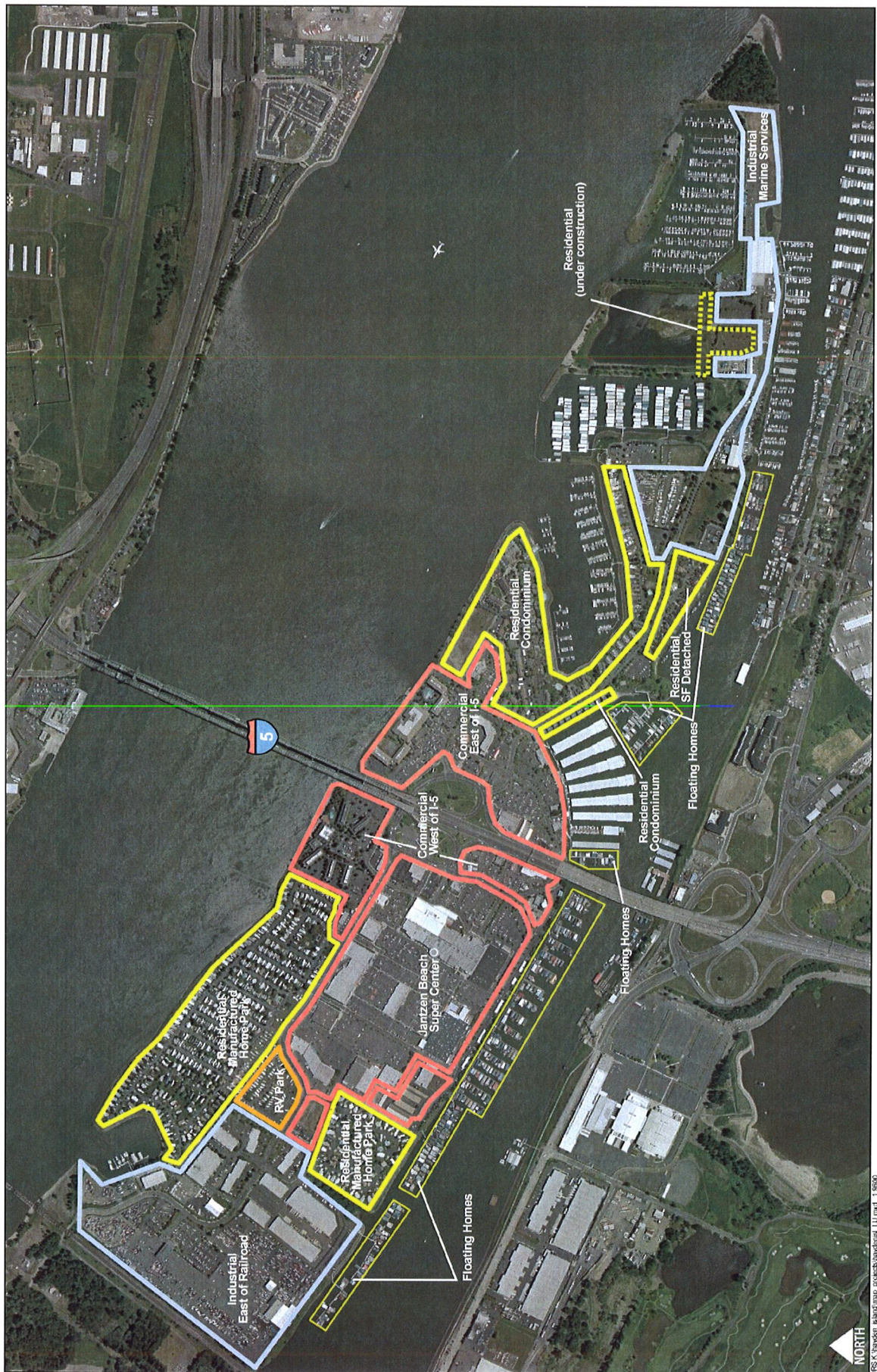


Looking east at single detached homes along N. Lotus Isle Dr.



Looking at exit from private lane (N. Lotus Isle Dr.) along south side of N. Tomahawk Dr.





Memorandum 4

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Jennifer Renninger, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
Potentially Contaminated Sites/Hazardous Materials

URS has prepared this memo to document existing conditions and to perform a preliminary assessment of hazardous materials on Hayden Island within the City of Portland area. In addition, areas of concern or potential issues associated with hazardous materials were identified for consideration of future projects. For the purpose of this preliminary assessment, the project area was defined as the eastern portion of Hayden Island extending to the railroad that lies west of I-5.

Subject Property Description and General Use

The area consists primarily of commercial/industrial and residential properties. To the west of I-5 and along the southern boundary of the island lies the Jantzen Beach Retail Center and includes Home Depot, Safeway, Target as well as many other retail chain stores. West of the retail center is a commercial business park, a mobile home park and the Portland Auto Auction. Floating homes and private boat docks are located along the southern shore of the island. The western most boundary of the subject property is the Burlington Northern Railroad. Schooner Creek Boat Works is located directly north of the Auction site and is directly adjacent to Canoe Bay, an embayment of the Columbia River. Directly east of Canoe Bay lies a large mobile home park and RV park. Several vacant buildings that are part of the Red Lion Hotel complex lie between the Mobile Home Park and I-5. Directly east of I-5 is the main Red Lion Hotel complex and other commercial properties including a gas station, dry cleaners and a motel. Single family residences and condominiums are located to the east of the commercial area. Boat docks and a marina are located in a small embayment on the east side of the island as well as additional commercial and industrial properties on the southeastern end of the island. Floating homes and boat moorages are located along the south shore of the island.

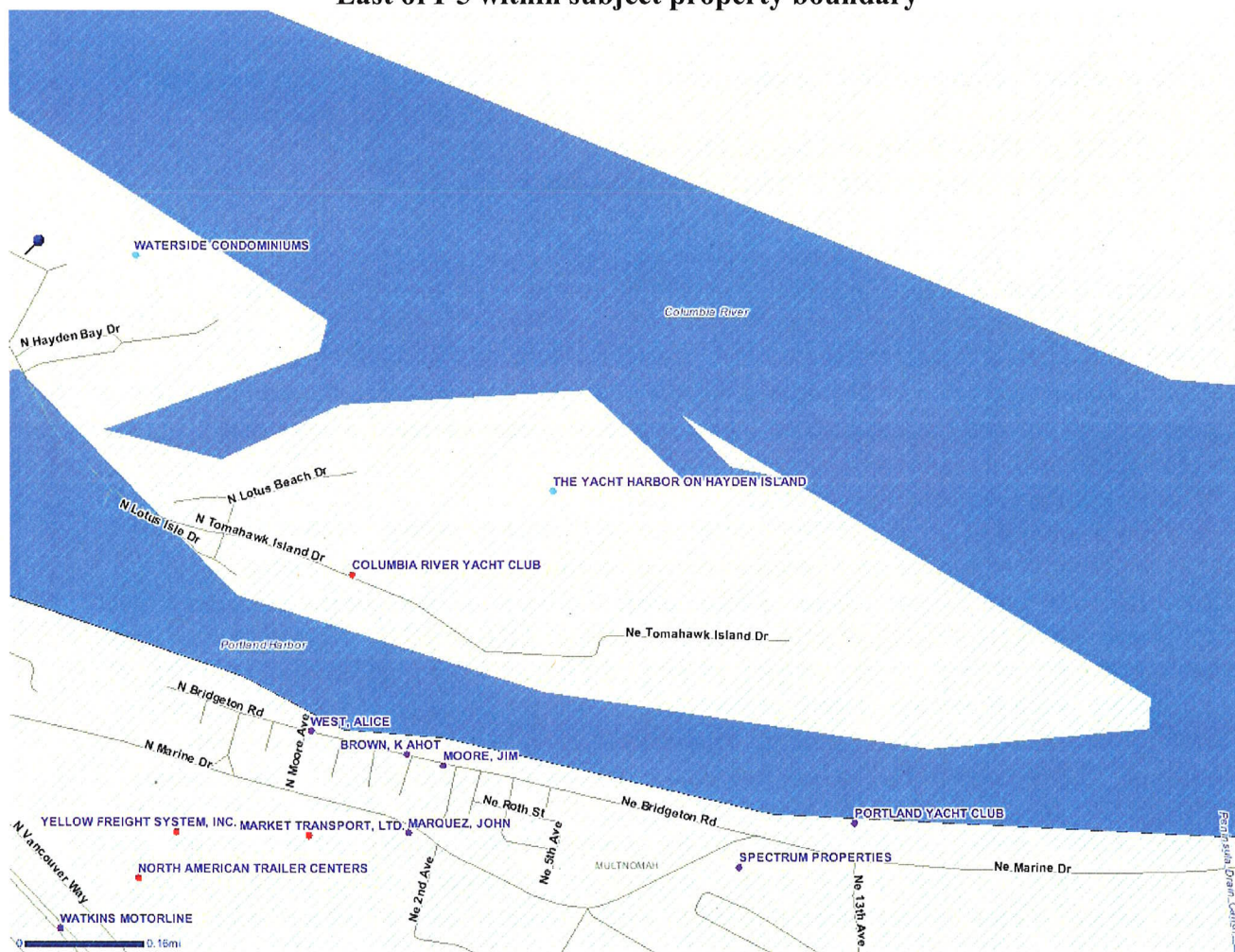
Based on zoning records obtained from the City of Portland, approximately 15-20% of the island is zoned for residential use, 60-65% for commercial use and 20-25% for industrial use. Hazardous material and petroleum use is primarily limited to boat or marine related activities, one dry cleaner, the auto auction lot located on the western side of the area, and gas stations located near I-5. Chemicals or contaminants of concern include petroleum products at the gas station and marinas, fiberglass, paint and solvents at the boat works and auto auction, and TCE from the dry cleaners.

Environmental Database Preliminary Results

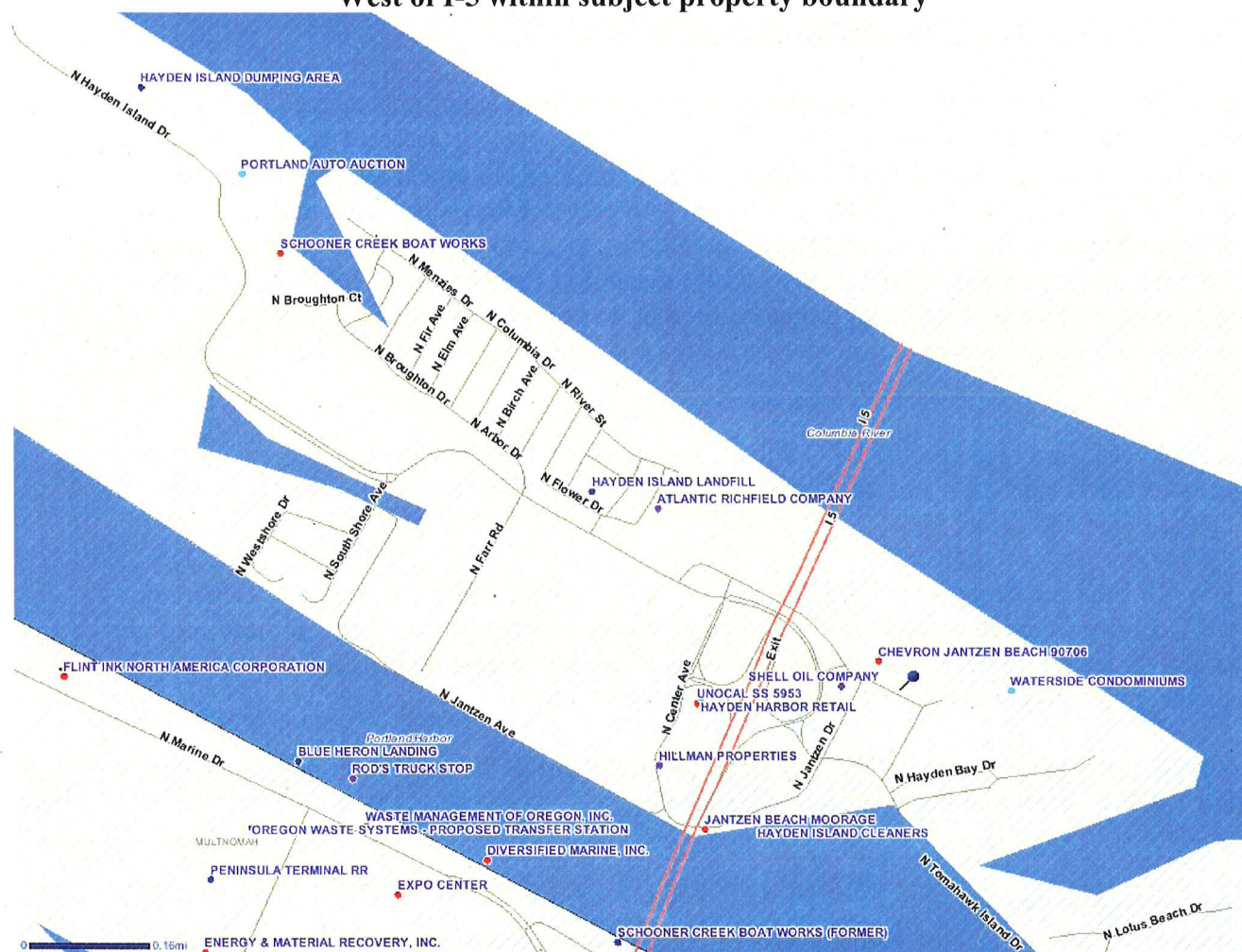
A search of DEQ's online environmental databases was performed to identify sites within the subject property. Results were returned from five databases including the Environmental Contaminated Site Inventory (ECSI), Leaking Underground Storage Tanks (LUST), Underground Storage Tank (UST),

Hazardous Waste Management Sites (HWMS), and SIS databases. Forty two sites were listed within the defined area including five ECSI sites, 15 Hazardous Waste Management Sites, ten LUST sites, five SIS sites and seven UST sites. Below is a list of the facility name and address for each of the sites as well as the database listing information. Figures 1 and 2 show the database listing locations.

**Figure 1 – DEQ Facility Profiler Site Locations Map
East of I-5 within subject property boundary**



**Figure 2 – DEQ Facility Profiler Site Locations Map
West of I-5 within subject property boundary**



Two of the five ECSI sites have received a No Further Action status from DEQ. The remaining three are summarized below:

- Hayden Island Drum is located east of the I-5 bridge along the Columbia River is listed as a contaminated site requiring additional site investigation. No further information was available regarding the site on DEQ's online database. The two remaining ECSI sites are also listed on the Confirmed Release Inventory (CRL).
- Hayden Island Landfill is identified on the ECSI database (#1559) for metals and gasoline impacted groundwater. The site was formerly an unregulated landfill located in a seasonal lake basin and operated approximately from 1950 to 1970. In 1970, approximately 7-8 feet of clean fill was placed at the site. An ARCO facility opened at the site later in 1971 at the eastern edge of the former landfill. A site investigation was initiated by ARCO in 1989 and identified gasoline contamination in groundwater. The site was added to DEQ's Leaking Underground Storage Tanks (LUST) program (LUST #26-89-0149) in 1989 related to this contamination and received a Cleanup Completed Status in 1998 with conditional groundwater monitoring requirements.
- Schooner Creek Boat Works is identified on the ECSI database (#3333) for contaminated sediments. Contaminants include PCBs, PAHs, PCP, phenols, DDTs, chlordane, metals and

low concentrations of diesel fuel and oil. The source of the contaminants and extent of the contamination has not been defined as of this report writing. Sediment sampling is ongoing and DEQ is providing further guidance on the investigation.

Of the ten LUST sites listed within the subject property, all but two have been cleaned up and closed in accordance with DEQ guidelines.

- Shell Oil Company (LUST #26-89-0267) located at 12235 N Jantzen Drive, is listed for gasoline and waste oil contaminated soils and groundwater that was discovered during a tank decommissioning in 1990. Groundwater monitoring is currently being conducted at the site.
- Chevron Jantzen Beach (LUST #26-97-0505) located 12105 N Jantzen Drive, is listed for gasoline contaminated soils and groundwater that was discovered during a tank decommissioning in 1993. Groundwater monitoring conducted at the site was last reported in 2005.

Seven active USTs were listed on the DEQ database and include the Chevron site referenced above, the Columbia River Yacht Club and the Jantzen Beach Moorage. The contents of the USTs are reported as gasoline and diesel fuels.

Fifteen HWMS sites were reported on DEQ's on line database with one Large Quantity Generator, four Small Quantity Generators, and ten Conditionally Exempt Generators. Three of these sites are no longer active, including the LQG. Waste materials of the one large quantity generator generally include paints, paint thinners, aerosols, batteries, acids, and fuels.

Five Industrial stormwater permits (NPDES) were identified within the subject property boundaries as listed in Table 1. No violations were note for the sites.

Areas of Concern/Conclusions

Based on the preliminary research and a review of DEQ's online databases, the following sites or issues have been identified for further assessment:

- The former landfill west of I-5 has been documented with known groundwater contamination. Soil instability is also a known issue in this general area and should be considered for future development.
- Schooner Creek Boat Works and the associated sediment contamination. Schooner Creek and Portland Auto Auction each have 1200Z Stormwater General permits that require the owners to comply with stormwater quality regulations.
- The two open LUST cases should be assessed to identify concerns at the time of the proposed project.
- Sites with hazardous material usage within adjacent to I-5 would likely include the gas stations and dry cleaners.
- Alternative alignments of I-5 could be impacted by the marinas.

Attachment:

- **Table 1 – Hazardous Materials Sites**

Related web links for additional information:

- DEQ Facility Profiler: <http://deq12.deq.state.or.us/fp20/StartPage.aspx>
- DEQ LUST database: <http://www.deq.state.or.us/lq/tanks/lust/LustPublicLookup.asp>



Memorandum 5

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Ela Whelan, Project Water Resources Engineer, URS Corporation
Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
Infrastructure Systems Condition - Drinking Water

The Portland Water Bureau (PWB) was contacted for information on the existing water system on Hayden Island. City staff¹ provided anecdotal information as well as a water system summary, a map of existing systems, and portions of a 1988 Portland Water Bureau Public Facilities Plan to inform this technical memo. Multnomah County was the governing jurisdiction for the study area prior to annexation into the City of Portland. The water system was annexed by the Portland Water Bureau in the late 1980's.

Originally put in as a private system and the water distribution pipe was run as a private water district by the Jantzen Beach Water Company (JBWC). With no water source on the Island, JPWC maintained the distribution system and purchased water from the Portland Water Bureau. The PWB has made a number of improvements over the years, but some of the old pipe still remain including some transite (asbestos) pipe and 2-inch mains in some of the older residential areas of the island.

A 16-inch Ductile Iron (DI) pipe, installed in 1984 across the I-5 Bridge, provided the main source of water to the island for a number of years until a new, 20-inch High Density Polyethylene Pipe (HDPE), was constructed in 1997, on the far east end of the island. This additional line provides a supplemental source of water to the Island, strengthening the overall water system and reducing the risk of relying on a single supply line. The HDPE line was tunneled under the North Portland Harbor and ties in to a 12-inch DI pipe on Marine Dr.

Attached is a PWB map showing the water supply and distribution system on Hayden Island. PWB has systematically upgraded the water system on the Island since annexing the system. A new 16-inch diameter DI transmission line was installed in 1997 to connect the new 20-inch supply line with the existing 16-inch line that serves the island at the I-5 Bridge. Twelve-inch diameter DI transmission main line, constructed between 1989 and 1992, increased the capacity of water service to the west parts of the developed areas of Hayden Island.

Some of the old original piping still exists on the Island. Eight inch to twelve inch diameter transite pipe is in use behind the Jantzen Beach Center. Asbestos pipe is not a hazard when it is

¹ Personal telephone communication with Greg Drechsler, Principal Engineer, and Chad Talbot, Senior Engineer, on April 23, 2007.

wet. Per the PWB, these pipe are safe to use and currently adequate in size. As needs change and new development occurs, pipe would be upgraded to DI pipe per PWB standards. Old cast iron (CI) pipe and polyvinyl chloride (PVC) pipe serve some of the older residential areas throughout the Island. Likewise, these are currently adequate and would be upgraded as necessary.

The PWB 1988 Public Facilities Plan discussed a second supply line to the Island on the west part of the developed area, in conjunction with a new bridge accessing the Island. The bridge was never installed and the supply line was built on the eastern edge of the Island. Future plans for the Island include annexation of the west side of the Island for industrial purposes. At that time, the PWB would evaluate the need for upgrading the water supply network to the Island and strengthening the main distribution system.

The water system on the Island, per PWB assessment, is adequate for current development and Fire Bureau established fire flow requirements. Changes to development or new development would need to be evaluated on a case by case basis by the PWB.

Attachment:

Map of Hayden Island Water Distribution System



Memorandum 6

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Ela Whelan, Project Water Resources Engineer, URS Corporation
Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report
Emergency Services**

Emergency services for fire, police, and medical services are provided for Hayden Island by the City of Portland.

Portland Fire and Rescue

A City of Portland fire station is located on the Island, at 848 North Tomahawk Drive, just east of the freeway exit. The fire personnel at this station respond to a variety of emergencies including medical first aid and water related emergencies. Water related issues include removal of navigational and environmental hazards, keeping beaches safe, and responding to life and safety emergencies. In fiscal year 2005-2006 (July, 2005 through June, 2006), the fire station responded to 1,053 calls, of which 161 were River emergencies.

Built in 1994, the fire station has five personnel on duty including a company officer, a harbor pilot, an engineer and a Firemedic. Equipment available at the fire station includes a fire engine and two boats, one a fire boat and the other a rescue boat.

Police Emergencies

Hayden Island is located in the North East Precinct of the City of Portland and is served by the police station at 449 NE Emerson St. The City of Portland police website indicates the majority of crimes committed on Hayden Island are theft related. Crime listings on the City of Portland Police website provide various terminologies for theft including burglaries (thefts out of buildings, structures), larceny (thefts from people such as pickpockets), theft from auto, and vehicle theft.

Medical Emergencies

Immediate response for medical emergencies is by the Fire Stations' Firemedic. Portland Fire and Rescue provide one paramedic with each fire engine and work with the American Medical Response (AMR) as first responder for medical emergencies. Further assistance is provided at hospitals, the closest is about 4 miles away in Vancouver Washington, the Southwest Washington Medical Center. Portland hospitals include Legacy Good Samaritan Hospital at 1015 NW 22nd Ave., and Legacy Emmanuel Hospital, located at 2801 N.

Gantenbein Ave. Both hospitals are about 7 miles away from the I-5 Freeway on Hayden Island. Additional hospitals in Portland are located within 10 – 15 miles away, including Woodland Park Hospital and Providence Portland Medical Center. Legacy Salmon Hospital is located about 9 miles away in Vancouver, at 2525 NE 139th St.

Emergency Response

Todd Kiethley¹, Battalion Chief, assigned to Hayden Island, responded to questions with regard to response times, backup strategies, ability to respond, and I-5 traffic concerns. Response times are highly variable and not readily available, depending on the location of the incident, the type of incident and access for the fire department. Hayden Island includes a large number of marinas with locked gates. If additional keys are required for entrance, it may take some time to access the location of the emergency.

The Fire Department participates in all meetings and discussions related to major construction projects including options for the I-5 Bridge crossing. Stressing the need for access to emergencies, the Fire Department requests advance notice of any potential limits to their mobility. In addition to servicing Hayden Island, the Fire Station responds to calls from North Portland and to problems on the I-5 Bridge. For issues with advance warning, such as traffic jams related to July 4th traffic, or for major construction projects, the Fire Station makes sure that one company (staff of 4) does not leave the Island. If there is further concern, they can assign a second company to the Fire Station. Reconfiguration of resources, involving additional personnel or equipment, is the main strategy for addressing potential problems with emergency response.

The Hayden Island Fire Station is unique in that they have cross trained personnel and equipment. They have the ability to respond to emergencies with either a fire boat or a fire engine. Previous policies provided for a dedicated crew each to the fire boat and the fire engine. Current policies and training provide for the ability of staff to use either piece of equipment. With a marine fire, it is often faster to respond from the water due to accessibility of the emergency. If there is reason to believe there will be a significant delay in response, the fire station will send out the on-site crew with the fire boat and bring in a second crew to use the fire engine. The Fire Department can also send out a second fire engine if needed.

Current policies appear to be working well. There have not been any recent problems with resources to address emergencies. Highway I-5 can slow traffic, particularly during rush hour. For highway emergencies, the policy is to send a company in each direction as it is not always clear where the emergency is located, and in which direction of traffic. The company that does not wind up responding returns to the fire station, and in non-emergency mode, this can take up to an hour during heavy traffic.

Multnomah County Sheriff is generally responsible for water related emergencies, and is backed up by the US Coast Guard, if required.

¹ Telephone Conversation between Ela Whelan and Todd Kiethly, Portland Fire Battalion Chief, on July 19, 2007.

Memorandum 7

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Ela Whelan, Senior Project Water Resources Engineer, URS Corporation
Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
Infrastructure Systems Condition – Sanitary and Storm Sewers

Introduction

Prior to annexation by the City of Portland in the late 1980's, utility services were provided by the Hayden Corporation, a private company that at one time owned the developed portion of the Island. In the late 1980's, the City of Portland annexed the east area of the Island into the City limits and purchased parts of the sanitary and storm system. The Bureau of Environmental Services (BES) owns and maintains the majority of the main lines and trunk system for the sanitary sewer system. BES declined to accept parts of the sanitary system that belongs to trailer parks or gated communities that do not permit open access. BES insisted on having access to sanitary or stormwater systems in the event of an emergency.

The majority of the stormwater system on the Island is privately owned. BES is currently working on identifying the existing drainage infrastructure, particularly the elements that they own and are responsible for maintaining. Existing plans, transfer documents, agreements, and easements, are tools being used to identify the storm drainage system.

A 102 inch diameter pipe crosses Hayden Island west of the Railroad Bridge; it then divides into three 84-inch lines at the northern part of the island and discharges into the Columbia River. These are the discharge lines for the Columbia Boulevard Wastewater Treatment Plant, and as treated effluent, the water quality is considered equivalent to that of stormwater, rather than sewage, and therefore shows up on the stormwater layer of the GIS map. These are not local stormwater pipes and are not accessible to individual landowners.

Information for this memo came from GIS maps provided by the City of Portland; the City's online mapping system, and discussions with staff¹ at BES.

¹ Telephone conversations between Ela Whelan, URS, and:
Steve Hawkins, Senior Maintenance Engineer, BES, on May 2, 2007, and
Craig Rosborough, Mapping Manager for BES, on May 15, 2007.

Sanitary Sewer Facilities

A number of public and private lines flow to 12 pump stations before being pumped to a 20-inch diameter concrete cylinder pipe (CCP) that takes the effluent to the Columbia Boulevard Wastewater Treatment Plant for treatment and disposal. Five of the pump stations are private facilities and seven are owned and maintained by BES. Not all of the private, or public, lines are identified at this time.

Private gravity lines vary from 4-inch to 24-inch in diameter and include PVC (plastic – polyvinyl chloride), CSP (concrete sewer pipe) and unknown materials. Pressure lines vary from 4-inch PVC to 18-inch HDPE (plastic – high density polyethylene). Public sewer gravity lines varied from 8-inch diameter to 24-inch. Pipe materials included CSP, PVC, RCP (reinforced concrete pipe), and some unknown materials. Old asbestos lines appear to have been abandoned. Public pressure lines include 6-inch to 15-inch PVC, and 10-inch HDPE. A pump station at the end of the bridge collects all of the sewage on the Island and transports it through a 20-inch CCP across the I-5 bridge to tie into gravity lines that flow to the Columbia Boulevard Wastewater Treatment Facility.

From the mapping provided by the City, it appears the majority of the gravity lines are privately owned and maintained, Bureau of Environmental Services owns five pump stations and the majority of the pressure lines are publicly owned and maintained. All of the remaining pump stations are privately owned. In discussions with City staff, the existing system appears adequate and there are no current plans for upgrades. The biggest maintenance issue for sanitary systems on the Island is grease in the sanitary lines from the restaurants on the Island. This is a typical issue for urban sanitary systems. There are few other requests for service, an indication that the system is adequate and functioning appropriately for current needs.

Stormwater Facilities

Greater unknowns exist with stormwater facilities on Hayden Island. A combination of inlets, catch basins, manholes, and pipe with outfalls to the River or Harbor, comprise the drainage system on the Island. Catch basins typically include baffles to separate oil and sediment from the stormwater prior to draining to the River or Harbor. The majority of the system is privately owned and maintained, particularly the system that drains the Jantzen Beach Shopping Center.

Of the pipe that has been identified, pipe sizes for PVC (plastic) pipe vary from 10-inch to 15-inch diameter. A twenty-four inch diameter CMP (Corrugated metal pipe) and one 12-inch Reinforced Concrete Sewer Pipe (RCP) are shown on the GIS map of the storm drainage system. Concrete sewer pipe (CSP) ranges in size from 12-inch to 36-inch diameter. Unspecified pipe materials are shown for pipe and range between 8-inch and 24-inch diameter. An 18-inch DIP (ductile iron pipe) is shown on the east end of Tomahawk Island. DIP is often used when the pipe is very shallow and there is concern for damage from heavy loads.

Much of the stormwater system is shallow and flat due to the minimal elevation of the Island above sea level and the flat topography. As such, there is flooding when there are heavy rains.

Roadways on the Island, particularly private roads, show signs of water damage indicative of chronic flooding of the roadway or underground movement of water. BES maintenance department does not receive more than occasional complaints and very few requests for service, indicating the flooding is likely not severe, nor prolonged in duration.

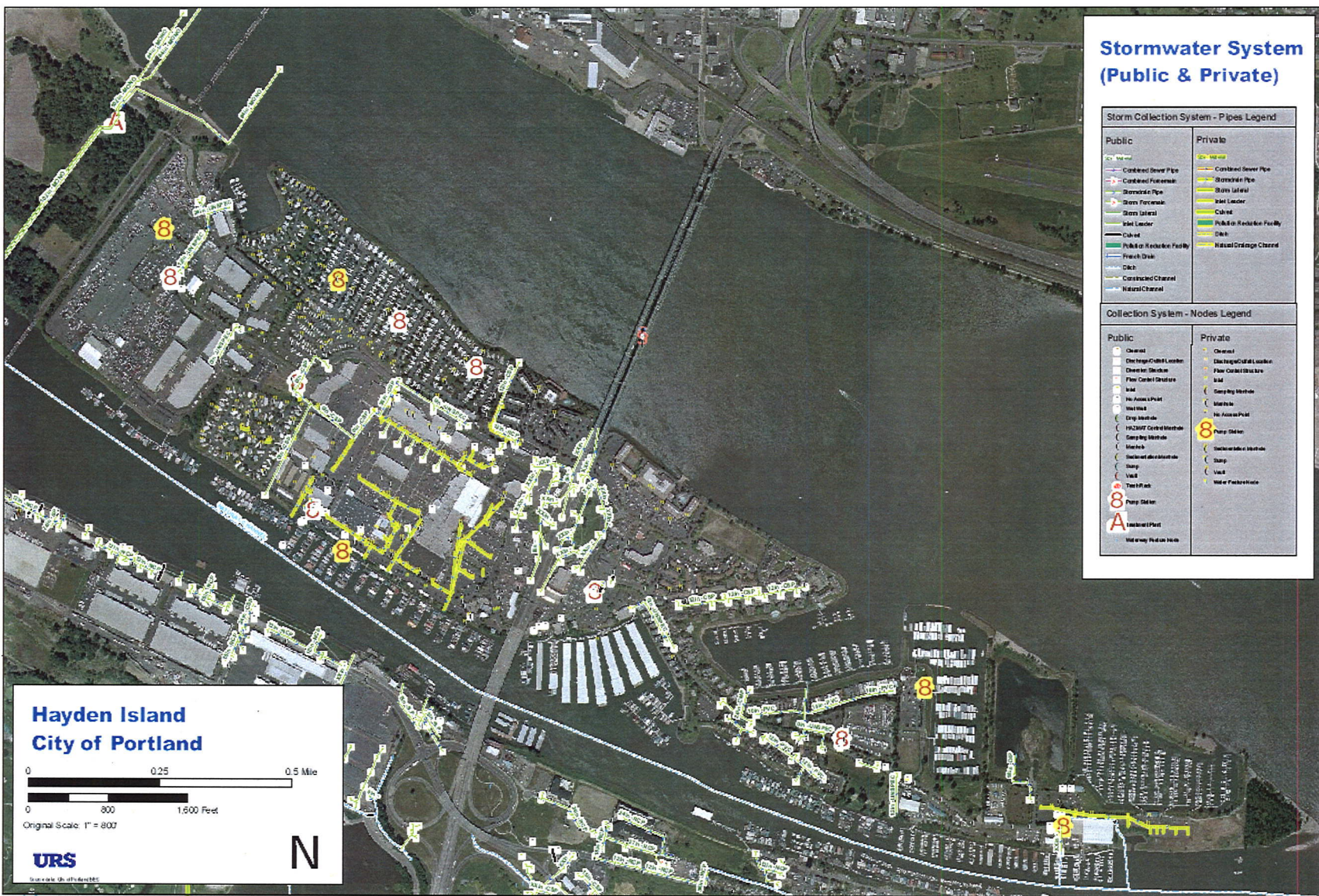
There are no major improvements planned at this time with the exception of better identification and clarification of the existing drainage system.

Attachments:

Hayden Island Sanitary System Map
Hayden Island Storm System Map



183124





Memorandum 8

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Ela Whelan, Senior Water Resources Project Engineer, URS Corporation
Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report
Natural Hazards and 100 Year Floodplain**

Introduction

Natural hazards are occasional serious events that occur in the environment including earthquakes, landslides, volcanic eruption, wildfire, extreme weather, and floods. These events can be problematic for developments that neither expect any changes to the local environment nor incorporate mitigating measures for these potential hazards. Earthquakes relieve pressure underneath the earth's surface, but can be devastating to structures not designed to handle major earth movements. Likewise, floodplains provide areas of storage for large volumes of runoff from major storms, and replenish nutrients in the soils that get flooded, however, buildings in floodplains can be destroyed if not properly designed, built or protected. Understanding natural hazards is an important component to planning to minimize damage to life, health and property during these events.

This memo provides a brief overview of natural hazards that could apply to Hayden Island. While we cannot control these events we can plan to minimize their impacts, such as building earthquake resistant structures, and limiting construction in floodplains, or provide adequate warning for evacuation, such as in the event of severe weather or volcanic eruption. As the planning agency for the Portland area, Metro developed a regional policy and planning guide for natural hazards¹ in 1999, using Federal Emergency Management Agency (FEMA) funding. In collaboration with other agencies, Metro has also developed a series of Natural Hazards Maps that depict hazards on different map layers for the region.

Earthquake and Liquefaction zone:

Earthquake hazards are a factor in the Portland region for several reasons. On a regional level, a subduction zone is at work along the coast, which stretches from Vancouver Island to California, with the plate that the Pacific Ocean is resting on gradually moving underneath the North American plate. Known as the Cascadia subduction zone, this movement has the potential to generate large earthquakes. In addition, there are a number of faults that run through Portland, such as the Portland Hills fault, which may produce earthquakes that range from undetectable to large enough to cause damage.

¹ Regional Hazard Mitigation Policy and Planning Guide, Reducing Disaster Losses, Metro, June 1999

Metro collaborated with the Oregon Department of Geology and Mineral Industries (DOGAMI) to identify, and map, areas of potential earthquake hazard and the relative risk of each area for associated potential damages. Several factors contribute to the risk associated with an earthquake including: liquefaction of soils, landslides, and extent of ground movement. Liquefaction zones are a hazard created when an earthquake causes soil to change its structure and the soil behaves as a liquid, destabilizing the ground within the zone and any structures on it. Liquefaction may occur in sandy soils that are not well compacted, as is the case with the soil structure in the urban area of Hayden Island^{2,3}. The soil on the east side of the Island is classified as 33A, Pilchuck urban land complex, a sandy alluvium typically found in floodplains.

Figure 1⁴ is a Seismic Hazard map for Hayden Island, showing the study area largely in red, with some orange areas near the freeway and on Tomahawk Island. Areas shown on the map as red have the potential to be impacted by two or more of the risk factors (as described in the previous paragraph) associated with earthquakes. Lighter colors have less relative risk, such as orange and paler shades of red and orange.

Landslides:

Landslides are not considered a potential hazard on Hayden Island due to the low elevations and relatively flat terrain. The highest elevation of the island is at 30' above sea level, sloping down to 20 ft. and 10 ft. around the outer edges of the Island.

Volcanic Eruption:

Nearby volcanoes include not only Mt. St. Helens, but also Mt. Hood, Mt. Adams and farther away, but also in the vicinity, is Mt. Rainier. The Portland area has experienced ash deposition from several occurrences of eruptions of Mt. St. Helens. Potential damage⁵ from ash fall and acid rain would be the likely impacts to Hayden Island from nearby volcanic eruptions.

Wildfire:

Wildfire is also not a major concern due to the lack of natural forested and/or grassland on the east end of the island. The western, unincorporated part of the Island is heavily vegetated, and wildfires could occur.

Extreme Weather:

Extreme weather can include high winds, ice storms, thunderstorms, and tornadoes. Thunderstorms and tornadoes are rare, but have been known to occur in the Portland area. Wind storms and ice storms are a more likely. High winds can occur through the Columbia Gorge, bringing cold weather as well as high east winds. High winds are also caused by hurricanes from the Pacific. Winds of 90 mph can occur as the weather moves north. A rare

² NRCS Soil Survey, August, 1983;

³ http://en.wikipedia.org/wiki/Earthquake_liquefaction

⁴ Metro website for all figures in this report: <http://mica.metro-region.org/servlet/com.esri.esrimap.Esrimap?ServiceName=hazard&ClientVersion=4.0&Form=True&Encode=...> 9/5/2007

⁵ Regional Hazard Mitigation Policy and Planning Guide, p. 17.

event the Columbus Day 1962 storm recorded winds of 119 mph⁶. Heavy winds can damage trees, power lines, and other utilities, particularly when accompanied by ice. Per Metro's Natural Hazard Map, there are a number of electrical substations and electrical transmission lines on the Island that could be affected by extreme weather events.

100 Year Floodplain:

Floods occur when sufficient rain, or rain and snowmelt, cause water to overtop the banks of streams and rivers. Natural channels usually form naturally to contain up to two year storm events, typical rainfall for the area. Larger rainfall, for storms that occur less frequently, such as once in ten years, or once in 25 years, will often cause water to rise and fill the adjacent floodplains for the waterways. Although not very frequent, 100 year storms are capable of filling wide swaths of floodplain adjacent to streams and rivers and can cause extensive property damage and risk of loss of lives. To protect life and property, FEMA requires both delineation of the 100 year floodplain and development restrictions within the floodplain. The 100 year floodplain identifies the flooding that is expected to occur during a storm event that would statistically occur once every 100 years.

Flooding from storm events and resulting flooding can be impacted by a number of things, including snowmelt and frozen ground. Prolonged rainfall, over a number of days, may also increase flooding during heavy rainfall events. As an example, a large storm in February, 1996, an unclassified storm event, caused extensive flooding in the Portland area and was the result of prolonged rainfall, frozen ground and snowmelt.

Hayden Island is bordered on the north by the Columbia River and the south by the North Portland Harbor. Figure 2 is the FEMA floodplain map for Hayden Island. The 1996 flood was apparently higher than the 100 year floodplain since more areas on the Island flooded during this event, per Figure 3, the 1996 Flood Map. Flood elevations in the Columbia River at Vancouver were recorded to be 28.8⁷ ft. FEMA floodplain mapping shows large areas of Tomahawk Island in the 100 year floodplain area, fringes of the boundaries of the island, with the exception of the levy on the north side of the island, and all of the undeveloped western part of the island. All of these areas were flooded in the 1996 flood and some additional low lying areas throughout the island flooded as well.

Flooding in the Willamette and Columbia Rivers have been recorded since June, 1894⁴. The highest elevations of recorded historical flooding occurred in June, 1948, at 32.8 ft., and June, 1894, at 36.0 ft. Eight floods have occurred between 1894 and 1996, six of which have recorded elevations, ranging from 21.5 ft. to 29.5 ft.

One caution should be noted regarding the elevations listed for the 1996 flood as well as the FEMA floodplain and the United States Geological Survey (USGS) mapping: elevations between different maps, including FEMA mapping, 1996 River Gauge Elevations, and USGS maps are not the same. Different datum (starting elevations for vertical measurements, level zero is different for each datum) are used for each set of measurements. The elevations can

⁶ Regional Hazard Mitigation Policy and Planning Guide, p. 12.

⁷ Regional Hazard Mitigation Policy and Planning Guide, p. 10.

only be used in comparison with other information from the same data set. For example, recorded elevations for flooding, in Metro's report, can be compared with one another, but should not be compared to USGS elevations on their topography maps.

The levies, along the northern part of Hayden Island, are privately owned, and appear to keep the northern part of the island out of the 100 year floodplain. Although it is unknown what level of protection these levies provide, it is worth noting that the 100 year floodplain is based on statistics resulting from a rain event that has a one percent chance of occurring in any given year. A large event, statistically greater than the 100 year storm, could overtop the levies and place the entire island under water.

Erosion along the island river banks, and in particular on the levies, occurs continually with tidal fluctuations, storms, and wave action by passing watercraft. Large storms, particularly of the magnitude of 100 year storms or greater, have the potential to have a significant impact on erosion and structural stability of the levies. Current maintenance efforts of the levies are unknown, but regular inspection, particularly after major storms, should be a minimum level of effort. Reinforcement of sections of the levy may be necessary after major storms.

Dredging of the Columbia River is being pursued by the Corps of Engineers to deepen the River for maintenance of the river channel and to accommodate the ever increasing size of vessels hauling goods along the River. Dredging is currently occurring at River Mile 105.5, about 1 mile downstream of the I-5 bridge. Previous dredging has taken place, in previous years, from River Mile 91 to 104.

Tidal influences have an impact on the Columbia River up to the Bonneville Dam. Changing with the seasons, river level high tide to low tide fluctuations vary from about 3 feet to 5 feet, per the National Oceanic Atmospheric Administration (NOAA) Tides and Current Website⁸.

Attachments:

Figure 1 – Relative Earthquake Hazard

Figure 2 – FEMA 100 Yr. Floodplain Map

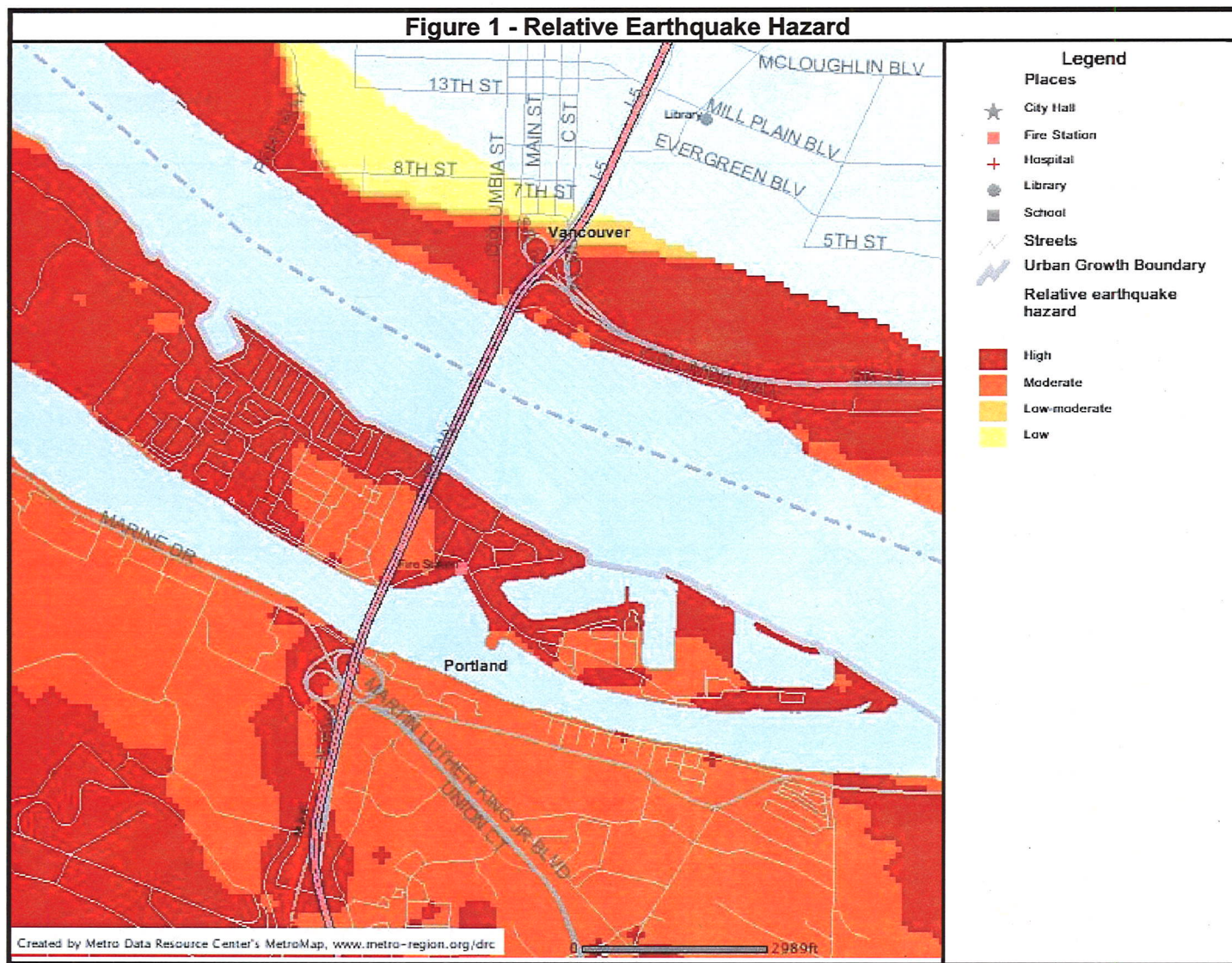
Figure 3 – 1996 Flood Area Map

⁸ NOAA Tides and Currents Website:

www.tidesandcurrents.noaa.gov/station_retrieve.shtml?type=Tide%20Data&sort=A.STATION_ID&state=&id1=

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Figure 1 - Relative Earthquake Hazard



<http://mica.metro-region.org/servlet/com.esri.esrimap.Esrimap?ServiceName=hazard&ClientVersion=4.0&Form=True&Encode=...> 9/5/2007

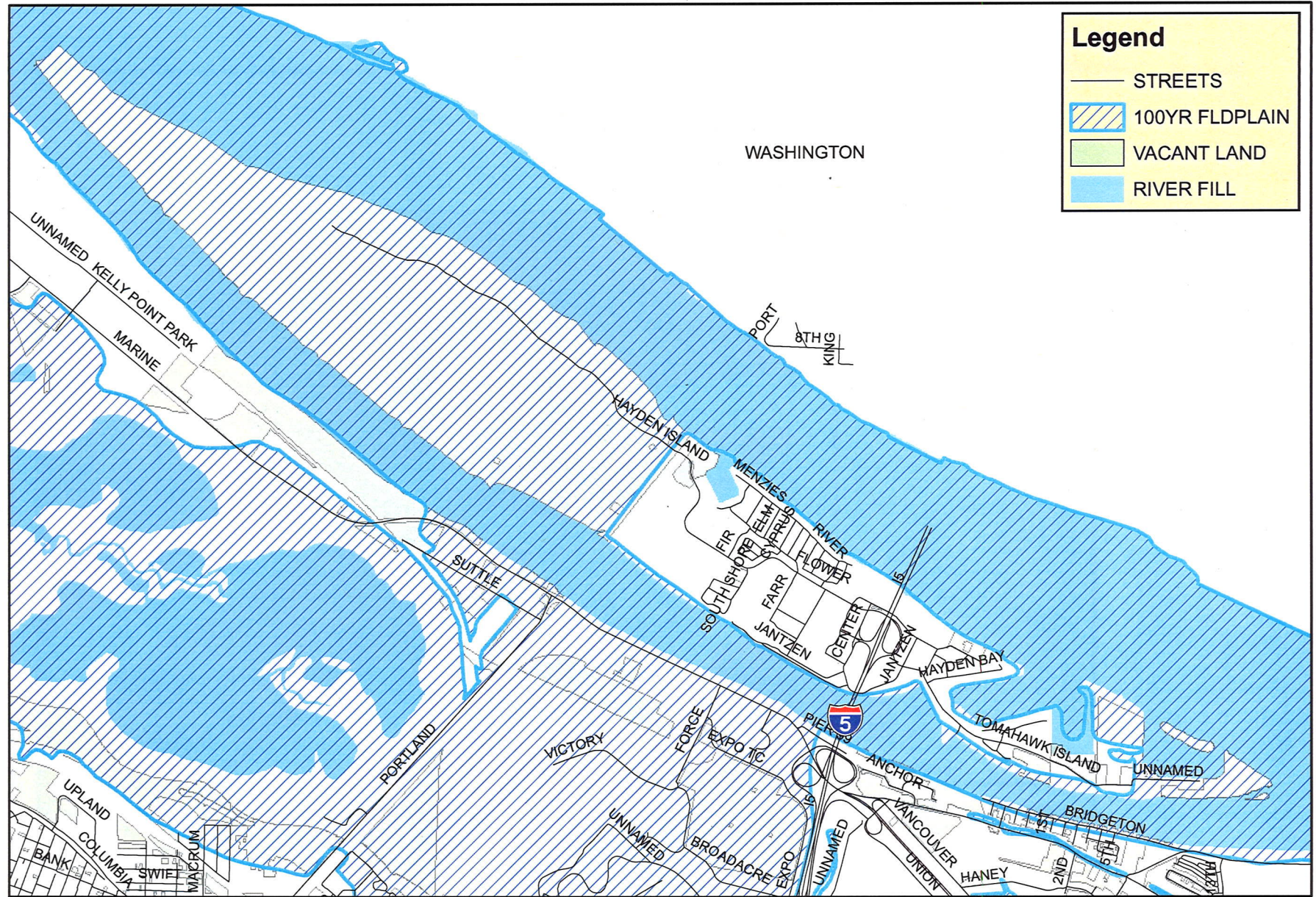


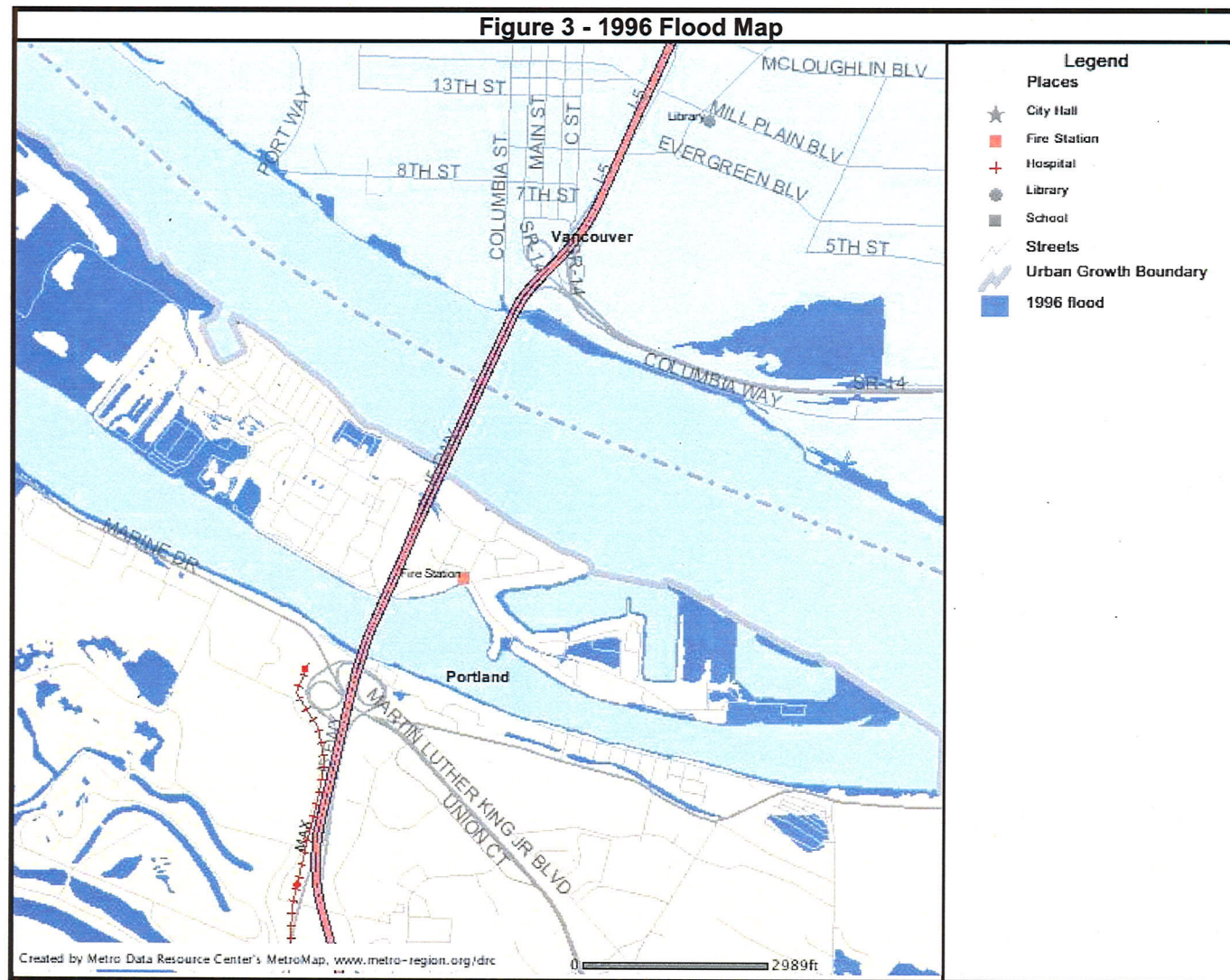
FIGURE 2 - HAYDEN ISLAND 100-YEAR FLOODPLAIN
Data Source: RLIS 2003

Ordinance 183124

Appendix A

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Figure 3 - 1996 Flood Map



Memorandum 9



Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Dautis Pearson, URS Environmental Planner

Subject: **Hayden Island Existing Conditions Report**
Natural Resources Inventory, the Quality/Quantity of Natural Resources,
and Federal and State Permitting Requirements

Introduction:

This memo assesses the quality and quantity of the shorelines habitat and conditions, vegetation types and function, and wildlife and fisheries species that occupy those habitats and their diversity. This memo is based on information from City of Portland, review of information from National Marine Fisheries Service, Corp of Engineers, U.S. Fish and Wildlife, Northwest Wetland Inventory (NWI), and a site visit. This report will outline the existing conditions for vegetation, wildlife, fisheries, and shorelines and discuss permitting requirements development or requested changes in these natural resource elements, and provide any conclusions appropriate for this type of review.

Hayden Island is a sandy island, located in the Columbia River between Vancouver, Washington and Portland, Oregon. The Columbia River is on the northern border with a smaller channel of the Columbia on the south side. This smaller channel is known as North Portland Harbor. The eastern half of Hayden Island is within the City of Portland and forms one of its 95 neighborhoods, known as Hayden Island. The half of the Island west of the BNSF railroad tracks is not within the City of Portland, but is within the Metro Urban Growth Boundary.

The east end of the island has extensive development including retail, hotels, industry and offices, manufactured housing, condominium complexes and single family houses (Figure 1, Zoning). Additionally, along the south side of the island there is extensive build out of houseboat moorages and marinas. Interstate 5 crosses the island and connects the island to Portland south and Vancouver north.

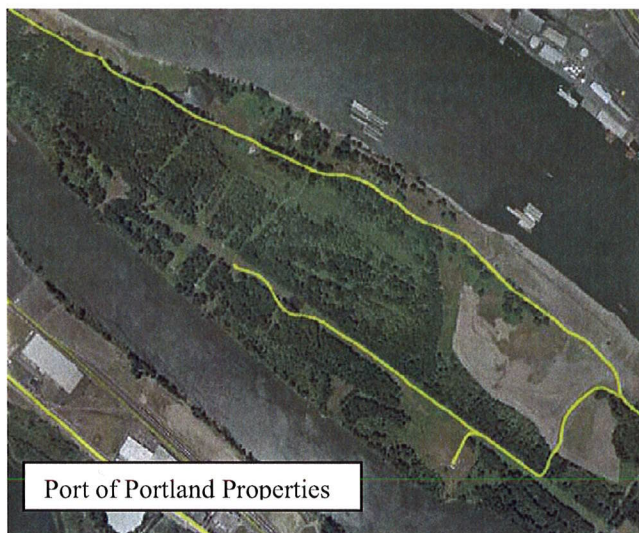
The island has a rich history including its ferries and streetcar service to its amusement parks. Most of the eastern end of the island has been or is under development or redevelopment.

Throughout its history Hayden Island has been filled with dredge spoils including the area between Hayden Bay and North Portland Harbor. This area was the original shipping channel and now connects what was Tomahawk Island with Hayden Island. The west side of the island is undeveloped and included in the urban growth boundary. The Port of Portland purchased the land with the intention of Port facilities expansion. This portion of Hayden Island is not considered in this assessment.

Existing Conditions

Vegetation, Wildlife Habitat and Species

The eastern end of Hayden Island has been extensively developed and is currently experiencing redevelopment along Tomahawk and Hayden Dr. Vegetation and habitat for wildlife species throughout the Island is minimal on the western portion of the island due to the extensive industrial, residential and commercial development. Vegetation in these areas are dominantly planted species such as grasses, ornamental trees, and shrubs. This vegetation supplies habitat for some wildlife species including birds and some small mammals but is limited by the ability to migrate to and from the island. The Port of Portland properties provide a greater abundance of habitat that provide functioning habitat for most species but again are limited due to the ability to migrate any distance.



Port of Portland Properties

Hayden Island is a unique island habitat in an urbanized area of the Columbia River corridor. It serves as a fringe habitat and is an important regional and local wildlife/bird corridor.

NWI wetland mapping has a record of one existing wetland in the northwest corner of the developed area next to the railroad bridge (Figure 2, Environmental Zones). This area and an extended area along and beneath the railroad bridge are considered an environmental zone by the City (Figure 2, Environmental Zones). Environmental zones protect resources and functional values that have been identified by the City as providing benefits to the public. The environmental regulations encourage flexibility and innovation in site planning and provide for development that is carefully designed to be sensitive to the site's protected resources. The shorelines buffers are part of the environmental conservation zone or "c" zone classification and are 25 feet in width. These areas provide some habitat function for birds and wildlife but is considered minimal based on past shoreline diking and shoreline modification to prevent flooding.

Small mammals and migratory birds use the existing habitat and landscaping for foraging and some small birds for nesting and fledging. The diversity of mammals is minimal in the environmental zones due to the isolation of the island and the amount of habitat. Species that have the potential to occur in such areas include raccoon, opossum, deer mouse, house mouse (non-native), gopher snake, common garter snake, red-tailed hawk, Steller's jay, and a large number of songbirds, particularly swallows and chickadees, may be found in developed areas. Many bats rely on residential and commercial structures for roosting and rearing sites. No bald eagle nests are recorded in the area (Isaacs & Anthony, 2005) however eagles and other raptors may use the area for



Environmental Zone

foraging.

The eastern portion of the island provides minimal vegetation and habitat for most wildlife species. Avian species (birds) and avian migratory species exist in the trees, shrubs, and shoreline environmental areas that provide a moderate degree of diversity and habitat function. Other areas of landscaping also provide some habitat function for avian species.

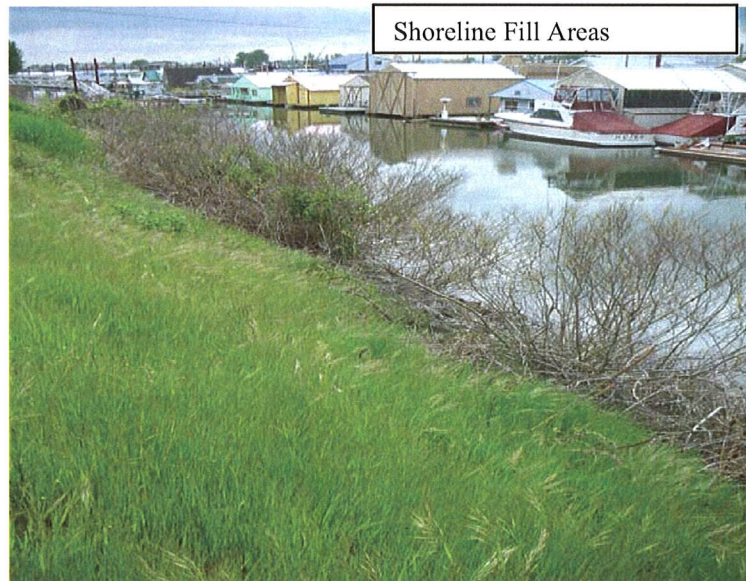
Aquatic Habitat and Species

Aquatic species use the Columbia as a migratory route. This includes Lower Columbia River Chinook salmon (*Oncorhynchus tshawytscha*), Columbia River chum salmon (*Oncorhynchus keta*), Lower Columbia River coho salmon (*Oncorhynchus kisutch*), Lower Columbia River steelhead trout (*Oncorhynchus mykiss*), and Bull trout (*Salvelinus confluentus*). This area is also identified as critical habitat for salmon, coho, and steelhead. The North Portland Harbor portion or the southern shores of the Island is lined with boat and house moorings close to the shorelines. The shoreline riparian habitat is mostly non-native vegetation or landscape vegetation which provides shoreline stability but minimal value for the shoreline waterway interaction and function. Although specific aquatic habitat (cove or irregular shallow water) is minimal water quality is of importance for migratory species moving through this area. It is also unknown what effect, if any, the houseboats moored along the southern portion of the island have on migrating species.

Fish species use the waterways around Hayden Island for migration. Minimal or no habitat exists for spawning, rearing, or juvenile use along or in close proximity to the shorelines. Development in these riparian areas would have to consider the environmental “c” zones for protection of those aquatic and terrestrial resources.

Shorelines

The shorelines on Hayden Island consist of a variety of fill materials that have armored and elevated the shoreline to prevent flooding. There is minimal riparian habitat within the 25 foot “c” zone buffer and these areas do not provide any channel conditions and dynamics (cove habitat or irregular shorelines that produce pools and estuaries) that are of higher quality. Most of the East Hayden Island shorelines have been or are in the process of being altered mostly for marine storage areas or moorings. The exception is the eastern tip of the Island that is in its natural state. It is this eastern end of the Island that provides the higher quality riparian and upland habitat. The Port of Portland lands to the west have more natural shorelines.



The environmental overlay for the environmental zones are a Conservation Overlay Zone or “c” zone where environmental resources and functional values can be protected while allowing environmentally sensitive development. (Figure 2, Environmental Zones).

For Development within Environmental Conservation Zone:

If the project complies with the permitting requirements, applicant can choose to go through discretionary environmental review process or to meet objective standards.

If the proposed project does not meet General Development Standards: (33.430.140)

“The proposed development must be set back at least 50 feet from...the top of bank of any identified water body within the Columbia Corridor, or any identified water body within a protection zone on lots zoned R10, R20, or RF”

Environmental Review (33.430.210) is required if project does not meet development standards. This would also be required if applicant wishes to fine-tune the zone boundary location.

Type II procedure (required for development within conservation zone):

Impact evaluation must demonstrate that all of the following are met:

- Proposed development minimizes loss of resources and functional values, consistent with allowing those uses generally permitted or allowed in the base zone without a land use review.
- Proposed development locations, designs, and construction methods are less detrimental to identified resources and functional values than other practicable and significantly different alternatives.
- There will be no significant detrimental impact on resources and functional values in areas designated to be left undisturbed.
- The mitigation plan demonstrates that all significant impacts will be compensated for.
- Mitigation will occur within same watershed as proposed use or development and within Portland city limits except when purpose of mitigation could be better provided elsewhere.
- Applicant owns mitigation site; possesses legal instrument that is approved by City sufficient to carry out and ensure success of mitigation program; can demonstrate legal authority to acquire property through eminent domain.

Permitting Requirements

Federal and State regulations typically do not require permits specific to local land use planning activities. Typically permitting requirements are triggered when specific development proposals are made. During the planning phase of this project no federal or state permits are required. However, coordination with Federal and State regulatory agencies may be appropriate during the planning process to ensure that Federal and State regulations are taken into account and anticipated for future development.

If future development is proposed within the area, permitting would likely be required, depending on the specific development proposal. The type of permitting that would be required would vary, depending on the nature of the specific proposal and the project proponent. For example, the Columbia River Crossing Project that is examining alternative improvements to I-5 would be required to obtain a broad set of permits from Federal, state and local agencies, and the requirements

would be different than the permits required for a proposal to redevelop a portion of the Jantzen Beach Mall.

A list of the types of potential permits that could be required for development in this area is included below by category (Federal, State, or Local).

Federal

- Consultation with National Marine Fisheries Service and US Fish and Wildlife Service is required if a federal nexus exists through federal funding or federal lead agency.
- Joint Permit Application and attendant documentation for the Corps, DSL, and DEQ in support of regulatory compliance requirements of §404 and §401 of the Clean Water Act, §10 of the Rivers and Harbors Act, and the State Removal-Fill Law. This would be required for any cut and fill permit application triggering ESA and Cultural consultation. Depending on the extent or intensity of the project the Corp through the 404 (b)(1) guidelines could federalize the project and trigger the NEPA process.
- If federal funding or oversight is a component of the project it may be necessary to initiate the National Environmental Policy Act (NEPA) to assess impacts to the natural and physical environment. The NEPA process would also “umbrella” consistency with all other federal laws mentioned above.
- NPDES Compliance at Federal and State levels for any additional water discharge including stormwater compliance for any addition impervious surface.
- Federal Air Quality and Noise Compliance (if applicable).
- Compliance with the Endangered Species Act.

State

- Submerged/Submersible Lands Lease Application if any land would be converted to marinas or lost to waterways from DSL.
- Access Agreement for Fill/Removal Action would be required if fill material is to be move to another site for disposal.
- State Goal Requirements for land use and conservation areas and waterways would have to be reviewed for consistency where adopted by the county and city.
- State Historic Preservation Office compliance (Section 106 of the Antiquities Act) would be required of all ground disturbing activities.
- NPDES requirements for changes in water discharge, use, and storage.
- State Air and Noise requirements (if applicable).

Attachments:

Figure 1 is Hayden Island Zoning

Figure 2 is Environmental Zones

Figure 1. Hayden Island Zoning Map

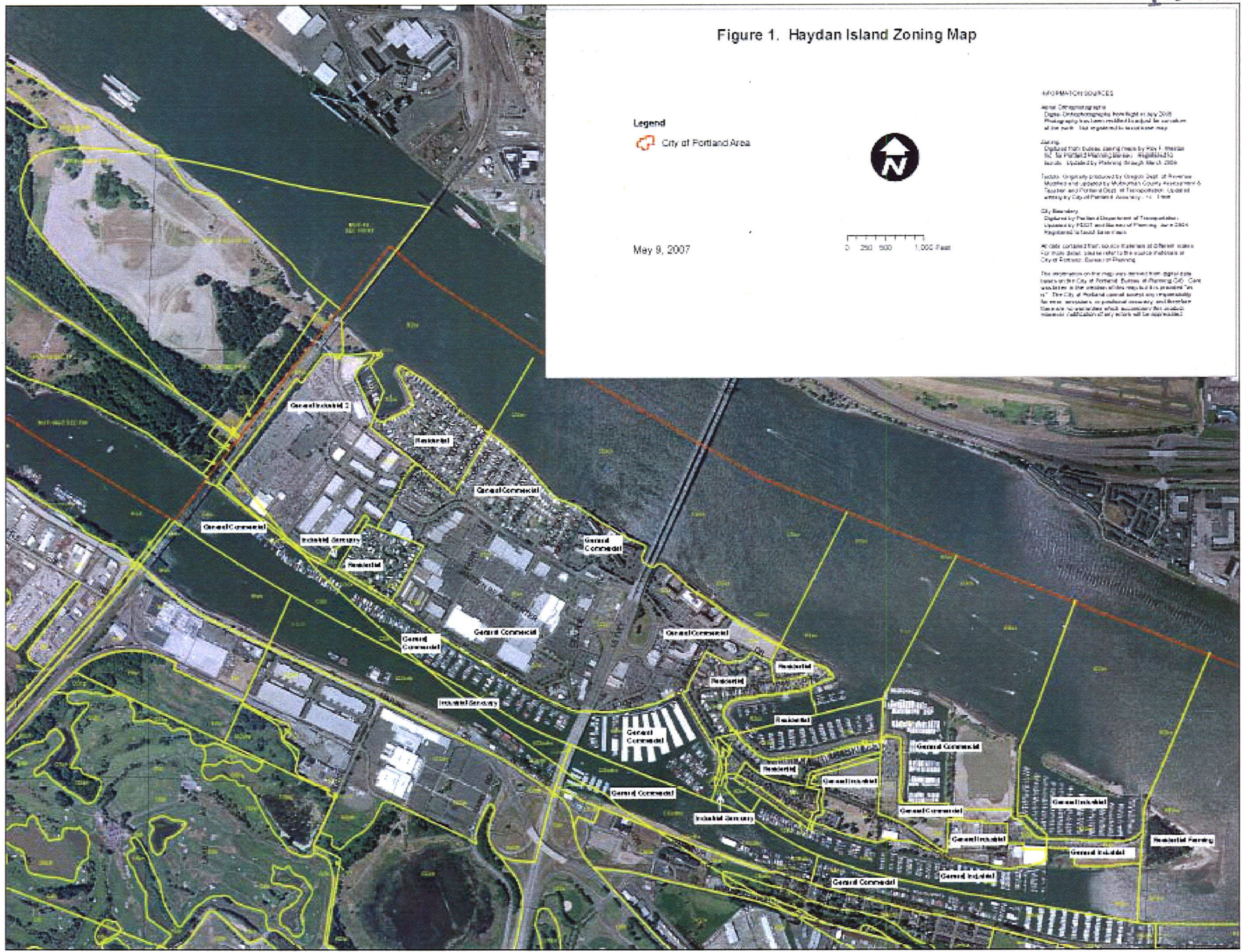
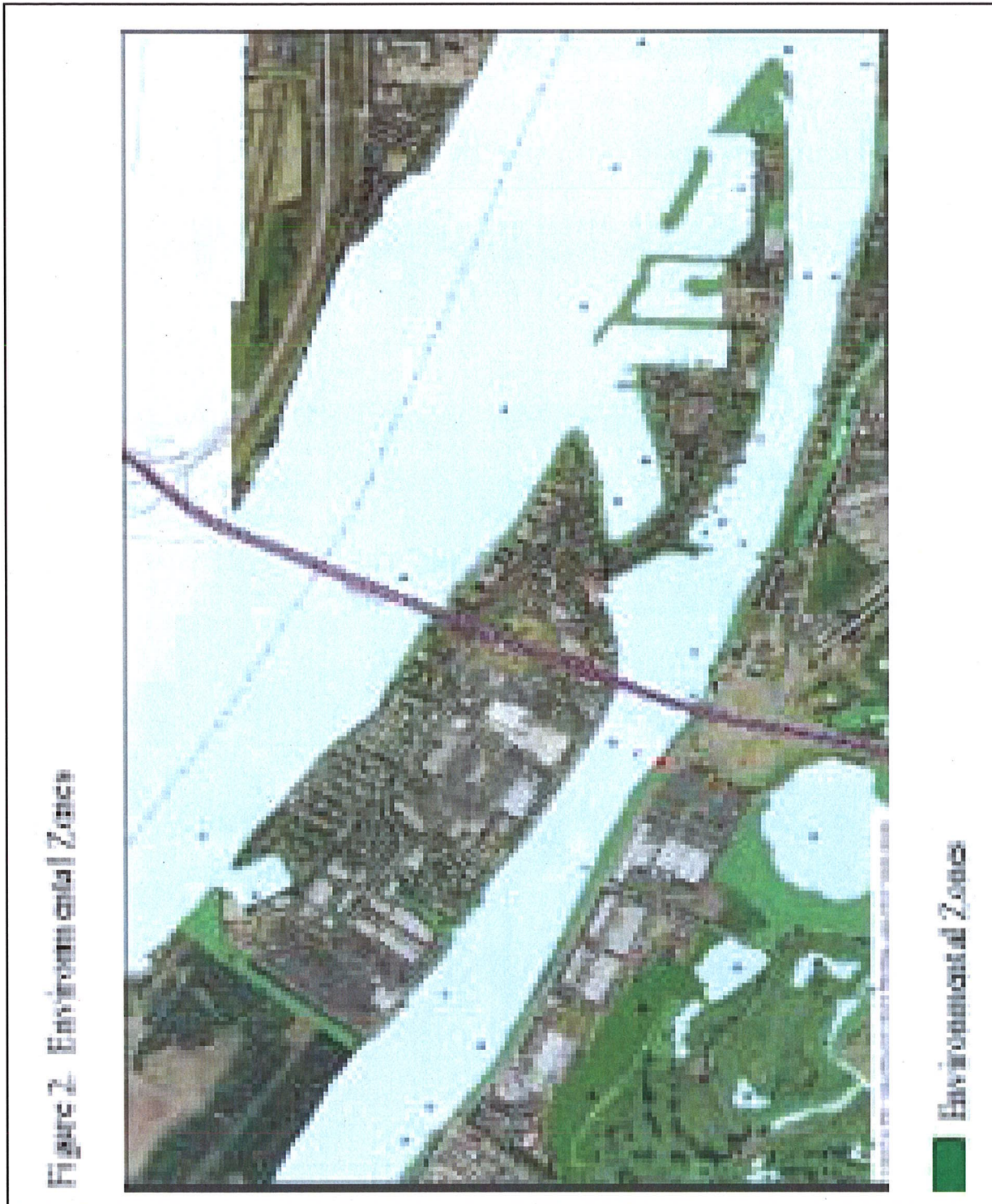


Figure 2, Environmental Zones are the green highlighted areas and are considered “c” zones or “conservation zones” for protection. The wetland area is on the left hand corner of the text box.



Memorandum 10

Date: August 30, 2007

To: Joe Zehnder, City of Portland Planning Bureau
John Gillam, City of Portland Department of Transportation
Patrick Sweeney, City of Portland Department of Transportation

From: Sharon Kelly, Senior Transportation Planner, URS Corporation

Subject: **Hayden Island Existing Conditions Report**
Airport Noise Issues

The purpose of this memorandum is to provide a brief overview of airport noise related issues and regulations to inform the City of Portland's land use planning effort for East Hayden Island. Portland International Airport (PDX) is located approximately 1.5 miles southeast of Hayden Island, and Hayden Island is within the flight path of the airplanes taking off from, and/or landing at the airport. Land uses and activities on Hayden Island periodically experience noise related to aircraft takeoffs and landings at PDX.

Existing airport noise contours for PDX are shown on the attached map. The map is located at the following web link: <http://www.boeing.com/commercial/noise/portlandcontour.pdf>. For an explanation of how to better understand aircraft noise, refer to the following web link: http://www.fican.org/pdf/aircraft_noise.pdf

The noise contours on the map indicate that the north side of East Hayden Island is within the 65 DNL noise contour. Because a portion of the island is within this noise contour, additional specific City of Portland development regulations would apply to new development and redevelopment in the area.

Airport Noise Regulations

Airport related noise is managed and/or regulated by the Federal Aviation Administration (FAA), the City of Portland, and the Port of Portland. In general federal regulations defined by the FAA regulate the noise environment around airports. The City of Portland also has noise regulations, but cannot supersede the federal regulations. The Port of Portland, as the owner of the airport manages compliance of airport related noise.

FAA noise related regulations can be found at the following web link:
http://www.faa.gov/regulations_policies/

The **City of Portland** regulates impacts of airport noise through its land use planning and regulatory processes. The city has adopted the "Portland International Airport Noise Impact Zone" as one mechanism for reducing the impact of noise on development within the noise impact area surrounding the Portland International Airport (for the full details of the City of Portland regulations, refer to [Chapter 33.470](#) of the Portland City Code). The city code limits residential densities and

requires noise insulation, noise disclosure statements, and noise easements in certain areas. The Ldn 65 noise contour (as defined in the *1990 Portland International Airport Noise Abatement Plan Update*) is the boundary for the PDX Noise Zone. All lands within the Ldn 65 noise contour are subject to the city's regulations. New residential uses are prohibited within the Ldn 68 noise corridor.

The **Port of Portland**, as the owner of the airport, is responsible for the airport's compliance with FAA noise regulations. The *Portland International Airport (PDX) Noise Compatibility Study*¹ (Part 150 Study - http://www.flypdx.com/Prj_PDX_Part_150_Home.aspx) is part of the Port of Portland's ongoing effort to reduce aircraft noise impacts while operating a vital international airport and regional asset in a growing metropolitan community. Details of the study can be found at the following web link: http://www.flypdx.com/Prj_PDX_Part_150_Doc.aspx

The goal of the study was to evaluate and recommend measures that will aid in reducing aircraft noise impacts to residential communities and other noise-sensitive areas. These measures must be safe, realistic and legal in order to gain FAA approval. The Port had tremendous participation in this effort by airport stakeholders, including the airlines and pilots, business and environmental groups, as well as surrounding community members when the Noise Compatibility Program was in developmental stages.

The Port of Portland Commission approved the Part 150 Study recommendations on August 10th, 2005. The study was then submitted to the FAA for review. In December, 2006, the FAA issued a notice—which was posted in local newspapers—giving the general public 60 days for comments. The comment period ended on February 15, 2007 and the FAA had 180 days to reach a decision on the PDX Noise Compatibility Program.

In June 2007, the FAA completed their review of the Part 150 Update. The Port has received the Record of Approval dated June 7, 2007. The Noise Management Department is beginning development of an implementation plan for approved recommendations. For more information about the PDX Part 150 Study, aircraft noise impacts or flight operations, contact the Noise Management Department at 503.460.4100 or 800.938.6647.

Following are some frequently asked questions and answers from the Port of Portland regarding PDX noise issues²:

What is a Noise Abatement Procedure?

A noise abatement procedure is a recommended flight path aircraft follow to minimize noise over a populated area. An example of this type of procedure is the recommendation that commercial jets follow the Columbia River on departures and arrivals. Because this is a recommended procedure, pilots may decline to follow it due to safety concerns or operating limitations. For some noise abatement procedures, a pilot must be able to see specific visual cues. If the visual cues are not visible, the pilot will not be able to safely follow the noise abatement procedure. Other procedures rely on navigational equipment capabilities.

Why do planes fly over my house?

Depending on where you live, you may have small aircraft or large jets flying overhead. Airplanes land and take-off into the wind and must be safely aligned with the runway. Arriving jets typically

¹ http://www.flypdx.com/Prj_PDX_Part_150_Home.aspx

² http://www.flypdx.com/Noise_Mgmt_FAQ.aspx

lineup with the runway several miles away. Their angle of approach is about three degrees. This translates to about 300 ft. of altitude for every mile from the arrival end of the runway. In other words, if an aircraft is three miles from the arrival end of the runway, its altitude will be approximately 900 ft. Because they are slower and more maneuverable, smaller aircraft will typically fly a designated pattern that allows them to approach mid-field from the north or south.

Why do some planes fly lower than others?

Aircraft arriving at PDX will generally have an approach altitude assigned by Air Traffic Control several miles before landing. These assigned altitudes vary depending on other air traffic and weather conditions. As aircraft get closer to the airport, pilots will either visually adjust their approach altitude or use a radio beacon. A large aircraft will appear closer to the ground than a smaller one at the same altitude. Wind and weather, in addition to the aircraft type and weight, will also affect the speed and altitude of ascending or descending aircraft.

What happens when I submit a noise complaint?

The noise office will log your complaint in the complaint database. First-time callers will receive an information packet in the mail. Your complaint will be researched and any necessary action will be taken. If it is determined that the aircraft in question was not following an established FAA procedure, the FAA and/or the airline will be notified. This information is also shared with the Citizen Noise Advisory Committee (CNAC).

Can the noise office change flight paths?

No. The FAA controls and regulates the airspace. Any change in departure or arrival flight paths must be approved and implemented by the FAA.

What can I do to make a change in flight paths?

The FAA will only consider recommendations from the CNAC. These recommendations are then thoroughly researched and evaluated. The FAA is committed to reducing noise, but will not consider moving the noise from one neighborhood to another.

Why don't all aircraft fly over the river during departures and arrivals?

The airport uses two parallel runways. Typically, departing commercial jet aircraft will turn to intercept a navigational signal that will take them out over the river. However, from time to time this signal is not available for navigation, and as a result, commercial jets will fly straight out from the runway. Smaller, slower aircraft are usually turned north or south by air traffic control to keep them out of the way of faster jet aircraft.

Can the Port of Portland restrict noisier aircraft from flying over a particular neighborhood?

The Port cannot restrict access to "noisier" aircraft or dictate departure or arrival routes. The airport may advocate for a certain noise abatement procedure to reduce noise, but it must be approved and implemented by the FAA.

What is the 'Mill Visual Approach'?

This is a noise abatement approach that most jet aircraft arriving from the east and landing to the west will follow. Its intent is to keep aircraft over the Columbia River as long as possible before aligning with the runway for their final approach. The entry to the approach is between the Camas pulp mill on the north shore of the Columbia River and the Reynolds Aluminum plant just north of Troutdale Airport on the south shore of the Columbia River. Not all aircraft will follow this route. During

periods of peak traffic both parallel runways will be used. Aircraft landing on the north runway will follow the river while aircraft landing on the south runway will be assigned a straight-in approach. The pilot must be able to see visual landmarks on the ground in order to execute this approach. For safety reasons or other operational requirements, the pilot may request a straight-in approach.

Will aircraft become quieter?

Newer aircraft currently being manufactured are much quieter than older aircraft. For example, the new Boeing 777 is one-tenth quieter than the older Boeing 727-200, yet it can carry twice the number of passengers. Horizon Air has replaced most of its older, noisier, F28 jet aircraft with new, quieter, regional jets. Because aircraft typically have life expectancies of about 20 years, it could take years before airlines can update their fleet with the newer, quieter aircraft.

Why do aircraft sound louder at night than they do during the day?

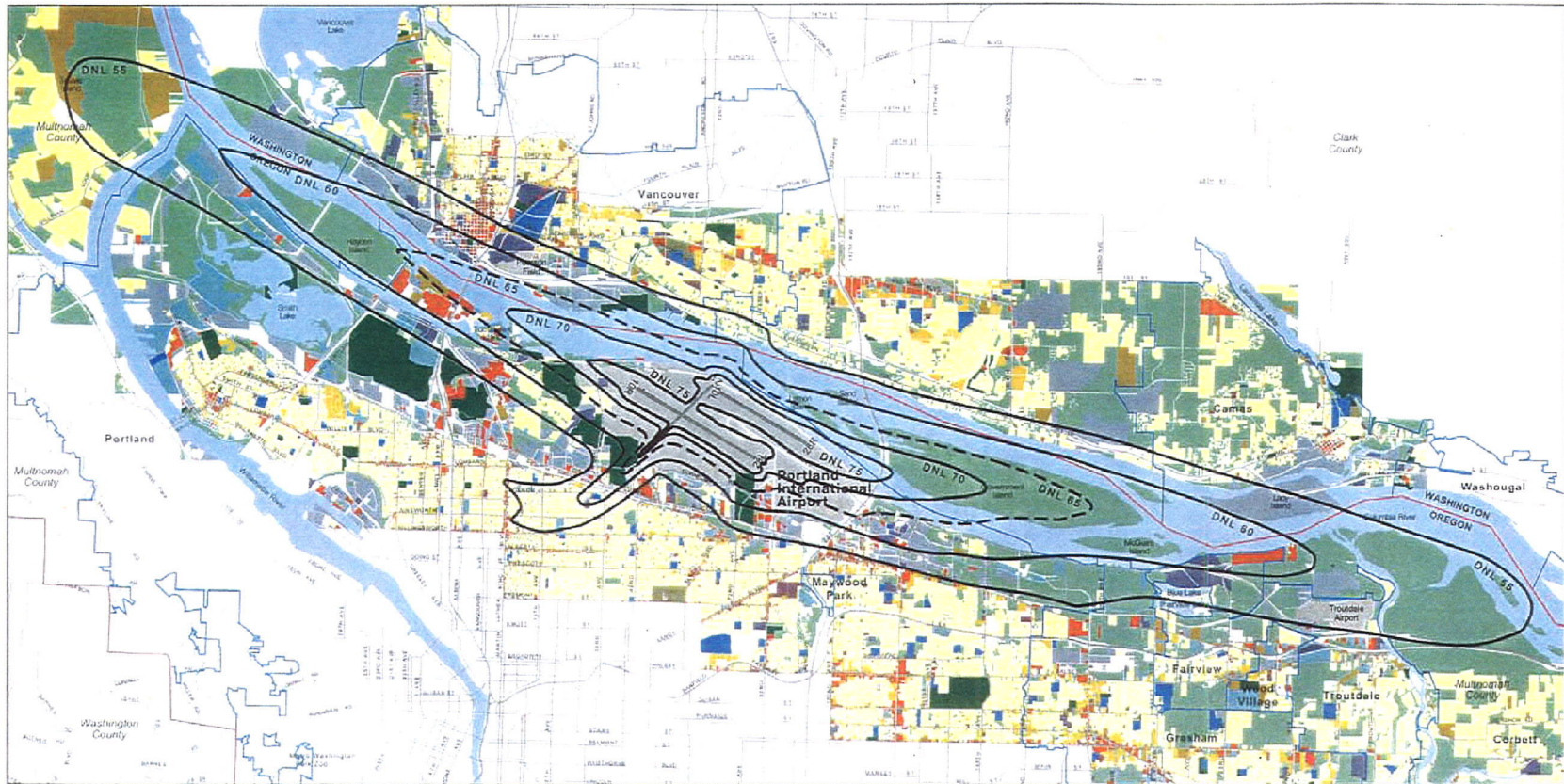
Nighttime noise events seem louder because the ambient noise is lower. More noise events may be noticed at night compared to daytime hours when there exists a higher ambient noise level.

Who controls the aircraft?

The FAA is solely responsible for the movement of aircraft on the ground and in the air. Air traffic controllers work for the FAA. The FAA is also responsible for the lateral and vertical separation between aircraft as well as determining hazards such as tall buildings or mountains.

What is ANOMS and for what is it used?

ANOMS stands for Airport Noise and Operations Monitoring System. This system collects noise data from 10 community monitoring sites in addition to flight track data from the FAA. It is the main tool used by the noise office to research complaints and to monitor noise abatement procedures.



LEGEND

State boundary	Single family residential/condominiums	Airports	Educational facilities
City boundary	Multifamily residential	Public/semipublic	Medical facilities
County boundary	Mobile homes/houseboats	Parks/recreation	Cemeteries
Noise exposure contour	Commercial	Agricultural/open space/vacant	Miscellaneous compatible
DNL 65 noise exposure contour	Industrial/manufacturing	Religious facilities	

DNL Day/night average sound level, in decibels. Refer to text for definition.

Note: The specific land use for some parcels was not provided. According to Metro staff, none of these parcels is known to be developed in noise-sensitive uses.
Sources: Base map: Gambrell Urban, Inc. on the basis of data provided by Metro.
Noise exposure contours: Brown-Burton Associates

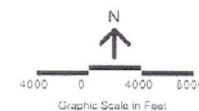


Exhibit A
NOISE EXPOSURE MAP: 1994
Noise Abatement Plan
Portland International Airport
August 1996



LEIGH FISHER ASSOCIATES

Hayden Island Final Plan
APPENDICES

Section A-3

— **CASA Report** (7/11/08)



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EAST HAYDEN ISLAND AFFORDABLE HOUSING STUDY

July 9, 2008

A. INTRODUCTION

Adequate and appropriate housing is not only a need, but a basic human right codified in the Universal Declaration of Human Rights¹. Yet, in order for that housing to be accessible, it must be available at a financial cost that does not threaten other basic needs. Recognizing this importance, both the State of Oregon and the City of Portland have set forth the following goals that embody this principle:

Portland's Comprehensive Plan Goal 4: Enhance 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 accommodate the needs, preferences and financial capabilities of current and future households.

Oregon Goal 10: Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.

This study is intended to provide information to the City of Portland for the development of a strategy to preserve affordable housing on East Hayden Island.

B. BACKGROUND

Manufactured housing represents the largest stock of affordable unsubsidized single-family housing available for low-income Oregonians. Oregon's 149,000 manufactured homes, three quarters of which are owner-occupied, represent 10.3% of the state's housing stock. Forty-three percent (65,469) of these are located in Oregon's 1,293 manufactured housing parks (MHPs), and are placed on sites rented from a park owner.

¹ Universal Declaration of Human Rights - Chapter 25 (1). General Assembly resolution 217A (III), U.N. Doc A/810 of 10 December 1948. <http://www.un.org/Overview/rights.html>

Two-thirds of Oregon park residents are low-income with household earnings less than 70% of the national median. In 2005, more than one in 10 households earned less than \$10,000, and 62.9% had an annual household income of less than \$30,000.

Forty-six percent of park residents in Oregon are 60 years or older and 22% are families with children.

As a result of rapidly appreciating land values, population growth and aging park infrastructure, many Oregon manufactured housing parks are being closed and redeveloped. Since 1995, 2,736 families have been displaced by the closure of 72 MHPs, or approximately five percent of the parks in the state. Forty-eight of these closures occurred between 2004 and 2007.

The conversion of manufactured housing parks into resident-owned communities provides manufactured home owners with opportunities for asset appreciation and wealth-building which are generally associated with traditional homeownership. Currently in Oregon however, there are few opportunities for low and fixed-income MHP residents to access the assistance and financing necessary for conversion.

With funding from the Corporation for Enterprise Development and Oregon Housing and Community Services, CASA of Oregon and its partners are implementing programs and exploring longer-term solutions that address these needs.

C. STATISTICS

In Multnomah County, 108 manufactured home parks exist, representing 5,723 spaces. With a low vacancy rate of 5.9%, as well as continuing park closures, the availability of spaces for individuals who wish to live in manufactured housing parks is dwindling.

1. Manufactured Housing Parks in Multnomah County (as of the current date)²

REGION	NUMBER OF PARKS	NUMBER OF SPACES	VACANCIES	VACANCY %	CLOSURES SINCE 1998
Multnomah County (including Portland, Gresham, Troutdale and Fairview)	108 12 are senior parks 81 are family parks 15 are unknown	5,723	338	5.9%	4 (40 spaces)
Portland	80	3,867	300	7.8%	3 (36 spaces)

² http://www.oregon.gov/OHCS/MDP_Manufactured_Dwelling_Park_Directory_Oregon.shtml

2. East Hayden Island

East Hayden Island is a unique Portland neighborhood, offering residents the convenience of easy access to a bustling downtown, while retaining the atmosphere of a small and idyllic waterfront community. Considered a desirable place to live, East Hayden Island's single-family home prices average \$346,280 - 2% more than the average single-family home price of \$338,805 in Portland as a whole³.

Even with the nation in the throes of an economic slowdown, Portland average home prices remain unaffordable for individuals and families on low- or fixed-incomes, particularly those on East Hayden Island.

Average Sales Price - East Hayden Island

Time Frame	Average Sales Price
Apr-Jun '08	\$346,280
Jan-Mar '08	\$233,225

Compared to Average Sales Price - All Portland

Time Frame	Average Sales Price
Apr-Jun '08	\$338,805
Jan-Mar '08	\$337,953

Residents in the Hayden Island Mobile Home Park account for approximately 38% of the total population of East Hayden Island. With East Hayden Island home prices up nearly 33% from last quarter, the Hayden Island Mobile Home Park, with a current vacancy rate of 2.3%, an average monthly space rent of \$562 and an average home value of \$13,900, is the only source of affordable home ownership for lower-income individuals currently available on the island.

Hayden Island 2000 Census Population and Household Information⁴

Total Population		2,130
	Age 55 and older	34.1%
# of households		1,224
	Nonfamily households	56.9%
	Average household size	1.74
	Owner-occupied	82.7%
	Owner-occupied housing with 2 or less people	86.4%
	Renter-occupied housing with 2 or less people	89.2%
Household income		
	Owner-occupied units with less than \$35,000	44.3%

³ www.trulia.com

⁴ <http://www.census.gov/main/www/cen2000.html> Census tract 72.01

	Renter-occupied units with less than \$35,000	52.8%
Vacant housing units (not including seasonal/recreational)		
	189 Units	13%

Hayden Island Mobile Home Park⁵

Population	Approx. 800 (38%)
Spaces	440
Zoning	R2 and R3 with (c) Environmental Conservation and (x) Portland International Airport Noise Impact overlays
Vacancy	10 spaces (2.3%)
Avg. Manufactured Home Value	\$13,900 ⁶
Range of Home Ages	1960-2005
% of Manufactured Homes from 1980 or older	83% ⁷
Avg per Month Space Rent	\$562 ⁸
Avg Household Size	2 ⁹

In June 2008, CASA conducted a survey sampling in the Hayden Island Mobile Home Park, gathering information from 26 residents¹⁰. Significant findings include:

- The average annual household income of the 19 residents who responded is \$31,200. This amount is only 13 % above the **very low income** limit of \$27,150 and 28% below the **low income** limit of \$43,450 for a 2-person household in the Portland-Vancouver-Beaverton area.

Multnomah County Median Income

County	%MFI	1 Pers	2 Pers	3 Pers	4 Pers
Multnomah	50%	23,750	27,150	30,550	33,950
	80%	38,000	43,450	48,900	54,300

- According to respondents, 54% of household residents were age 55 or older and 65% said they were on a fixed income.

⁵ www.portlandmaps.com

⁶ Out of 313 units assessed from www.portlandmaps.com.

⁷ Out of 313 units assessed from www.portlandmaps.com.

⁸ Based on the 26 residents surveyed. See Appendix A

⁹ Based on the 26 residents surveyed. See Appendix A

¹⁰ It should be noted that not all residents surveyed felt comfortable answering all of the questions, even though they were assured that responses would be kept confidential.

- Of the 22 residents who own manufactured homes¹¹ and who responded to the question, the average per month space rent is \$562, with 83% of respondents owning their homes outright.
- While the average manufactured home value on Hayden Island was calculated at \$13,900 from data collected on www.portlandmaps.com, respondents estimated their homes to hold an average value of \$30,550.¹²

Note: A more comprehensive survey collecting data on the condition of the park's infrastructure was not conducted at this time due to restrictions on entering private property, as well as to avoid raising residents' concerns about the future of the park.

D. CURRENT PORTLAND POLICY & GOALS

Existing goals and zoning/planning requirements for manufactured housing parks in Portland are outlined in the Portland's Comprehensive Plan Goal 4, Title 7 of Metro's Urban Growth Management Functional Plan and the City Code's Title 30: Affordably Housing Preservation and Title 33.251: Manufactured Housing and Mobile Home Parks Planning and Zoning.

Portland's Housing Policy is organized around four primary goals¹³:

- **Supply.** Build a sufficient number of housing units and designate sufficient buildable land for residential development to keep pace with the region's growing population.
- **Affordability.** Provide affordable housing to Portland residents.
- **Opportunity.** Encourage the development of mixed-income neighborhoods that are diverse and offer a range of housing choices to the population.
- **Safety & Quality.** Ensure that all housing is safe, durable, and contributes to vitality of the city's neighborhoods.

In particular, manufactured housing preservation meets the following sub-goals under Portland's Comprehensive Plan:

- a. 4.1 Housing Availability - Efficient use of existing housing.
- b. 4.7 Balanced Communities - livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.
- c. 4.10 Housing Diversity - Accommodate a variety of housing types that are attractive and affordable to potential homebuyers at all income levels.
- d. 4.11 Housing Affordability - Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.
- e. 4.14 Neighborhood Stability - Preserve existing mobile home parks.

No other Portland city ordinances specific to manufactured housing parks were identified. However, Oregon laws on manufactured housing enacted in 2005 and 2007 apply to Portland's manufactured housing parks (see **D. Recommendations** below for more details) and provide

¹¹ Three residents own RVs. See Appendix A

¹² Twenty respondents for a total of \$611,000, not including responses from RV owners. See Appendix A

¹³ City of Portland Consolidated Housing Briefing Book, December 2005

stakeholders with the most comprehensive protections and benefits that are currently available to Oregon, and thereby Portland, residents.

Yet there remains a need for more policies and resources to ensure viability of efforts to date. In addition to a budget request by Oregon Housing and Community Services to the Governor for manufactured housing park preservation funds, the following priorities will be highlighted in the upcoming 2009 Oregon legislative session:

- Classification of manufactured housing as real estate in order to provide manufactured home owners with equal access to financial tools and resources available to traditional homeowners,
- Policies that establish the right of entry for advisors and counselors to enter the parks to form cooperatives,
- Policies that establish the right of park cooperative members, directors and officers to canvass residents to join the cooperative and collect joining and membership fees,
- Exemption for manufactured housing parks from state securities regulations.

Successful adoption of these policies will further benefit the manufactured housing community in Portland.

E. RECOMMENDATIONS/OPTIONS

1. Encourage the preservation of manufactured housing parks through the application of existing Oregon laws. (Please see Appendix B for more details)

In response to increased manufactured housing park closures in Oregon, and in recognition of the valuable role that manufactured housing communities play in the provision of affordable housing, the 2005 and 2007 Oregon Legislatures passed several new laws to assist homeowners threatened by displacement from park closures, as well as protect existing manufactured housing. In addition, a number of cities enacted ordinances to help address closures. It is important to note, however, that Oregon laws on park closures passed in 2007 preempt any locally-imposed ordinances regarding park closures. New local ordinances may not impose stricter penalties than current Oregon laws.

Coalition Bill on Park Closure: HB 2735C

The Manufactured Housing Owner-Tenant Coalition, a group that contains park owners as well as residents, sponsored HB 2735, which sought to address the interests of all sides involved in park closures. Its final version, 2735C, provides an array of protections, but also reduces some existing protections, as follows:

- Park owners must give tenants 365 days notice of closure (This notice requirement is reduced to 180 days if the owner closes the park as the result of converting the park to a planned subdivision. Notice requirements don't apply to closures due to eminent domain or government orders (HB 2735, effective January 1, 2013, Amending ORS 90.630(5)).

- Park owners must pay displaced residents \$5,000, \$7,000 or \$9,000, depending on the size of their manufactured homes (no payment to the homeowner is required if that person (A) buys the space on which the home is located and does not move the home; or (B) sells the home to another person who buys the space or lot).
- Park owners may not charge residents for disposal of abandoned manufactured homes. The current \$10,000 refundable state tax credit is reduced to \$5,000, but the bill expands eligibility for the credit and the credit is now available through 2013 (ORS 90.635, amended 2007 by HB 2735). When a park is closed for any reason the park owner must give residents notice of the tax credit available for moving expenses and shall state that the closure may allow the taxpayer to appeal the property tax assessment on the manufactured dwelling. Both the tax credit for displaced park residents and the capital gains tax exemption for park owners are scheduled to sunset in 2014 if not extended by the legislature.
- The income a resident receives because his or her park is closing will be exempt from state income tax.
- The current state capital gains tax exemption will continue to be available to owners who sell their parks to community development corporations, public housing authorities or the new manufactured dwelling park nonprofit cooperatives, provided the buyer maintains the park as affordable housing.
- Residents' Right to Notice and Opportunity to Purchase - Park residents who have formed a tenants' association or "facility purchase association" can give written notice to the park owner requesting notification if and when the park is listed for sale (ORS 90.760). If the association has asked for notice, and subsequently the park is either listed for sale or the park owner gets an offer to buy the park, then:
 - A. The park owner must notify the association within 10 days of listing the park for sale or within 10 days of receiving an offer to purchase the park (ORS 90.810);
 - B. The Association then has 14 days to notify owner that it (or a nonprofit organization supported by the tenants' association) is interested in purchasing the park;
 - C. The owner must negotiate in good faith with the association or organization; AND
 - D. The owner must provide the association or nonprofit an opportunity to purchase the park on the same terms as any bona fide third party potential purchaser (ORS 90.820).
- These new laws preempt any locally-imposed ordinances regarding park closure. However, Bend, Eugene, Oregon City, Wilsonville, Clackamas County and any other jurisdictions that enacted ordinances prior to July 1, 2007 may continue to use them and were able to amend them by December 26, 2007 (please see Appendix C for specific examples of other city ordinances.)

Oregon Residential Landlord-Tenant Act: ORS 90.505 to 90.875

- Applicability:

- Applies to manufactured dwelling park or mobile home park with four or more rented spaces (technically termed a “facility”).
 - Doesn’t apply if the resident will retain any interest in real property at the expiration of the tenancy.
- Written rental agreements are required; these can be month-to-month or for a fixed term of at least two years (a fixed term agreement automatically converts to month-to-month upon expiration unless properly renewed).
 - “Endless Lease” requirement: During the term of the agreement, termination only for cause or park closure and conversion to other use.
 - Rent Increases: For month-to-month tenants, landlord must give 90 days notice of rent increase with proper form of written notice.
 - Eviction: The landlord must give month-to-month tenants 30 days written notice and opportunity to cure; for 2nd violation within six months, the landlord need only give 20 days written notice and no opportunity to cure; eviction based on condition of manufactured home can’t be based on age, style, size of manufactured home but can otherwise be for failure to maintain.
 - Registration: All park owners must register their park with Oregon Housing and Community Services (see also ORS 446.380-.392, requiring OHCS to act as clearinghouse for manufactured dwelling park names, etc. and available spaces).
2. **Ensure the preservation of existing manufactured housing parks by facilitating their conversions into resident-owned communities.** (Please see Appendix D for more details on resident-owned communities)

One of the most effective ways of preserving manufactured housing, as well as to promote secure tenure and encourage wealth-building and asset appreciation via manufactured home ownership is to facilitate a resident purchase of a park. A resident-owned community (ROC) is an entity created by manufactured housing park residents to purchase and control the park and manage infrastructure, operations and common areas. Membership in ROCs is typically limited to park residents, who have control over the ROCs’ decision-making. The residents should own their own units and rent space from the ROC, which provides collateral (the park land) for financing the purchase and provides operating funds for the ROC.

Under this option,

- Residents own their own homes,
- A separate entity (usually a co-op or “mutual benefit” nonprofit corporation) owns the land,
- The residents lease their space from the co-op under a lease for 20 years or more, and
- The residents control the separate entity.

In Oregon, a resident-owned community may be structured as one of three entities:

- A cooperative. In this entity, formed under ORS Chapter 62, the residents are members of the cooperative and own *market-rate* membership shares. The residents hold long-term leases for individual spaces.
- A “manufactured dwelling park non-profit cooperative” (aka: manufactured housing park cooperative). The Oregon Legislature passed the Manufactured Dwelling Park Nonprofit Cooperative Corporation Act (HB 2096) in 2007, which amends ORS Chapter 62 to allow preservation of parks by cooperatives in which the residents comprise the members of the cooperative, own *limited equity* memberships or shares and hold long-term leases for individual spaces.
- A membership mutual benefit non-profit corporation. This entity, often an incorporated homeowners’ association (HOA), is formed under ORS Chapter 65. Residents, who are members of the corporation, pay an initial, *market-rate* membership fee and hold long-term leases for individual spaces.

Typically, membership in an ROC entitles a person to lease a particular space on a long term and near-perpetual basis (at least 20 years, ideally longer). As long as the individual is an ROC member in good standing, he or she has the right to lease a particular space. Because membership in a resident-owned community entitles members to a long-term lease, these leases are sometimes referred to as “proprietary” leases.

In the cooperative ROC models, when a member leaves the manufactured home park, the withdrawing member transfers his or her membership share and right to lease to either the co-op or to another person approved by the co-op for membership. Once approved by the co-op for membership, new members in good standing enjoy the right to locate homes on a site within the park on a long-term basis. Typically, a co-op or HOA does not restrict the sale of homes, although membership may be restricted by park rules governing membership criteria.

3. Provide incentives to developers for building additional affordable housing. Modeled on the City of Bend’s efforts to address some of the obstacles to the development of affordable housing, the following types of incentives could be offered for the development (or re-development) of manufactured housing parks¹⁴:

➤ **Planning and Building Fee Exemptions**

All or a portion of Planning Division and Building Division fees will be exempted for qualifying projects. Exempted fees will be paid by the City of Portland. The percentage of fees waived for any project will be proportional to the percentage of units in a development that are affordable.

➤ **Expedited Review and Permitting Processing**

For any qualifying project, review and permitting processing will be expedited.

➤ **System Development Charge (SDC) Deferrals**

For qualifying projects, SDCs will be deferred for up to one year. SDCs will be due upon transfer of ownership, or at the end of one year from the date the deferral is granted. Interest will not be charged for the period of deferral.

¹⁴http://www.ci.bend.or.us/depts/urban_renewal_economic_development/developer_s_incentives_for_affordable_housing.html

➤ **Off-site Improvement Assistance**

Developers of qualifying projects will be eligible to apply for a grant from the City to assist with the cost of non-reimbursable off-site improvements. The grants will cover the cost of the off-site improvements required by the City, up to a maximum of \$10,000.

➤ **Density Bonuses¹⁵**

For each unit in a new development that is affordable, the development will be allowed to exceed the density limit for the zone by one additional unit. Density limits may be exceeded by a maximum of 35%.

➤ **Minimum Lot Size Exemptions**

Qualifying projects will be exempt from minimum lot size standards (lots will continue to be subject to minimum frontage and other requirements).

4. **Ensure that manufactured housing parks are zoned R2 or R3.** Although not a complete guarantee, parks that are zoned R2 or R3 are more protected against park closures than parks located in commercial zones.
5. **Amend Title 33 to create a Plan District and site-specific regulations.** The creation of plan district regulations can be used to place restrictions on the removal of affordable housing from the area, and in particular, can be designed to prevent the loss of existing manufactured housing parks.
6. **Create a manufactured housing overlay zone to preserve existing manufactured housing parks.** Overlay zones can be used to allow affordable housing as a use by right in areas selected by the community, regardless of the current zoning.

➤ **References for Affordable Housing Overlay Zones:**

- a. **Manufactured Home Overlay Zone (District) as a means to preserve affordable housing:** See section 4-43
<http://www.co.cabarrus.nc.us/Commerce/Ordinance/county zoning ordinance/commerce county zo CH4.pdf>
- b. **San Diego Municipal Code: Coastal Overlay Zone Affordable Housing Replacement Regulations**
<http://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art03Division08.pdf>
- c. **The Non-Profit Housing Association of Northern California: Affordable Housing Overlay Zone description**
<http://www.nonprofithousing.org/actioncenter/toolbox/policy/overlayzoning.pdf>

7. **Establish local regulations that generate additional funds for affordable housing.** Establish a mechanism for generating affordable housing funds, similar to the City of Bend's affordable housing fee, which is generated through a fee assessed at 1/3 of 1% of the total

¹⁵ See 7.279 under

http://www.ci.bend.or.us/online_forms_and_documents/docs/Chapter_07_Business_04_20_08.pdf

valuation on all Building Permits submitted to the City of Bend. While this fund would be designated for affordable housing, it is important that manufactured housing be included as a qualified use (see #8 below).

8. **Include manufactured housing as a qualified use for any city resources set aside for affordable housing.** Oftentimes funds set aside for affordable housing do not include manufactured housing as a qualified use. Changing this restriction would allow the resources to be used both for non-profit cooperative purchases of parks, as well as for replacements of, or improvements to, manufactured homes. Such a resource would augment the limited state funds available for non-profit cooperative park purchases.
9. **Establish a City of Portland-funded Individual Development Account (IDA) program to provide match funds for IDA members who own manufactured homes.** The conversion of manufactured housing parks into resident-owned communities often results in vast improvements to the park's infrastructure and appearance, as well as upgrades to individual homes, which are often old and in disrepair. However, manufactured home owners oftentimes do not have access to the affordable financial resources that would allow them to make the necessary improvements. The establishment of IDA match funds would create opportunities for asset appreciation, while simultaneously teaching participants the fundamental principles of individual fiscal responsibility.

F. KEY CONSIDERATIONS

Before implementing specific preservation strategies, it's important to consider both the advantages and challenges. Some key considerations are outlined below:

1. Preservation of Existing Parks

Advantages:

- A. Preservation is less expensive than construction of new manufactured home parks (high land values, scarcity of land, costs of relocation, etc.)
- B. Park closures increase displacements and can potentially leave some people homeless.
- C. Preservation meets Oregon's Goal 10: Planning for a variety of densities and types of residences in each community and addresses the Metropolitan Housing Rule stipulation which requires that opportunities be provided for an adequate number of needed housing units and the efficient use of land within the Metropolitan Portland urban growth boundary. The needed housing types include government-assisted and manufactured housing.
- D. Preservation meets Portland's Goal 4.
- F. Manufactured Housing Park living is a choice and a lifestyle.
- G. Manufactured Housing Parks represent a large portion of the unsubsidized housing stock affordable to low-income Oregonians.
 - a. 2/3 of residents in MHPs earn less than 70% of the National Median Income.
 - b. Almost half of the residents are seniors.
- H. Vacancies in other parks are difficult to find.
- I. Oftentimes, older homes or ones in disrepair are not road-worthy and can't be moved. Similarly, they may not meet the standards required for relocation into a different park.

- a. Some manufactured home owners still hold a mortgage on their homes. If they're forced to leave those homes behind, they've lost their asset. Preservation allows them to retain their home and their asset.

Challenges:

- A. Constraints placed on park owners may prompt an increase in space rents, making them unaffordable for low- or fixed-income residents.
- B. Constraints placed on park owners through city ordinances may prompt a law suit.
- C. City ordinances regarding manufactured housing cannot impose stricter rules than those currently set forth under Oregon law.
- D. Property taxes paid on parks and manufactured homes are generally low. If the land is redeveloped and increases in value, taxes the city collects would increase, resulting in a greater revenue stream. Park preservation may require the city to forgo higher revenue opportunities.
- E. Manufactured home owners do not own the land upon which their homes sit, making asset appreciation difficult and leaving them with little control over their futures.
- F. Parks may need significant infrastructure and cosmetic improvements.
- G. Parks often have a bad reputation and there can be stigmas attached to them, and to those living in them.

2. Conversion into Resident-Owned Communities

Advantages:

- A. Manufactured home owners have an opportunity for asset appreciation (the value of manufactured homes in resident-owned communities often appreciates).
- B. Cooperative members have increased security because they control rents, park operations, park rules, decisions that are made, etc.
- C. Once the park is sold to residents in a non-profit cooperative, rents must remain affordable, thereby ensuring a continuation of affordable housing.
- D. Residents feel a sense of pride and ownership, as well as share equally in the benefits.

Challenges:

- A. Land values are still significantly high in Oregon and manufactured housing parks are often priced high, making it difficult for residents to afford a collective purchase.
- B. In Oregon, there exists a lack of affordable financing at the state and local levels for manufactured housing park conversions and individual home improvements and replacements.
- C. Park owners may not be interested in selling their parks.
- D. Park residents may not be interested in purchasing their parks.

G. CONCLUSION

Both the State of Oregon and the City of Portland have highlighted affordable housing as a top priority. With single-family home prices on East Hayden Island higher than the Portland average, as well as limited room for expansion or new developments, the Hayden Island Mobile Home Park is the only current affordable housing option for residents, making preservation of the park crucial.

A number of options that would assist with manufactured housing park preservation exist, however, the advantages and challenges must be weighed thoroughly. In particular, the conversion of manufactured housing parks into resident-owned communities not only creates security for residents, it also provides them with opportunities for wealth building and asset appreciation. However, in order for park conversions to be successful, affordable funding options, including gap financing, must be available at both the state and local levels.

Current Oregon laws offer manufactured housing residents a certain level of protection and they should be publicized, promoted and enforced for manufactured home owners in Portland. Moreover, local government support and advocacy on behalf of upcoming manufactured housing policy priorities during the 2009 Oregon legislative session should be considered.

Finally, local policies that mitigate further park closures and provide resources to manufactured home owners and manufactured housing communities will help ensure that a critical component of affordable housing in Portland is recognized and protected.

Hayden Island Final Plan
APPENDICES

Section A-4

— Marketek Study October 2007



East Hayden Island Plan Market Study

October 2007



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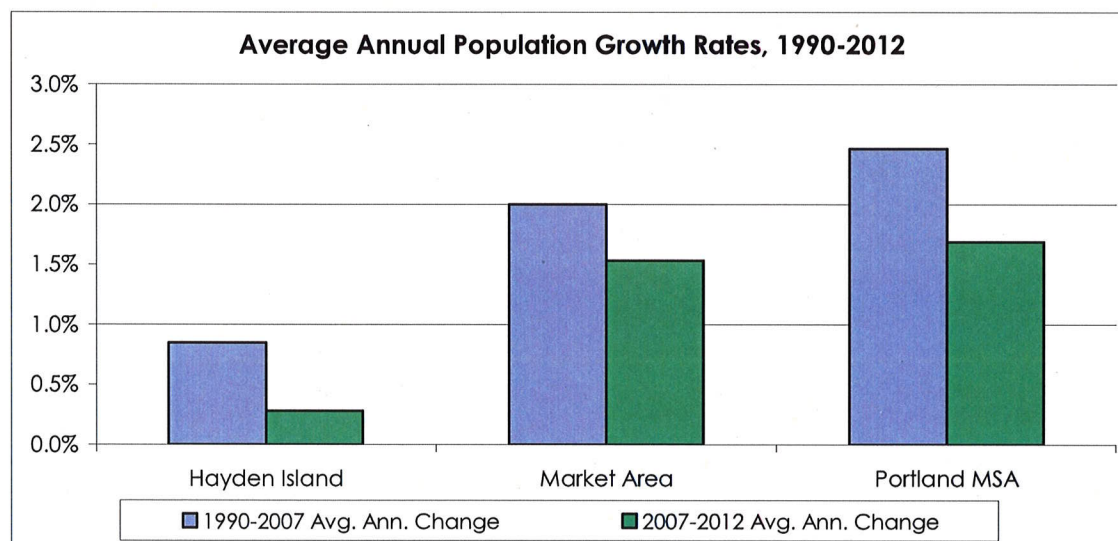
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EXHIBIT 1.01**Population**

Hayden Island's population of 2,155 (estimated 2007) is projected to grow at a modest rate compared to the larger Market Area and the Portland MSA overall.

Geographic Area	Avg. Ann. Change 1990-2007				Avg. Ann. Change 2007-2012		
	1990	2007 (Estimate)	Number	Percent	2012 (Forecast)	Number	Percent
Hayden Island							
Population	1,883	2,155	16	0.85%	2,185	6	0.28%
Households	1,070	1,241	10	0.94%	1,256	3	0.24%
Avg. Household Size	1.76	1.74			1.74		
Market Area							
Population	779,086	1,043,794	15,571	2.00%	1,123,791	15,999	1.53%
Households	321,657	425,617	6,115	1.90%	456,982	6,273	1.47%
Avg. Household Size	2.38	2.41			2.42		
Portland MSA							
Population	1,523,741	2,162,868	37,596	2.47%	2,345,078	36,442	1.68%
Households	592,507	830,829	14,019	2.37%	899,164	13,667	1.64%
Avg. Household Size	2.53	2.56			2.57		

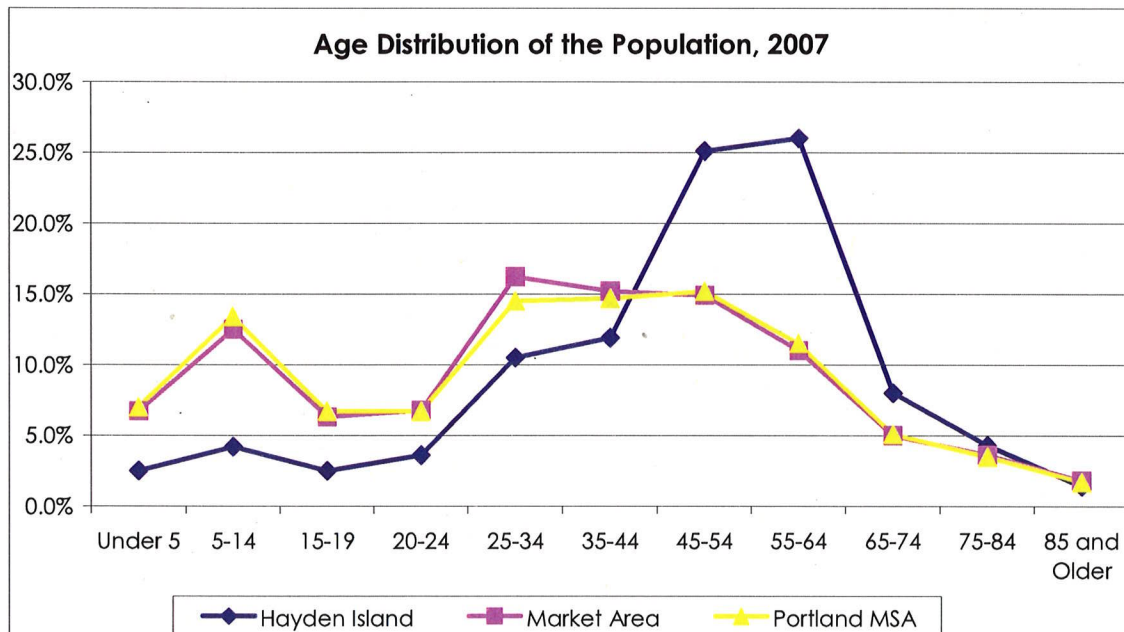


Source: ESRI BIS, Marketek, Inc.

EXHIBIT 1.02**Age**

Hayden Island's population is considerably older than the Market Area or MSA's, with a median age of 51.5 years.

Age Category	Hayden Island	Market Area	Portland MSA
Under 5	2.5%	6.7%	7.0%
5-14	4.2%	12.5%	13.4%
15-19	2.5%	6.3%	6.7%
20-24	3.6%	6.8%	6.7%
25-34	10.5%	16.2%	14.5%
35-44	11.9%	15.2%	14.7%
45-54	25.1%	14.9%	15.2%
55-64	26.0%	11.0%	11.5%
65-74	8.0%	5.0%	5.1%
75-84	4.3%	3.6%	3.5%
85 and Older	1.4%	1.8%	1.7%
Total	2,155	1,043,794	2,162,868
Median Age	51.5	35.9	36.2

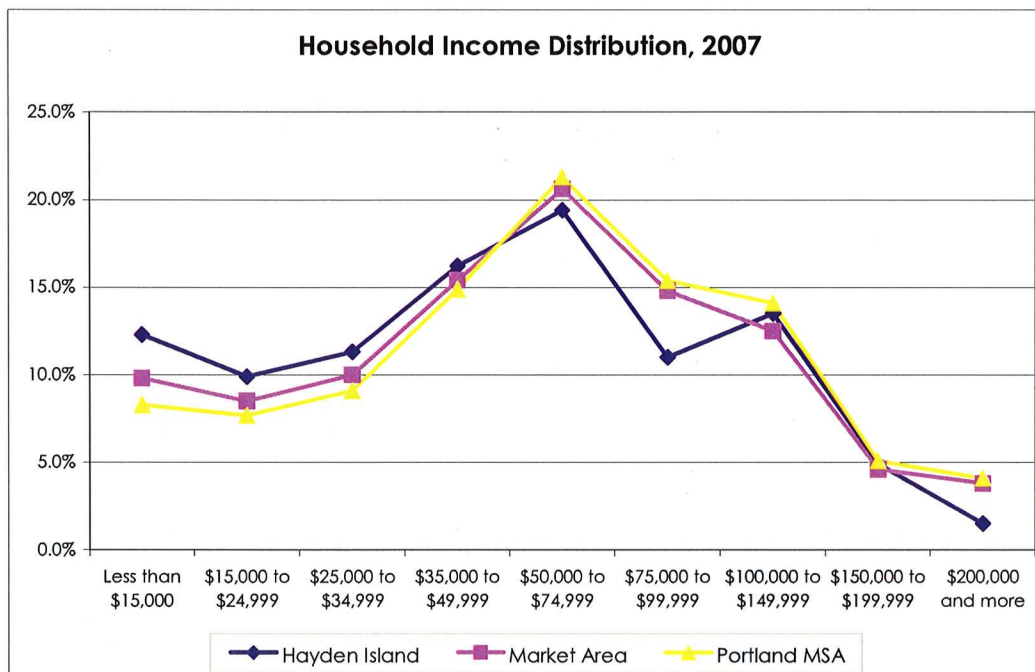


Source: ESRI BIS, Marketek, Inc.

EXHIBIT 1.03
Median Household Income

Hayden Island households are less affluent than those of the Market Area and MSA.

Income	Hayden Island	Market Area	Portland MSA
Less than \$15,000	12.3%	9.8%	8.3%
\$15,000 to \$24,999	9.9%	8.5%	7.7%
\$25,000 to \$34,999	11.3%	10.0%	9.1%
\$35,000 to \$49,999	16.2%	15.4%	14.9%
\$50,000 to \$74,999	19.4%	20.6%	21.3%
\$75,000 to \$99,999	11.0%	14.8%	15.4%
\$100,000 to \$149,999	13.5%	12.5%	14.1%
\$150,000 to \$199,999	4.9%	4.6%	5.1%
\$200,000 and more	1.5%	3.8%	4.1%
Total	1,241	425,617	830,829
Median Household Income	\$50,260	\$56,294	\$60,579



Source: ESRI BIS

EXHIBIT 1.04 Lifestyle Characteristics

The lifestyle characteristics of Hayden Island residents reflect the diversity of the population: mid-to-upper income empty nesters and retirees or pre-retirees who enjoy a simple, relatively quiet life. By contrast, the 12-mile Market Area is significantly more varied with over a dozen different lifestyles, only the largest groups represented below.

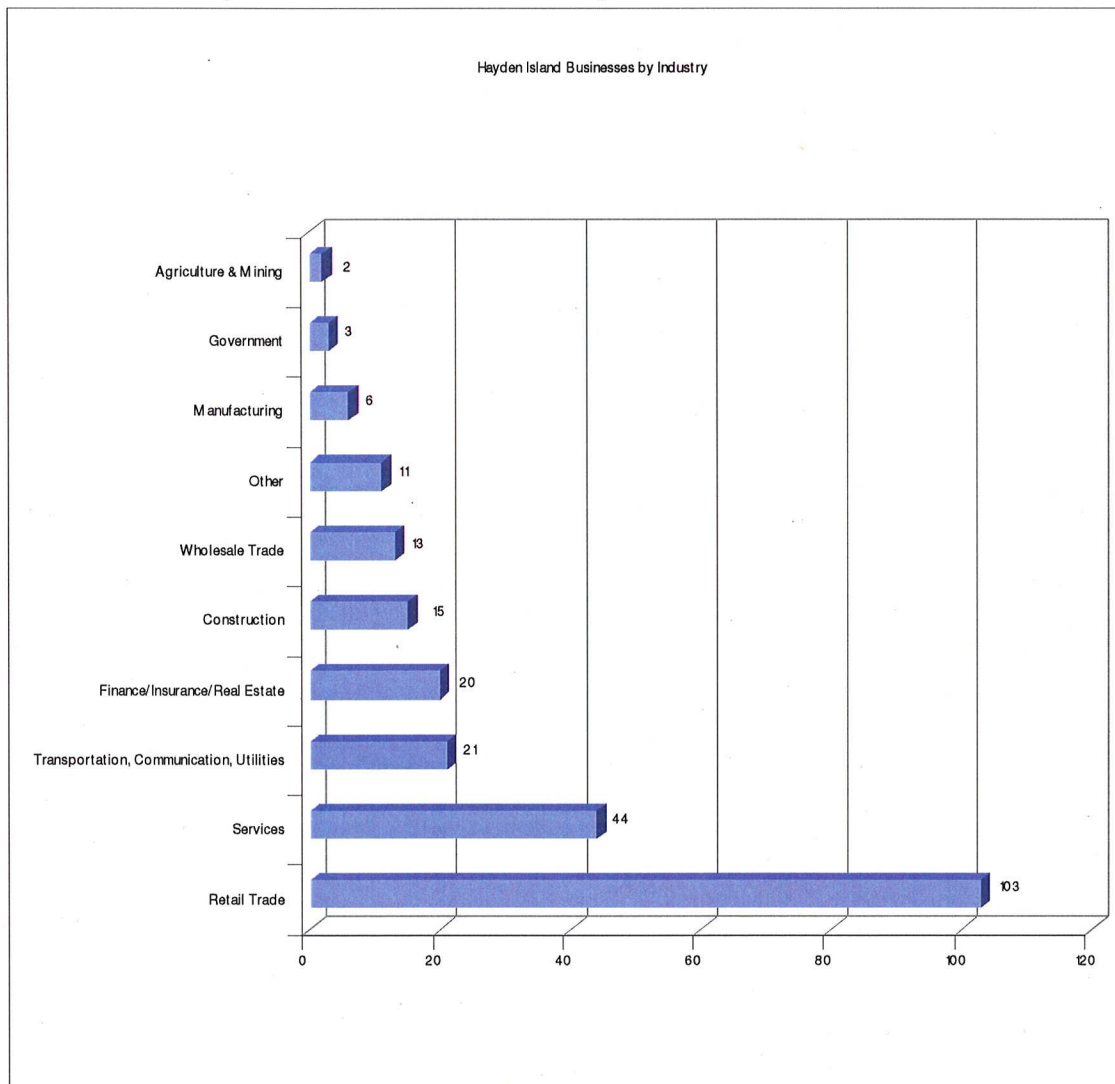
Hayden Island						
	Market Segment	Percent of Households	Household Type	Median Age	Median Income	Consumer Purchases/Preferences
1	Senior Sun Seekers	52.7%	Married couples	51	\$35,300	Retired or facing retirement, these households take car trips and invest time and money in improving their homes. Leisure activities include watching TV, renting videos and DVDs, playing bingo, gambling and fishing.
2	In Style	47.3%	Married couples without children	45	\$67,800	Well-educated professional couples who may live in the suburbs but enjoy the amenities of the city. They travel frequently for business and pleasure, own mutual funds and contribute to 401-K accounts. Enjoy dining out and shopping at stores such as Anne Taylor and Nordstrom.
Total		100.0%				

Hayden Island Market Area						
	Market Segment	Percent of Households	Household Type	Median Age	Median Income	Consumer Purchases/Preferences
1	Main Street, USA	19.1%	Family Mix	36	\$51,200	These fairly well-educated consumers tend to purchase software, savings certificates, home improvement items and prescription medication. Civic-minded, they often attend public meetings and work as volunteers.
2	Old and Newcomers	8.2%	Single Persons/ Shared Households	37	\$40,400	Households are often in transitional mode, either starting careers or retiring. Older members consult with financial planners and are health-conscious. Younger members typically enjoy movies and college football games.
3	Metro Renters	6.9%	Singles	34	\$52,300	A young market whose members spend primarily on themselves. Purchases include ski/workout clothing, designer clothes and imported wine/beer. Favorite stores are Bloomingdales, Banana Republic and Macy's.
4	Metropolitans	6.8%	Married couples/ Singles	37	\$57,600	Singles and childless couples with a busy, urban lifestyle. Do yoga, listen to jazz and visit museums. Travel frequently for business and pleasure.
5	Aspiring Young Families	5.5%	Family Mix	30	\$47,200	Live in start up homes or town homes, nearly half are renters, spend their discretionary income on their children and homes. Enjoy eating out, movies, and playing sports.
Total		46.5%				

Source: ESRI BIS, Marketek, Inc.

EXHIBIT 1.05
Business and Employee Market

An estimated 238 businesses operate on Hayden Island employing 2,952 persons. The retail sector employs the majority of the island workforce, 1,654 or 56%. Employees working on Hayden Island are an important captive market for retail and service businesses, as they come to the island on a daily basis throughout the year and are in close proximity to retail, restaurant and service establishments. Market research conducted by the Building Owners and Managers Association of America demonstrates that office workers (as one segment of the workforce) spend between 10 and 15 percent of their expendable income near their places of work.



Source: ESRI BIS, InfoUSA, Marketek, Inc.

EXHIBIT 1.06 Visitor Market

Attractions near Hayden Island generate significant visitor traffic from throughout the metro area and well beyond as illustrated in attendance figures below. The visitor market is an important contributor to retail, restaurant and service businesses on the island.

Facility/Attraction	Visitor/User Count	Market Characteristics	Needs/Interests
Portland Expo Center 330,000 sq. ft. 100 events/yr 225 event days/yr	500,000 attendees 150,000 exhibitors	25% out of metro area	Transit connectivity Restaurants Adjacent quality hotels
Portland International Raceway 86,000 seats 135 events/yr >400 event days/yr	400,000 spectators 20,000 competitors	23% out of metro area* 3.2 persons/party \$425 spending per visit	
Fort Vancouver Nat'l Historic Site	450,000 visitors	Mixed market: families, couples, regional, national, international	Recreation, history, culture, dining
Hayden Island Marinas	2,932 boat slips** 70% annual occupancy	85-90% metro area 12 visits annually	Convenience goods Restaurants

Source: Marketek, Inc.

*PIR Economic Impact Analysis, 2005

**excluding floating homes

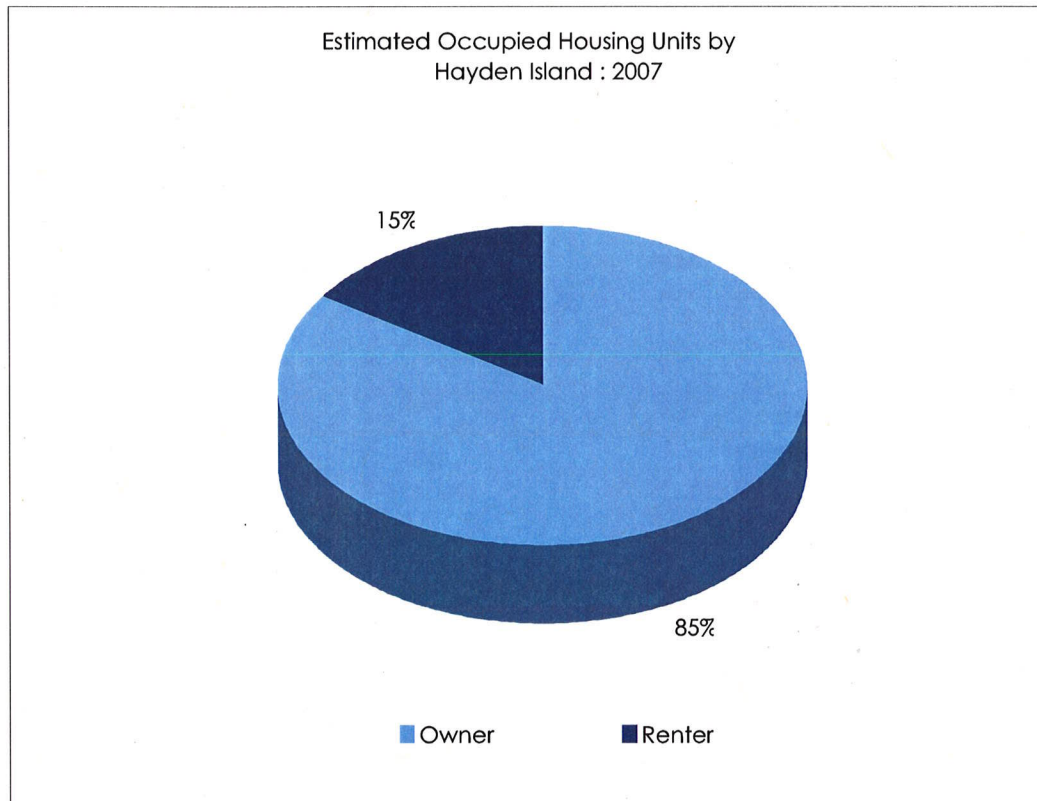
2.0 RESIDENTIAL MARKET ASSESSMENT

What follows is an overview of residential development opportunities and issues, a synopsis of existing housing on Hayden Island and an analysis of potential housing demand over the next decade.

Residential Development	
Opportunities	Issues
Regional accessibility	Family market impeded by price, perception of schools, lack of amenities/parks
Rental properties are noticeably absent	Lack of distinctive neighborhood/community identity
Developers creating/proposing quality investments	Noise overlay limits development locations
Unique waterfront and view locations	Rezoning needed for future development
Attached units selling for below Portland market average; affordable	Extremely limited supply of rental housing is a barrier to living on Hayden Island for many
Mixed-income housing can be supported	Varying housing types (e.g., floating homes, manufactured homes, condos) are tightly clustered, segmenting rather than unifying residents
Geographic constraints have the potential to foster compact, small town atmosphere	I-5 offers the only entrance/exit
Diversity of existing housing types expand opportunities for variety of new development	Abundance of manufactured/mobile homes

EXHIBIT 2.01 Housing Tenure

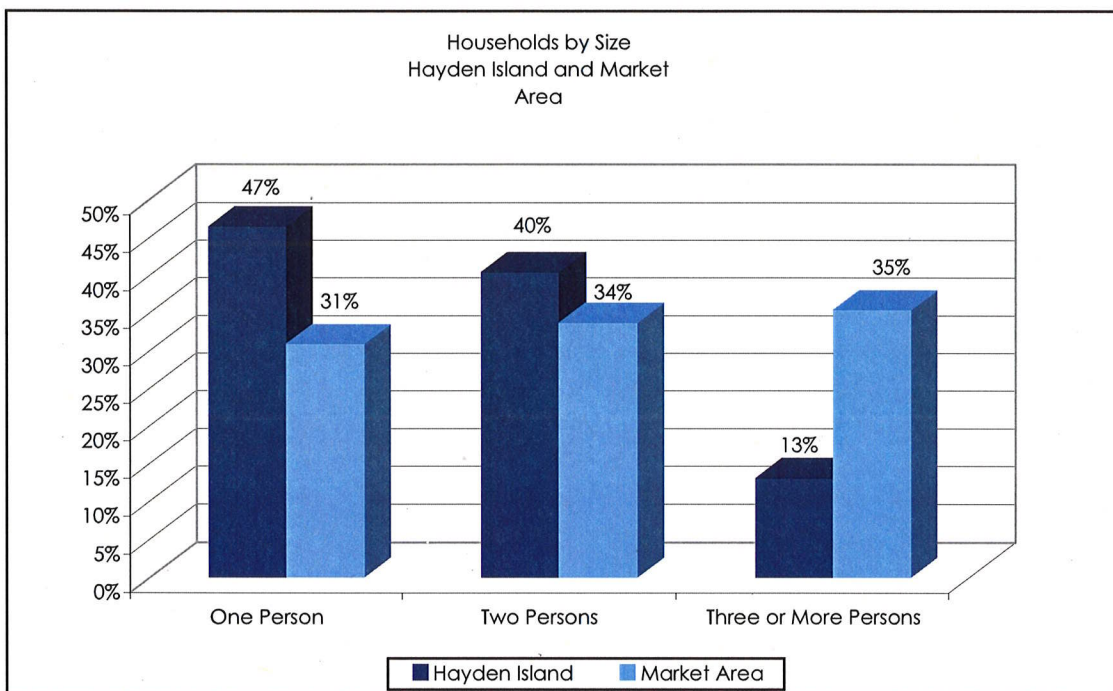
Most of the 1,241 occupied housing units on Hayden Island are owner-occupied, narrowing options for renters. The restricted supply of rental product impacts Hayden Island's ability to accommodate households who are not yet ready for ownership, and potentially limiting economic diversity on the island.



Source: ESRI Business Information Services

EXHIBIT 2.02 Household Size

A relatively high share of one- to two-person households supports Hayden Island's image as an empty nester/retiree community. Average household size is estimated at only 1.74 persons, far below the Market Area's estimated 2.41 persons per household. (See map on page 1.) Interviews for this research revealed that dissatisfaction with the school district and a shortage of recreation facilities are among the reasons why Hayden Island does not currently appeal to families with children. In addition, many believe floating homes are not conducive to families with young children because of the risks of living on the water.



Source: ESRI Business Information Services

EXHIBIT 2.03 Unit Type

Attached product, manufactured homes and 'other' unit types (particularly floating homes) heavily dominate Hayden Island's housing supply, clearly differentiating it from the surrounding Market Area. The prevalence of manufactured homes on the Island – accounting for more than one-third of total occupied housing units – is a potentially challenging issue: supporting economic diversity among residents but consuming valuable land. Reportedly, the occupancy at the Hayden Island Mobile Home Park is consistently high.

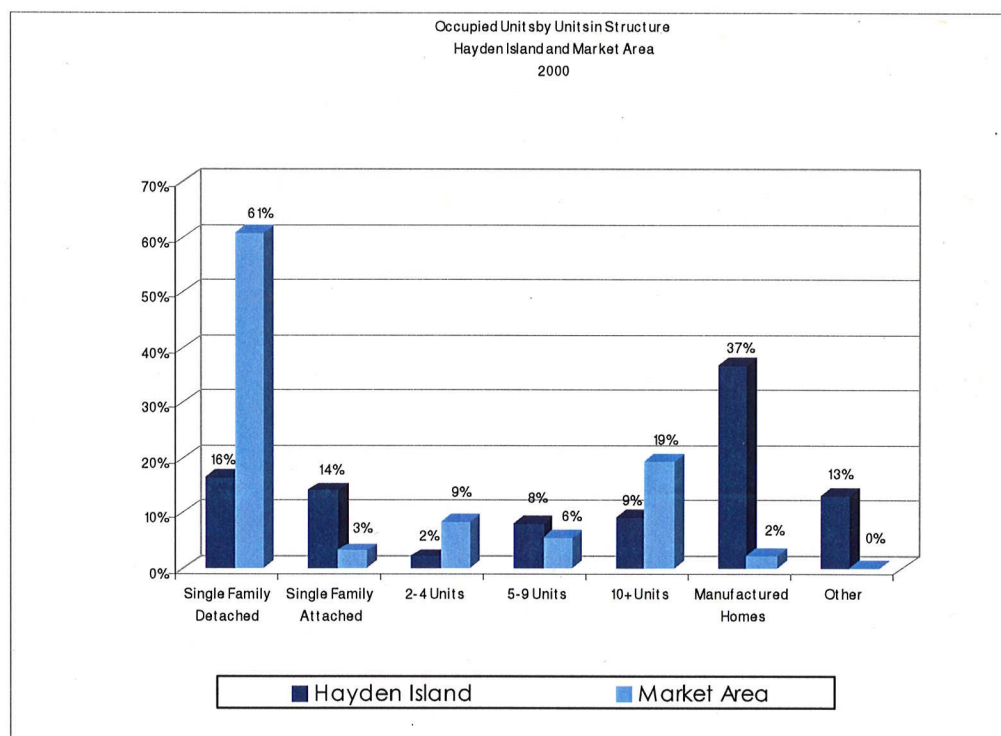
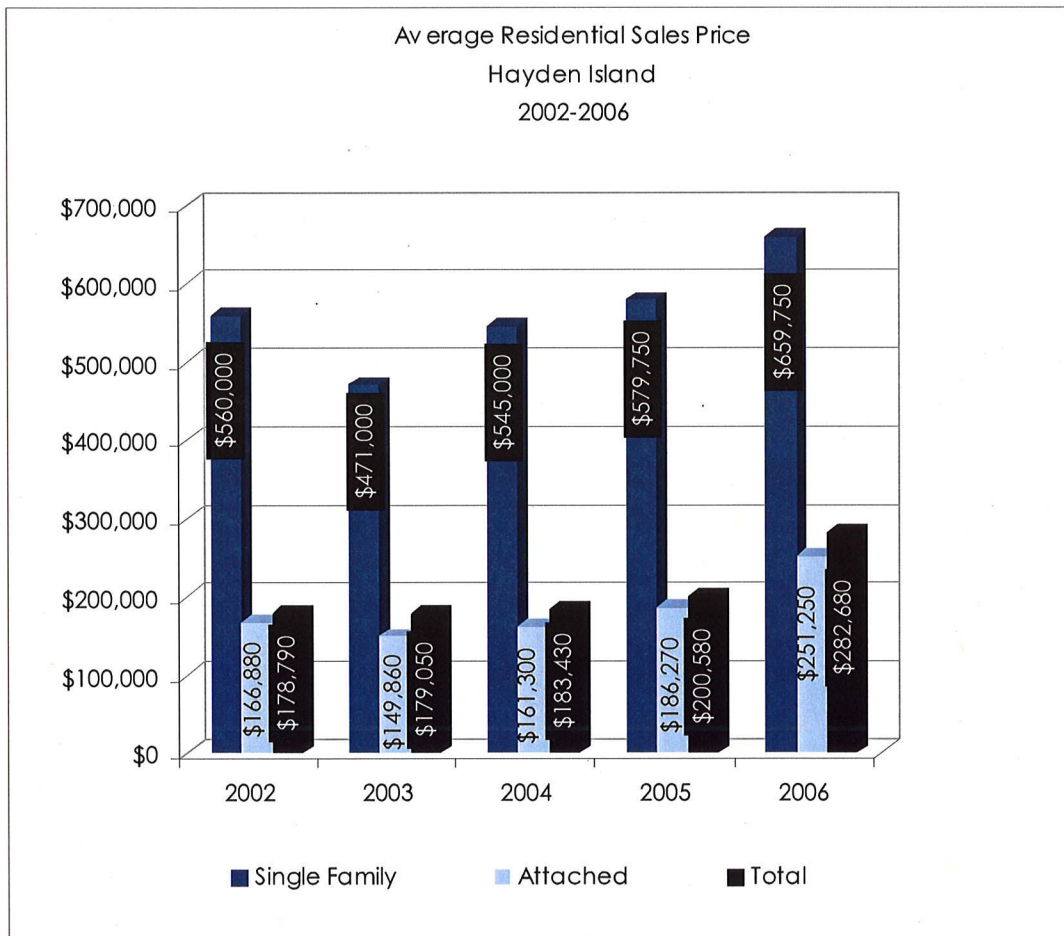


EXHIBIT 2.04
Single Family and Attached Sales Transactions: 2002-2006
Hayden Island

Residential sales transactions on Hayden Island have been steadily increasing, averaging 42 sales annually between 2002 and 2006 (excluding sales of houseboats and manufactured homes). While attached product represents a vast majority (94%) of sales during this time, prices of detached single family homes were roughly three times that of attached product. In terms of price per square foot, however, single family and attached product are more closely aligned: \$251 and \$220 per square foot, respectively, in 2006. Manufactured and floating homes are considered personal property and their sales are not recorded in the same manner as real estate.



Note: Does not include mobile homes or houseboats.

Source: Metro Data Resource Center – RLIS Lite February 2007 and E.D. Hovee & Company, LLC.

EXHIBIT 2.04a
Summary Of Selected Condominium Projects
Fall 2007
Hayden Island

Two significant waterfront condo developments have come on the Hayden Island market in the last year. Salpare is effectively still under construction with a number of pre-sold units. These top quality sites and projects appeal to a middle-upper to upper income market. With the current oversupply of condominiums in the Portland market, sales have been slower than originally anticipated.

Development (Year Opened) Unit Type	Total Units	Unit Price Range		Unit Size Range		Price/SF	Sales	
		From	To	From	To		Total	/Mo
Salpare Bay (2008) Tomahawk Island Drive Mid-rise Concrete Structure Mid-rise Building	204	\$600,000	\$2,250,000	950	3,488	\$642	25	1.2
First two of four phases are underway. Phase one is expected to be complete in 11 to 12 months. Approximately 25 units have sold, primarily to persons in their 50's and 60's. Located on a 25-acre Columbia River site. Broke ground in 2005. One-, two- and three-bedroom units. Construction of the marina is almost complete, offering 194 slips for boats 30' to 60' and a 100' super slip. Clubhouse, fitness center, private beach, secure parking. A restaurant is planned for the project.								
Waterside Condominiums (2007) N Hayden Island Dr @N Janzen Dr Mid-rise Building Concrete and Wood Frame	84	\$400,000	\$1,100,000	1,600	2,300	\$385	34	1.5
Columbia River/Portland/Vancouver views. Prices based on orientation to water and level. All units have some water views. Eleven units are currently occupied. One-story suites. Unit amenities include: custom fireplaces, slate terraces, hardwood in kitchen and entry, triple pane windows and crown molding. 30' to 60' boat slips; side slips to accommodate 110' to 300' boats. Secure car and bike parking. Community room and fitness center.								

Source: Marketek, Inc.

EXHIBITS 2.05a-c
Potential Demand: Methodology

Statistical demand analyses were performed for the Market Area to estimate the potential market depth for market rate and affordable for-sale and rental product. The two main sources of demand for housing are new household growth and existing households in turnover. New households and households turning over are qualified by income and propensity to rent or own. Households in turnover are also qualified by 'lifestyle' characteristics to account for the share of Market Area households who would be most interested in Hayden Island's unique setting. The analyses use the average annual increase in population beginning with the 2007 estimated household base and a projected 2007-2017 average annual increase in new households.

In estimating demand for for-sale product, affordable units are defined as households with incomes between 50% and 80% of Portland's Family Median Income (FMI)

established by HUD. See Exhibit 2.05a. Households with incomes below 50% of FMI are unlikely to have sufficient income to qualify for home ownership programs. Market rate households include those with incomes above 80% of FMI. See Exhibit 2.05b.

Potential demand estimates for affordable rental product include households with incomes at or below 60% of the FMI. A large share of public subsidies to support affordable rental housing such as the Section 8 program and Low Income Housing Tax Credit (LIHTC) program target households with incomes below 60% of FMI. Market rate households are defined as those with incomes above 60% of FMI, up to \$70,000.

Adjustments for income overlap and family size are accounted for in both the for-sale and rental demand analyses. Even though these analyses use finite numbers, their end result (i.e., potential market capture) should be interpreted as an approximation of market depth that is balanced with the results of an analysis of the competitive supply.

Exhibit 2.05a

2007 MAXIMUM INCOME LIMITS BY HOUSEHOLD SIZE

Portland-Vancouver-Beaverton MSA

FMI = \$63,800

Annual Income	Efficiency:					
	1 Person					
	1 Bedroom: 1.5 Persons					
	2 Bedrooms: 3 Persons					
	3 Bedrooms: 4.5 Persons					
	4 Bedrooms: 6 Persons					
% of FMI	Household Size					
	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
50% of FMI	\$23,750	\$27,150	\$30,550	\$33,950	\$36,650	\$39,400
60% FMI	\$28,500	\$32,600	\$36,650	\$40,750	\$44,000	\$47,300
80% of FMI	\$38,000	\$43,450	\$48,900	\$54,300	\$58,650	\$63,000

Source: Department of Housing and Urban Development

Exhibit 2.05b

POTENTIAL ANNUAL DEMAND ANALYSIS FOR OWNER UNITS
Residential Market Area and Hayden Island
2007-2017

New Household Demand		
	50% to 80% FMI	Market Rate
Annual New Households (1)	6,504	6,504
Owner Propensity (2)	66%	66%
Number	4,293	4,293
Income Qualified (3)	25%	60%
Number	1,073	2,576
Hayden Island Capture	0.5%	0.5%
Subtotal	5	13
Annual New Household Demand	18	
Demand from Turnover		
	50% to 80% FMI	Market Rate
Total Households (1)	425,617	425,617
Owner Propensity (4)	60%	60%
Number	255,370	255,370
Income Qualified (5)	26%	57%
Number	66,396	145,561
Turnover Rate (6)	12%	12%
Number	7,968	17,467
Target Market Adjustment (7)	25%	25%
Number	1,992	4,367
Hayden Island Capture	0.5%	0.5%
Subtotal	10	22
Annual Demand from Turnover	32	
TOTAL ANNUAL DEMAND	50	

1. ESRI BIS
2. Estimated proportion of housing units that are owner occupied in the Portland/Vancouver MSA.
3. Estimated proportion of MSA households with annual incomes between \$23,750 and \$63,000 for "50% to 80% FMI units and above \$38,000 for "Market Rate" units. Adjusted for overlap.
4. Estimated proportion of Market Area housing units that are owner occupied.
5. Estimated proportion of Market Area households with annual incomes between \$23,750 and \$63,000 for "50% to 80% FMI units and above \$38,000 for "Market Rate" units. Adjusted for overlap.
6. Estimate of the proportion of owner households that turnover within a 12 month period.
7. Based on Tapestry data, estimated proportion of existing Market Area households who would prefer to live in a more urban than rural setting.

Sources: Marketek, Inc.; Census 2000; ESRI BIS

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Exhibit 2.05c

POTENTIAL ANNUAL DEMAND ANALYSIS FOR RENTER UNITS
Residential Market Area and Hayden Island
2007-2017

New Household Demand		
	Up to 60% FMI	Market Rate
Annual New Households (1)	6,504	6,504
Renter Propensity (2)	34%	34%
Number	2,211	2,211
Income Qualified (3)	28%	29%
Number	619	641
Hayden Island Capture	0.5%	0.5%
Subtotal	3	3
Annual New Household Demand	6	
Demand from Turnover		
	Up to 60% FMI	Market Rate
Total Households (1)	425,617	425,617
Renter Propensity (4)	40%	40%
Number	170,247	170,247
Income Qualified (5)	31%	29%
Number	52,777	49,372
Turnover Rate (6)	48%	48%
Number	25,333	23,698
Target Market Adjustment (7)	25%	25%
Number	6,333	5,925
Hayden Island Capture	0.5%	0.5%
Subtotal	32	30
Annual Demand from Turnover	61	
TOTAL ANNUAL DEMAND	68	

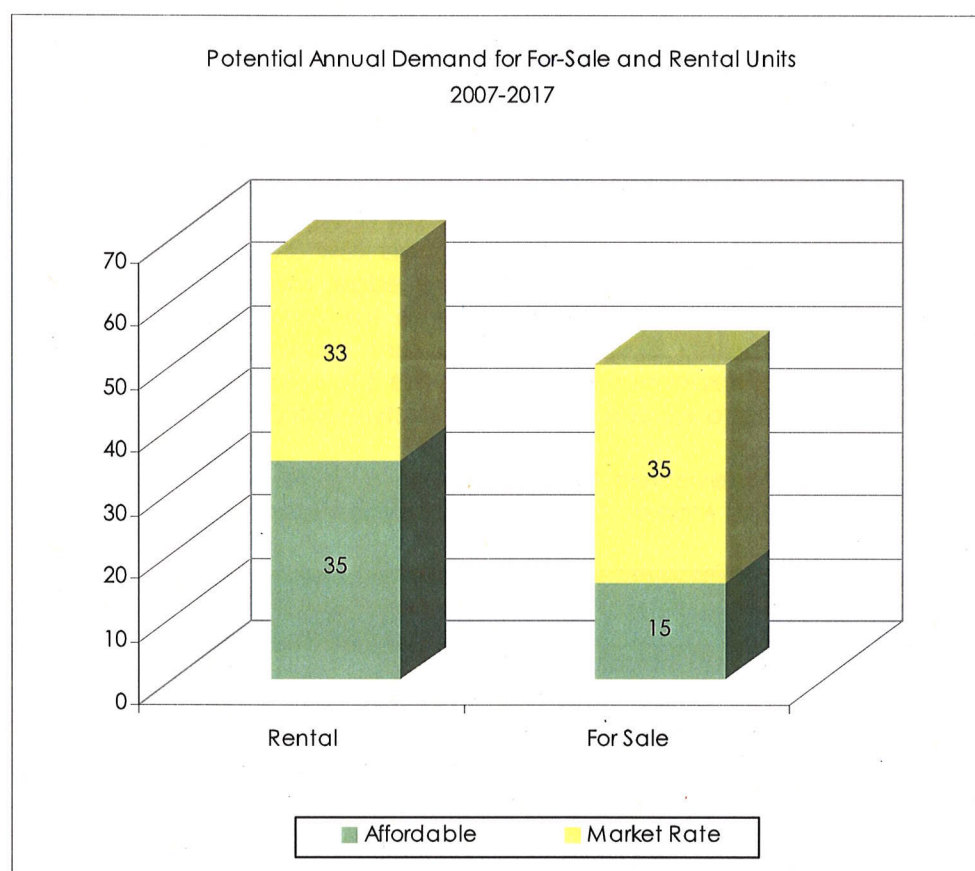
1. ESRI BIS
2. Estimated proportion of housing units that are renter occupied in the Portland/Vancouver MSA.
3. Estimated proportion of MSA households with annual incomes less than \$47,300 for "Up to 60% FMI" units; between \$28,500 and \$70,000 for "Market Rate" units. Adjusted for overlap.
4. Estimated proportion of Market Area housing units that are renter occupied.
5. Estimated proportion of Market Area households with annual incomes less than \$47,300 for "Up to 60% FMI" units; between \$28,500 and \$70,000 for "Market Rate" units. Adjusted for overlap.
6. Estimate of the proportion of renter households that turnover within a 12 month period.
7. Based on Tapestry data, estimated proportion of existing Market Area households who would prefer to live in a more urban than rural setting.

Sources: Marketek, Inc.; Census 2000; ESRI BIS;

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EXHIBIT 2.06**Potential Demand for For-Sale and Rental Units: 2007-2017**

Based on an evaluation of the surrounding housing market, planned and proposed physical improvements in and around Hayden Island, the potential of integrating a variety of uses within and adjacent to new housing development, we estimate that over the next ten years, approximately 500 affordable and market rate for-sale units and 676 affordable and market rate rental units could be absorbed on Hayden Island. This level of demand would entail a potential capture of only 0.5% of total Market Area demand for affordable and market rate for-sale and rental housing within the 2007-2017 period. Combined, there is potential demand for 1,176 for-sale and rental housing units on Hayden Island between 2007 and 2017, 43% ownership and 57% rental.



3.0 RETAIL MARKET ASSESSMENT

The Portland MSA retail market is comprised of approximately 43.8 million square feet (SF) of space in 580 regional, community and neighborhood shopping centers, (Source: CB Richard Ellis). For perspective, Jantzen Beach SuperCenter is made up of 350,000 SF of enclosed mall space and is surrounded by 419,000 SF of freestanding big box tenants including Target, Home Depot and CompUSA to name a few. There is roughly an additional 80,000 SF of retail/restaurant space on Hayden Island, the bulk of which focuses on dining and convenience goods such as grocery, coffee stands and gas. With about 850,000 SF of retail space, Hayden Island houses approximately 1.9% of total existing retail space in the metro area.

Throughout the metropolitan area, retail construction underway will add another 1.3 million square feet of space in 2007. Among the major developments are Cascade Station at PDX (650,000 SF) and Bridgeport Village Center expansion in Tualatin. Vacancies are estimated at 5.2% with asking rents averaging \$19.67/SF, (Marcus & Millichap). Out-of-state investors are actively targeting single-tenant properties particularly for fast-food restaurants.

In Vancouver, plans were recently halted for a \$215 million lifestyle retail center on the former Evergreen Airport site due to major tenants withdrawing, among other factors. Some brokers believe that there is currently a general slow down in new retail construction that is expected to continue into 2008. One exception that will draw from Hayden Island and beyond is the Fred Meyer shopping center in the Officers Row area slated for completion in spring 2008. The store is promoted as a cutting edge, more upscale center than any other the retailer has undertaken. Adjacent to the 65,000 square foot Fred Meyer center will be approximately 20,000 SF of restaurant, banking and related site pads. Another Vancouver retail expansion underway is the \$40 million Westfield center near I-205 and Rt. 500, upgrading to include an outdoor lifestyle district.

In this section, competitive retail conditions are reviewed followed by an analysis of demand for retail space within the Hayden Island Market Area and on Hayden Island proper.

Retail Development	
Opportunities	Issues
Jantzen Beach SuperCenter redevelopment: updated format, higher quality tenants, greater market penetration, enhanced attractor	Highway interchange area only commercial focal point; additional nodes needed to attract tenants and create synergy
Regional accessibility and regional retail hub	At present, retailers/restaurants want highway exposure
Growing local and visitor markets	Small H.I. resident population limits community services and location of convenience retail
Waterfront sites offer potential unique dining/retail experience	Congestion directly impacts retail sales
Unique, specialty retail gaps to be filled	Limited community-serving retail

EXHIBIT 3.01**Retail Supply/Demand Balance 2007: Hayden Island**

A comparison of retail supply (estimated from actual retail sales) and potential demand based solely on the expected amount spent by residents of Hayden Island, indicates a surplus of sales in every retail category. In essence businesses are 'importing' sales from shoppers who live beyond Hayden Island, including visitors, employees and other metro area residents. While it is apparent that the Jantzen Beach mall and big box retailers draw from a large market (10-15 mile radius), the figures below serve to illustrate that restaurants and community-serving, convenience businesses are also highly dependent on a large market to succeed.

NAICS	Demand (Spending Potential)	Supply (Retail Sales)	Difference Leakage (Surplus)
Hayden Island			
442: Furniture & Home Furnishings Stores	\$1,002,552	\$9,133,584	(\$8,131,032)
443: Electronics & Appliance Stores	\$883,152	\$10,568,999	(\$9,685,847)
444: Building Materials, Garden Equip. & Supply Stores	\$1,009,390	\$16,079,432	(\$15,070,042)
445: Food & Beverage Stores	\$6,048,624	\$38,688,786	(\$32,640,162)
446: Health & Personal Care Stores	\$1,065,927	\$3,024,063	(\$1,958,136)
448: Clothing & Clothing Accessories Stores	\$1,718,195	\$7,105,577	(\$5,387,382)
451: Sporting Goods, Hobby, Book & Music Stores	\$529,302	\$14,422,694	(\$13,893,392)
452: General Merchandise Stores	\$4,328,424	\$40,365,755	(\$36,037,331)
453: Miscellaneous Store Retailers (florist, office supplies, gift stores, etc.)	\$546,267	\$4,180,523	(\$3,634,256)
722: Food Services & Drinking Places	\$4,251,244	\$11,324,993	(\$7,073,749)
Total Leakage			\$0

Source: ESRI BIS, Marketek, Inc.

EXHIBIT 3.01a Retail Hierarchy

To further illustrate retail demand and location factors, two models of retail hierarchy are presented below comparing the relative size, geographic draw and market area requirements of common retail formats.

		Neighborhood Store (Convenience Retail)	Main Street (Convenience Center)	Town Center (Neighborhood Center)	(Regional Center)	Shopping District (Lifestyle Center)		(Mall)
Robert Gibbs Model	Size	3,000 to 5,000 sf	10,000 to 25,000 sf	100,000 to 175,000 sf	300,000 to 500,000 sf	200,000 to 500,000 sf	1.0 to 1.5 million sf	
	Total Number of Shops	1 shop	5 to 6 shops	varies	varies	varies	varies	
	Trade Area	1/4 to 1/3 mile	1/2 to 1 mile	2 to 3 miles	5 to 7 miles	5 to 7 miles	10 to 15 miles	
	Population Needed	750 homes	1,500 homes	5,000 homes	25,000 homes	250,000 homes	125,000 homes	
Seth Harry Model	Neighborhoods Served	1	3 to 4	6	50	200	250	
	Net Density Needed*	6 du/acre	3 du/acre	0.62 du/acre	0.5 du/acre	5 du/acre	0.62 du/acre	
	Size	800 to 5,000 sf	15,000 to 25,000 sf	40,000 to 100,000 sf	300,000 to 850,000 sf			
	Siting	Local street	Arterials	Arterials	Arterials			
	Trade Area	1/4 to 1 mile	0.5 to 1.5 miles	1.5 to 3 miles	5 to 15 miles			
	Population Needed	500-2,000	1,000 to 3,000	8,000 to 20,000	50,000 to 100,000			
	Typical Tenants	Convenience Store	Dry Cleaner Shoe repair Drugstore Café Real Estate Pizza Small market	Supermarket (essential) Small hardware Video	Home improvement Department store	"Lifestyle" retail Ann Taylor Pottery Barn Banana Republic Crate & Barrel Borders Abercrombie & Fitch William Sonoma Talbots	Department stores Smaller tenants	

*Net density includes all land within a geographic area, including non-residential space such as streets, schools, parks, industry, etc.

Source: Conference for New Urbanism; Marketek, Inc

EXHIBIT 3.02
Retail Supply/Demand Balance 2007: Market Area

In analyzing retail supply and demand for Hayden Island's greater Market Area (12-mile radius), it is also evident that retailers are generally satisfying and exceeding potential demand from area residents. The result is a surplus of sales in all retail categories except building materials/garden supplies where a positive difference or a leakage of \$32.4 million in sales is evident, with demand outpacing supply. Business opportunities may exist in this category within the Market Area. Again, bear in mind this data only reflects potential spending from local shoppers.

NAICS	Demand (Spending Potential)	Supply (Retail Sales)	Difference Leakage (Surplus)
Hayden Island Market Area			
442: Furniture & Home Furnishings Stores	\$352,333,206	\$371,315,790	(\$18,982,584)
443: Electronics & Appliance Stores	\$320,570,914	\$408,338,706	(\$87,767,792)
444: Building Materials, Garden Equip. & Supply Stores	\$362,686,108	\$330,217,614	\$32,468,494
445: Food & Beverage Stores	\$2,087,189,562	\$2,095,936,087	(\$8,746,525)
446: Health & Personal Care Stores	\$321,514,153	\$486,949,276	(\$165,435,123)
448: Clothing & Clothing Accessories Stores	\$567,402,015	\$832,846,343	(\$265,444,328)
451: Sporting Goods, Hobby, Book & Music Stores	\$153,796,638	\$492,224,321	(\$338,427,683)
452: General Merchandise Stores	\$1,993,627,434	\$2,409,959,972	(\$416,332,538)
453: Miscellaneous Store Retailers (florist, office supplies, gift stores, etc.)	\$165,582,100	\$400,756,079	(\$235,173,979)
722: Food Services & Drinking Places	\$1,675,145,192	\$1,761,298,231	(\$86,153,039)
Total Leakage			\$32,468,494
Estimated Supportable Square Footage			231,918

Source: ESRI BIS; Marketek

EXHIBIT 3.03

Future Retail Opportunities: Greater Market Area

Future population growth in the greater Hayden Island Market Area will generate increased demand for retail. Potential sales and supportable square feet for the 2007 – 2017 time frame are calculated below for key retail and service categories. By 2012, the net gain among all retail categories is 2.9 million square feet and by 2017, an additional 3.1 million square feet can potentially be supported by population increases in the Market Area.

Merchandise or Service Category	Per Household Expenditure	*Target Sales (\$/SF)	2007 Retail Potential		2012 Retail Potential		2017 Retail Potential	
			Sales	Space (SF)	Sales	Space (SF)	Sales	Space (SF)
Apparel	\$2,416	\$209	\$1,028,141,706	4,919,338	\$1,103,908,568	5,281,859	\$1,185,257,998	5,671,091
Home Furnishings	\$1,630	\$199	\$693,891,907	3,486,894	\$745,026,894	3,743,854	\$799,929,551	4,019,746
Home Improvement	\$1,138	\$140	\$484,152,957	3,458,235	\$519,831,648	3,713,083	\$558,139,176	3,986,708
Misc. Specialty Retail	\$2,186	\$216	\$930,533,541	4,308,026	\$999,107,363	4,625,497	\$1,072,733,763	4,966,360
Shoppers Goods			\$3,136,720,111	16,172,493	\$3,367,874,474	17,364,293	\$3,616,060,487	18,643,906
Grocery	\$9,777	\$390	\$4,161,189,310	10,669,716	\$4,467,839,897	11,456,000	\$4,797,084,761	12,300,217
Health & Personal Care	\$1,121	\$365	\$477,184,756	1,307,355	\$512,349,939	1,403,698	\$550,106,123	1,507,140
Convenience Goods			\$4,638,374,066	11,977,072	\$4,980,189,836	12,859,698	\$5,347,190,884	13,807,357
Restaurants	\$3,819	\$263	\$1,625,610,082	6,181,027	\$1,745,406,190	6,636,525	\$1,874,028,978	7,125,585
Entertainment	\$465	\$90	\$198,001,285	2,200,014	\$212,592,596	2,362,140	\$228,259,008	2,536,211
Personal Services	\$1,092	\$151	\$464,596,424	3,076,798	\$498,833,935	3,303,536	\$535,594,095	3,546,981
Total			\$10,063,301,968	39,607,404	\$10,804,897,031	42,526,193	\$11,601,133,453	45,660,041
Five Year Net Gain					\$741,595,064	2,918,789	\$796,236,422	3,133,848

* Target sales are based on the Urban Land Institute, "Dollars and Cents of Shopping Centers."

Sources: ESRI BIS; Urban Land Institute; Marketek, Inc.

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EXHIBIT 3.04
Hayden Island Retail Opportunities

Hayden Island's ability to capture or absorb existing and new retail demand within the Market Area (Exhibit 3.02) is dependent on numerous factors including congestion relief, developable land, active marketing, the success of Jantzen Beach SuperCenter and changes in retail supply in other locations with the market area.

The capture rates assigned in the exhibit below are conservative estimates that assume a positive development environment and also take into account Hayden Island's existing share of retail and population within the Market Area. Supportable square feet of demand are converted to an approximate number of stores in each merchandise/service category, using average store sizes provided by the Urban Land Institute.

Merchandise/Service Category	2007		2012		2017		2007-2017		
	Existing Unmet Demand		Market Area Demand		Market Area Demand		Supportable Space	Average Store Size	Supportable Stores
	Capture	Sq Ft	Capture	Sq Ft	Capture	Sq Ft	Sq Ft	Sq Ft	Number
Shoppers Goods									
Apparel	NA	0	3%	10,876	4.5%	17,515	28,391	3,960	7
Home Furnishings	NA	0	3%	7,709	4.5%	12,415	20,124	5,365	4
Home Improvement	1%	2,319	3%	7,645	4.5%	12,313	22,278	13,200	2
Misc. Specialty Retail	NA	0	3%	9,524	4.5%	15,339	24,863	3,780	7
Subtotal	1%	2,319	3%	35,754	4.5%	57,583	95,656		19
Convenience Goods									
Grocery	NA	0	1.5%	11,794	2%	16,884	28,679	51,495	1
Health & Personal Care	NA	0	1.5%	1,445	2%	2,069	3,514	10,920	0
Subtotal	NA	0	1.5%	13,239	2%	18,953	32,193		1
Restaurants	NA	0	5%	22,775	6%	29,344	52,119	3,025	17
Entertainment	NA	0	5%	8,106	6%	10,444	18,551	21,250	1
Personal Services	NA	0	2%	4,535	3%	7,303	11,838	1,800	7
Total	1%	2,319	3%	84,409	4%	123,627	210,356		45

Source: ESRI; Urban Land Institute; Marketek, Inc.

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EXHIBIT 3.05**Visitor Market Impacts: Multnomah County & Hayden Island, 2005**

In addition to demand from the Market Area population, the visitor market is an important contributor to Hayden Island's business base. Supporting out of town visitors are a total of 1,251 guest rooms at eight nearby lodging facilities: Red Lion, Marriott Courtyard, Best Western, Holiday Inn Express, Days Inn, Motel 6, Oxford Suites and Portlander Inn. This represents approximately 6.6% of the total rooms in the Portland market (18,694).

Multnomah County's tourism expenditures were estimated at \$2.35 billion in 2005, according to Dean Runyan Associates. Growth in County visitor spending has averaged 6.2% annually since 1991, above the state average of 5.8%. Analysis of Multnomah County visitor spending by various commodities reveals that of total spending (excluding air travel and lodging), retail purchases comprise 17.4%; grocery spending accounts for 4.4%; eating out, 28%; and ground transportation/gas, 41%.

Marketek estimates conservatively that Hayden Island may be able to capture 3% of total visitor spending county-wide in selected commodity categories: retail sales, food & beverage and grocery. It is estimated that Hayden Island can capture approximately 1% of ground transportation/gas and arts, entertainment and recreation-related spending. This estimate is based upon insights from existing business owners and EXPO Center and Portland International Raceway (PIR) managers, visitor counts, a 2005 PIR economic impact analysis and perceptions of visitor 'pull.' Over time, with increased commercial density, a renovated Jantzen Beach mall and additional restaurant/retail facilities, Hayden Island's share of visitor market spending should increase.

Commodity Purchased	(\$ Mil)	% of Total	Hayden Island	
			Capture	(\$ Mil)
Food & Beverage	\$325	28.0%	3.0%	\$9.8
Food Stores	\$51	4.4%	3.0%	\$1.5
Ground Trans & Gas	\$477	41.1%	1.0%	\$4.7
Arts, Entertainment, Recreation	\$106	9.1%	1.0%	\$1.1
Retail Sales	\$202	17.4%	3.0%	\$6.1
Total Spending at Destination	\$1,161	100.0%		\$23.1

Source: Dean Runyan, Marketek, Inc.

EXHIBIT 3.06
Hayden Island Visitor Retail Opportunities, 2007-2017

Marketek prepared a straight line projection of Hayden Island's potential visitor spending in selected categories using the county-wide 6.2% average annual rate of growth and the capture rates by commodity assigned in Exhibit 3.05. With this assumption, visitor spending in restaurant, grocery and retail should total \$19.6 million in 2007, increasing to \$26.4 million by 2012 and \$35.8 million in 2017. The commensurate demand for store and restaurant space is also projected over that time period with a total demand for an additional 57,776 square feet in these selected categories. This demand is above and beyond the potential demand generated during the same time period by the local market of 210,356 square feet, (Exhibit 3.04).

Retail Category	Target Sales (\$/SF)	2007		2012		2017	
		Spending	Space (SF)	Spending	Space (SF)	Spending	Space (SF)
Food, Beverages & Restaurants	\$327	\$11,050,000	33,792	\$14,930,000	45,657	\$20,170,000	61,682
Grocery	\$390	\$1,690,000	4,333	\$2,290,000	5,872	\$3,090,000	7,923
Retail	\$216	\$6,880,000	31,852	\$9,200,000	42,593	\$12,560,000	58,148
Total		\$19,620,000	69,977	\$26,420,000	94,122	\$35,820,000	127,753
Five Year Net Gain				\$6,800,000	24,145	\$9,400,000	33,631

Source: Marketek, Inc., Urban Land Institute

4.0 OFFICE MARKET OVERVIEW

Within the five-county Portland Metro area, office market vacancies stood at 11.55% at the end of the 2nd quarter of 2007. Vacancy rates are gradually trending upward as absorptions are down. Construction is moderate with addition of seven new office buildings, adding almost 500,000 SF to be completed in 2007 (Source: CB Richard Ellis.). As is true in metropolitan areas across the nation, Portland's suburban vacancy rates (14.4%) are significantly higher than the central business district (8.5%). The Lloyd Center market has a vacancy of 6.9% with average asking lease rates of \$23.31. Airport Way has a 10.5% vacancy rate and average asking rates of \$16.69. Another comparable of interest to Hayden Island is Vancouver, WA with vacancy of 13% and average lease rate of \$20.49.

Local brokers/management companies report that Hayden Island is a 'tough sell' for traditional office users such as professional service firms. Traffic congestion is the number one barrier to office leasing. Area realtors also note that most office prospects are looking for smaller spaces in the 500-1,000 SF range as well as moderate interest in small office suites. No executive suites are available on Hayden Island.

Hayden Island has one traditional office property, Hayden Island Plaza, a Class B 42,596 SF property that is currently 97% occupied. Rents average \$17/SF with all services. Occupants are largely financial, insurance and real estate professionals, many of whom reside on the island. A small amount of neighborhood commercial office space exists near the Safeway center. In addition, Hayden Island Business Park has flex space buildings available for warehouse-office-light manufacturing or related uses. Thirty-one tenants operate a wide variety of businesses ranging from auto-related support and distribution to furniture-making and even a church. Five buildings on nearly ten acres offer 162,000 SF of space. At present, five spaces are available (8.3% of total) ranging in size from 1,982 SF to 5,615 SF with rents from \$12.12/SF (NNN) to \$14.28/ SF (NNN).

Future office expansion will be dependent on job growth, residential expansion, developable land, and the ultimate reduction of traffic congestion, making Hayden Island a convenient location to do business between Portland and Vancouver with easy airport access. Assuming job growth and the ability to address key issues, Marketek estimated future office market demand. Using Hayden Island's current employment base of 2,952 and the Oregon Employment Department's projected rate of average annual employment growth per sector (1.6%) for Multnomah County, a straight line projection was used to estimate possible future employment growth and potential office demand. By 2012, Hayden Island's job base could grow to 3,197 and could further expand to 3,461 by 2017. Applying standard office space user ratios and the existing distribution of jobs on the island results in an estimated potential demand of 18,920 SF of new office space by 2012 with an additional demand of 20,640 SF by 2017.

Health care services/offices are noticeably absent from the business mix on Hayden Island and are keenly desired by local residents. The American Dental Association estimates that one dentist per 1,712 population base can be reasonably supported. The National Research Council estimates that a population of 2,257 persons is needed for every general practitioner physician. Health care providers may well be a target business for the island particularly as the residential base expands. However, a broader geographic market is likely needed to truly support these services as families have many influences on their choice of medical providers. Additionally, doctors and specialists tend to cluster close together for the economic synergies and referrals allowed.

5.0 INDUSTRIAL MARKET OVERVIEW

According to a July 2007 Grubb & Ellis report, the Portland industrial market is experiencing the lowest vacancy rate in twenty years. By all accounts, there is substantial demand for industrial space in the Portland metro area with particular pressure on the central city where brokers and business are often willing to pay a premium for multi-modal access.

The largest industrial sector, distribution/warehouse with over 100 million square feet of inventory, is also the most constrained with a vacancy rate of 4-5%. Up to 2.0 million SF of new speculative industrial space will be completed in 2008, but is expected to be rapidly absorbed.

Portland's industrial market is closely linked to activity at the Port of Portland and global trade. Even with a general economic slowdown expected, no surplus is anticipated in Portland due to the existing tight market and limited supply.

In 2002 and 2004, a combined total of 4,000 acres was added to the Urban Growth Boundary and is rapidly being absorbed. In June 2007 Metro completed an industrial land inventory identifying 1,905 tax lots with 9,294 buildable acres inside the Metro UGB. The overwhelming majority of lots are small, with a median size of 3.4 acres.

East Hayden Island has one large industrial site, the 38-acre Portland Auto Auctions on the western edge adjoining the railroad line. While over time the existing tenant may relocate, the site will likely be coveted for other light industrial uses—flex space, warehouse/distribution, business park or similar development. The Columbia Crossings properties are also currently zoned industrial, totaling 21 acres of developable land. Because of their location in close proximity to residential and water-recreation uses, these sites are less likely to remain industrial over the long term.

Hayden Island Final Plan
APPENDICES

Section A-5

— **City of Portland Technical Memo** *(10/07 Draft)*



POLICY FRAMEWORK

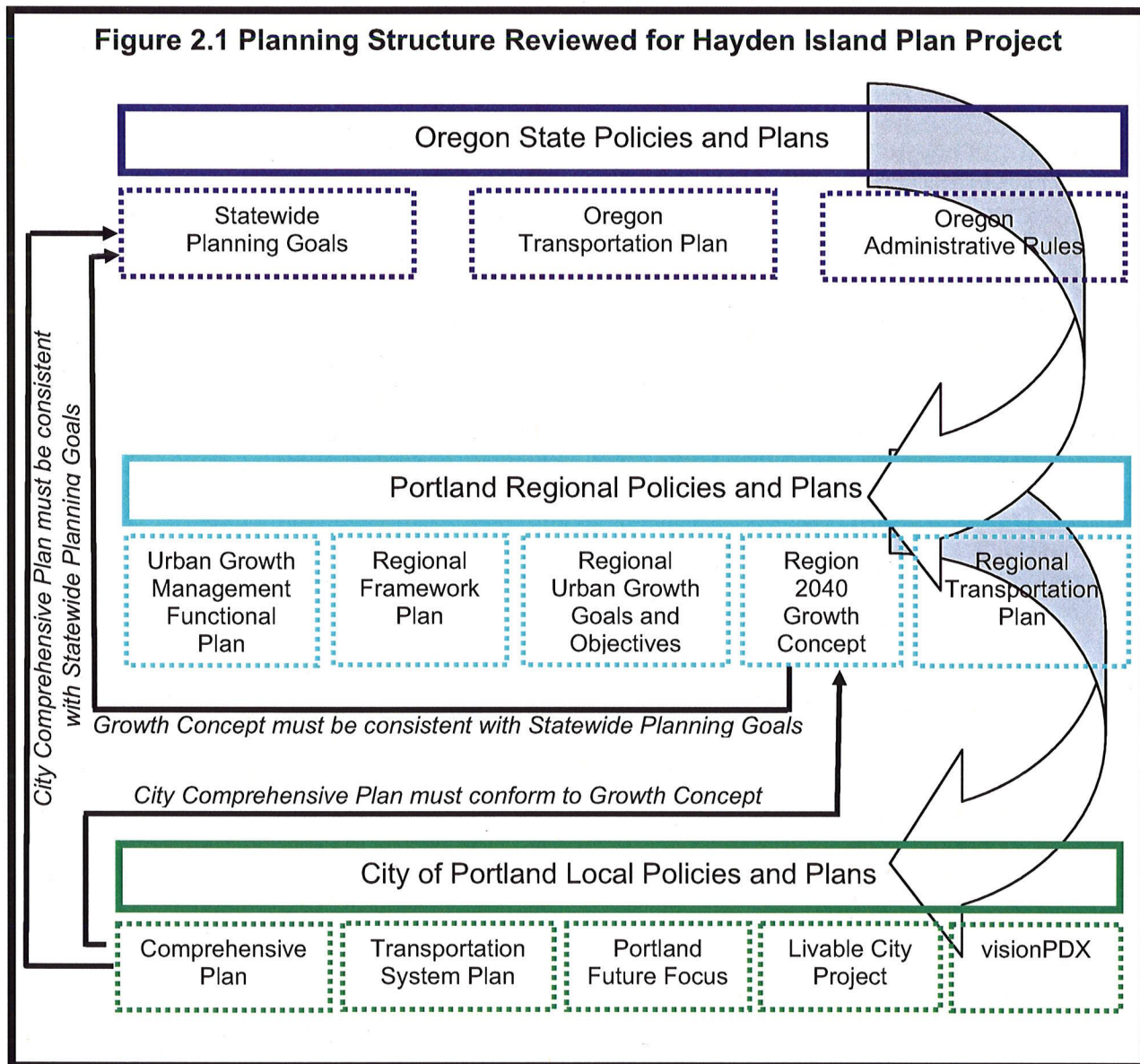
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2. Introduction

The purpose of this document is to review the planning and policy framework for the Hayden Island Plan Project. The framework included federal, state, regional, and local policy as well as adopted plans and regulations that the project must comply with. Planning for the Hayden Island Project must be consistent with the City of Portland's adopted policies and plans, which must be consistent with regional policies and plans, and so on, including the State and Federal level. This document provides a summary of each applicable policy that will apply to the Hayden Island Plan Project. Although each document reviewed contains many policies and regulations, only the most pertinent policies and information are summarized in this document. Figure 2.1 illustrates the structure of planning that will guide the Hayden Island Plan Project.



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3. Oregon State Policies

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3.1 Oregon Statewide Planning Goals

The Oregon Statewide Planning Goals constitute the framework for the statewide land use planning program. There are nineteen goals which cover a broad range of subjects.

There are four broad categories of goals. The first category deals with the planning process and includes Goal 1 Citizen Involvement and Goal 2 Land Use Planning. The second category deals with conservation and includes Goal 3 Agricultural Lands, Goal 4 Forest Lands, Goal 5 Open Spaces, Scenic and Historic Areas and Natural Resources, Goal 6 Air, Water and Land Resources Quality, Goal 7 Areas Subject to Natural Disasters and Hazards, Goal 8 Recreation Needs, Goal 13 Energy, and Goal 15 Willamette Greenway. The third category deals with development and includes Goal 9 Economy of the State, Goal 10 Housing, Goal 11 Public Facilities and Services, Goal 12 Transportation, and Goal 14 Urbanization. The fourth and final category deal with water resources and includes Goal 16 Estuarine Resources, Goal 17 Coastal Shorelands, Goal 18 Beaches and Dunes, and Goal 19 Ocean Resources.

Goals 1, 2, and 5 – 15 apply to the entire State of Oregon or the City of Portland in particular. The other goals apply to specific geographic areas such as the coast or rural farm and forestland. The Goals that apply to the Hayden Island Plan are outlined below.

3.1.1 Goal 1 Citizen Involvement

This goal calls for “the opportunity for citizens to be involved in all phase of the planning process.” It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

3.1.2 Goal 2 Land Use Planning

This goal outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable “implementation ordinances” to put the plan's policy into effect must be adopted. It requires that plans be based on “factual information”; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals and they may be taken when a statewide goal cannot or should not be applied to a particular area of situation.

3.1.3 Goal 5 Open Spaces, Scenic and Historic Areas and Natural Resources

This goal covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of balance between the resource and the uses that would conflict with it.

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3.1.4 Goal 6 Air, Water and Land Resources Quality

This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

3.1.5 Goal 7 Areas Subject to Natural Disasters and Hazards

This goal deals with development in places subject to natural hazards. It requires that jurisdictions apply safeguards when planning for development in such places.

3.1.6 Goal 8 Recreation Needs

This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

3.1.7 Goal 9 Economic Development

This goal calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

3.1.8 Goal 10 Housing

This goal states that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types

3.1.9 Goal 11 Public Services and Facilities

This goal calls for efficient planning of public services such as sewer, water, law enforcement, and fire protection. The goal's central concept is that public services should be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

3.1.10 Goal 12 Transportation

This goal aims to provide "a safe, convenient and economic transportation system". It asks for communities to address the needs of the "transportation disadvantaged".

3.1.11 Goal 13 Energy Conservation

This goal states that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

3.1.12 Goal 14 Urbanization

This goal requires cities to estimate future growth and needs for land then plans and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land". It

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specifies criteria to be applied when undeveloped land within a UGB is to be converted to urban uses.

3.2 Oregon Transportation Plan

The *Oregon Transportation Plan (OTP)* is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan. The *OTP* considers all modes of Oregon's transportation system as a single system and addresses the future needs through 2030. It assesses state, regional, and local public and private transportation facilities. The *OTP* establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing Oregon. The goals of the *OTP* are outlined below.

- Goal 1: Mobility and Accessibility
- Goal 2: Management of the System
- Goal 3: Economic Vitality
- Goal 4: Sustainability
- Goal 5: Safety and Security
- Goal 6: Funding the Transportation System
- Goal 7: Coordination, Communication, and Cooperation

The Plan provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but it does not identify specific projects for development. It also identifies a coordinated multimodal transportation system, to be developed over a 20-year period, to implement the Plan's goals and policies.

3.3 Oregon Administrative Rules

The *Oregon Administrative Rules (OARs)* are directives, standards, regulations, or statements of general applicability that implement, interpret, or prescribe law or policy, or describe the procedure or practice requirements of an agency. In certain instances the *OARs* implement standards set by the *Statewide Planning Goals*.

3.3.1 Metropolitan Housing Rule (OAR 660-007-0000)

The purpose of the *Metropolitan Housing Rule* is to assure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland UGB, to provide greater certainty in the development process, and therefore to reduce housing costs. The Metropolitan Housing Rule is intended to establish regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro UGB, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization. The *Metropolitan Housing Rule* has a number of objectives, including:

- Provide for an overall density of ten or more dwelling units per net buildable acre;
- Consider the needs for manufactured housing and government assisted housing within the UGB in arriving at an allocation of housing types; and

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- Designate sufficient buildable land to provide the opportunity for at least 50% of new residential units to be attached single family housing or multiple family housing.

3.3.2 Transportation Planning Rule (OAR 660-012-0000)

Transportation Planning Rule (TPR) expands on *Statewide Planning Goal 12: Transportation*. The *TPR* requires all cities and counties to prepare and adopt a transportation system plan and provides a framework for local actions to implement a more balanced approach in determining the need, financing, and use of transportation facilities. It is intended to foster the development of land use and transportation patterns that will:

- Reduce the number of vehicle miles traveled per capita;
- Reduce overall reliance on the automobile;
- Support types of development that are less auto-dependent; and
- Encourage alternative modes of travel.

The *Transportation Planning Rule* mandates several steps by which local jurisdictions can reduce reliance on automobiles. The *TPR* sets a high standard for success, targeting vehicle miles traveled, an indicator of urban congestion and air pollution, for a per capita reduction of 10% over twenty years, and a 5% percent additional reduction over thirty years. To make this possible, the rule seeks a more formal connection between land use and transportation planning. Local jurisdictions are required to produce a *Transportation System Plan (TSP)* that provides a balanced multi-modal transportation system and determines the long range allocation of transportation resources in ways that benefit the desired transportation and land use outcomes.

3.3.3 State and Local Park Planning Rule (OAR 660-034-0000)

The purpose of the *State and Local Park Planning Rule* is to establish policies and procedures for the planning and zoning of state and local parks in order to address the recreational needs of the citizens of the state. This rule is intended to interpret and carry out requirements of *Statewide Planning Goal 8* and *ORS 195.120 to 195.125*. In general, this rule directs local government planning and zoning activities regarding state and local park master plans.

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4. Portland Regional Policies

Metropolitan Regional Government (Metro) is the directly elected regional government for the urbanized portions of Clackamas, Multnomah, and Washington Counties. Metro maintains many regional facilities and manages regional growth through land use and transportation planning. Metro determines the location and potential expansion of the Urban Growth Boundary.

Metro adopted a set of *Regional Urban Growth Goals and Objectives (RUGGOs)* in 1995. They outline the planning process and fundamental values that will guide the region as it grows. As part of the *RUGGOs*, Metro adopted the *Region 2040 Growth Concept* which designates particular areas in the region where additional population and development will be focused in order to accommodate future growth. Metro's *Regional Transportation Plan (RTP)* works in conjunction with the *Growth Concept* to plan for the multimodal transportation needs of the designated areas for additional development.

The *2040 Framework Plan* and the *2040 Functional Plan* were adopted in 1996 and 1997 respectively. These plans provide local governments with a comprehensive policy basis for growth management issues, and direct local governments to implement specific standards for achieving growth management objectives.

4.1 Urban Growth Management Functional Plan

The regional policies of the *Urban Growth Management Functional Plan* recommend and require changes to city and county comprehensive plans and implementing ordinances. The purpose of the *Functional Plan* is to implement regional goals and objectives adopted by the Metro Council as the *Regional Urban Growth Goals and Objectives (RUGGO)*, including the *Metro 2040 Growth Concept* and the *Regional Framework Plan*. The Urban Growth Management Functional Plan is Section 3.07 of the Metro Code. The applicable titles in that section are listed below.

- Title 1: Requirements for Housing and Employment Accommodation
- Title 2: Regional Parking Policy
- Title 3: Water Quality, Flood Management, and Fish and Wildlife Conservation
- Title 4: Industrial and Other Employment Areas
- Title 6: Central City, Regional Centers, Town Centers and Station Communities
- Title 7: Affordable Housing
- Title 12: Protection of Residential Neighborhoods

4.2 Regional Framework Plan

In 1992, the region's voters adopted a Charter for Metro which gave Metro jurisdiction over matters of metropolitan concern and required the adoption of a *Regional Framework Plan*. The *Regional Framework Plan* unites all of Metro's adopted land use planning policies and requirements. This document brings together new elements as well as previous regional policies including the *Regional Urban Growth Goals and Objectives*, *2040 Growth Concept*, *Metropolitan Greenspaces Master Plan* and

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Regional Transportation Plan, to create a coordinated, integrated *Regional Framework Plan*. Under the Metro Charter and state law, cities and counties within Metro's boundaries are required to comply and be consistent with Metro's adopted Urban Growth Management Functional Plans and the Regional Framework Plan.

Each chapter of *Framework Plan* gives an introduction followed by a list of relevant Fundamentals. Fundamentals are eight value statements adopted by the Metro Council that synthesize the *2040 Growth Concept* and regional policies and are listed below:

- Fundamental 1: Encourage a strong local economy by providing an orderly and efficient use of land, balancing economic growth around the region and supporting high quality education.
- Fundamental 2: Encourage the efficient use of land within the UGB including buildable industrial and commercial land and focus development in 2040 mixed use centers and corridors.
- Fundamental 3: Protect and restore the natural environment including fish and wildlife habitat, streams and wetlands, surface and ground water quality and quantity, and air quality.
- Fundamental 4: Provide a balanced transportation system including safe, attractive facilities for bicycling, walking and transit as well as for motor vehicles and freight.
- Fundamental 5: Maintain separation between the Metro UGB and neighboring cities by working actively with these cities and their respective counties.
- Fundamental 6: Enable communities inside the Metro UGB to enhance their physical sense of place by using among other tools, greenways, natural areas, and built environment elements.
- Fundamental 7: Enable communities to provide diverse housing options for all residents by providing a mix of housing types as well as affordable homes in every jurisdiction.
- Fundamental 8: Create a vibrant place to live and work by providing sufficient and accessible parks and natural areas, improving access to community resources such as schools, community centers and libraries as well as by balancing the distribution of high quality jobs throughout the region, and providing attractive facilities for cultural and artistic performances and supporting arts and cultural organizations.

4.3 Regional Urban Growth Goals and Objectives

The *RUGGOs* are the building blocks with which local governments, citizens, businesses, and other can develop a shared view of the region. They are not directly applicable to local plans and local land use decisions; however they are the goals that underlie all plans developed within the region. The *RUGGOs* are intended to:

- Guide efforts to maintain and enhance the ecological integrity, economic viability, social equity, and overall quality of life in the region;
- Provide a policy for the development of the element of Metro's *Regional Framework Plan* and its implementation of individual functional plans: and

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- Provide a process for coordinating planning in the metropolitan area to maintain livability.

4.4 Region 2040 Growth Concept

The *2040 Growth Concept* is a long-range plan designed with the participation of thousands of Oregonians in the 1990s. The *Concept* intended to guide growth and development for the next 50 years, and is based on a set of shared values: thriving neighborhoods and communities, abundant economic opportunity, clean air and water, protecting streams and rivers, preserving farms and forestland, access to nature, and a sense of place. Policies in the region's long-range plan encourage:

- safe and stable neighborhoods for families;
- compact development, which uses both land and money more efficiently;
- a healthy economy that generates jobs and business opportunities;
- protection of farms, forests, rivers, streams and natural areas;
- a balanced transportation system to move people and goods; and
- housing for people of all incomes in every community.

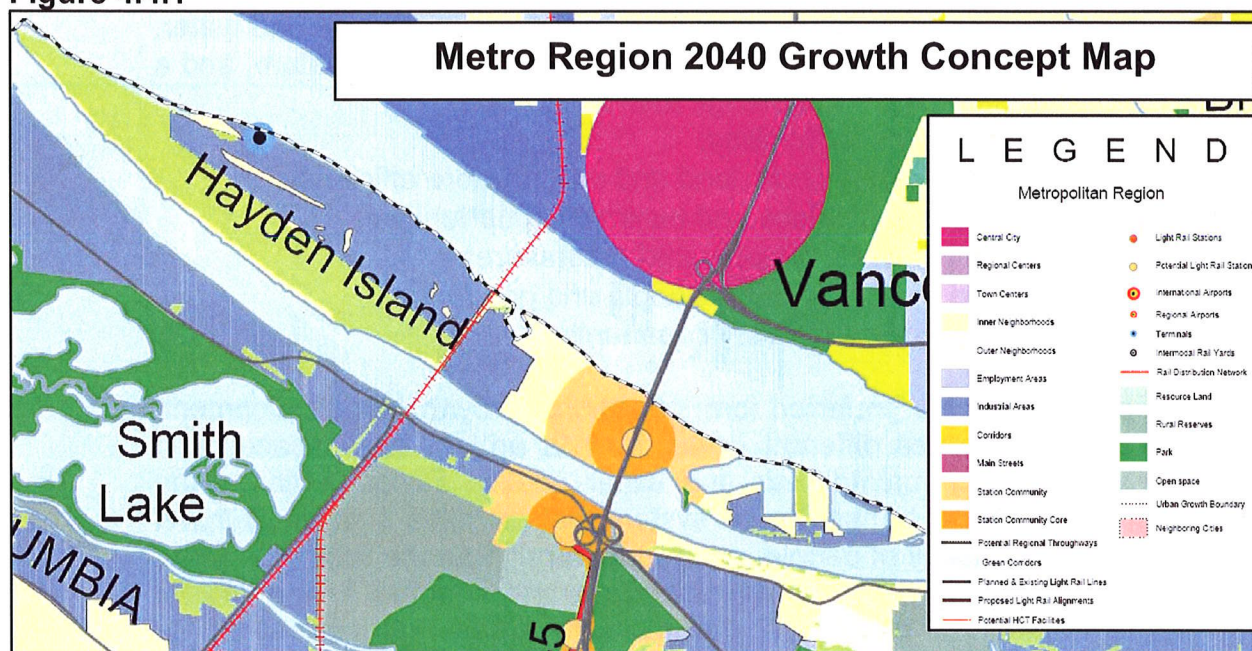
The *Growth Concept* indicates the preferred form of regional growth and development, what densities should characterize different areas, how to protect open spaces and natural resources, and how to maintain air and water quality. Fundamental to the *Growth Concept* is a multi-modal transportation system that provides a range of travel mode options and assures mobility of people and goods throughout the region. In order to accommodate future growth, Metro, along with cities and counties in the region, jointly designated a number of mixed-use development areas that correspond to mapped region-wide "Design Types". These "Design Types" are identified in the *Growth Concept* and are meant to implement the objectives of Goals 1 and 2 of the *RUGGOs* and the applicable "Design Types" are outlined below.

- **Station communities:** Station communities are areas of development centered around a light-rail or high-capacity-transit station that feature a variety of shops and services that will remain accessible to bicyclists, pedestrians and transit users as well as cars.
- **Neighborhoods:** Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. Some redevelopment can occur so that vacant land or under-used buildings could be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, mixed uses and a mix of housing types including row houses and accessory dwelling units. The growth concept distinguishes between slightly more compact inner neighborhoods, and outer neighborhoods, with slightly larger lots and fewer street connections.
- **Industrial areas and freight terminals:** Serving as hubs for regional commerce, industrial land and freight facilities for truck, marine, air and rail cargo provide the ability to generate and move goods in and out of the region. Access to these areas is centered on rail, the regional freeway system and key roadway connections. Keeping these connections strong is critical to maintaining a healthy regional economy.

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- Rural reserves/open spaces: An important component of the growth concept is the availability and designation of lands that will remain undeveloped, both inside and outside the urban growth boundary. Rural reserves are lands outside the UGB that provide a visual and physical separation between urban areas and farm and forest lands. Open spaces include parks, stream and trail corridors, wetlands and floodplains.

Figure 4.4.1



4.5 Regional Transportation Plan

The Regional Transportation Plan sets the direction and guides planning for future investments in the region's transportation system. The RTP also establishes policies and priorities for all forms of travel, street design, and the efficient management of the overall system. It anticipates the region's current and future travel needs based on forecasts of growth in population, households and jobs as well as future travel patterns and analysis of travel conditions. The *RTP* also evaluates federal, state and local funding that will be available for transportation improvements, and estimates costs of projects and proposes funding strategies to meet these costs.

While the plan recognizes that most travel in the region will continue to be by auto, alternatives to driving alone, such as transit, walking and bicycling, are also recognized as important. The *RTP* provides a vision for new ways to get around, such as commuter rail and vanpools, and includes telecommuting, ridesharing and other programs designed to reduce demand on the transportation system. The policies focus on ensuring that all layers of the region's transportation system work together in the most effective way possible, including the efficient management of the overall system. In addition, the policies recognize the importance of the movement of goods and services to our regional economy.

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5. City of Portland Goals and Policies

5.1 Comprehensive Plan

In 1980, Portland City Council adopted its *Comprehensive Plan* for the City. It included goals, policies, objectives, and a plan map to guide the City's future development and redevelopment over a 20 year period. Portland's *Comprehensive Plan* includes a set of goals, policies, and objectives that apply to the entire city. Similar goals, policies, and objectives in neighborhood and community plans that apply only parts of the city are also part of the *Comprehensive Plan*. The plan also includes a list of significant public works projects; and a set of mapped features. These features include land use designations, street classifications, the city limits, and the urban service boundary.

The *Comprehensive Plan* is intended to be dynamic: able to inspire, guide, and direct growth in the City, while also responding to change through amendment and refinement. Since adoption, the goals, policies, and objectives of the plan have been amended in response to new circumstances, special studies, new technology, and changes in state, regional, and local plans and mandates. The Hayden Island Plan will result in updates to the *Comprehensive Plan* map and text. The applicable goals of the *Comprehensive Plan* are outlined below with policies that may be pertinent listed below the relative goal.

5.1.1 Goal 2 Urban Development

This aim of Goal 2 is to maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers. Applicable policies include:

- Policy 2.6 Open Space;
- Policy 2.9 Residential Neighborhoods;
- Policy 2.11 Commercial Centers;
- Policy 2.15 Living Closer to Work;
- Policy 2.17 Transit Stations and Transit Centers;
- Policy 2.18 Transit-Supportive Density;
- Policy 2.19 Infill and Redevelopment;
- Policy 2.22 Mixed Use; and
- Policy 2.23 Buffering.

5.1.2 Goal 3 Neighborhoods

The objective of Goal 3 is to preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality. Applicable policies include:

- Policy 3.2 Social Conditions;
- Policy 3.3 Neighborhood Diversity;
- Policy 3.5 Neighborhood Involvement; and
- Policy 3.6 Neighborhood Plan.

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5.1.3 Goal 4 Housing

The aim of Goal 4 is to enhance 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 accommodate the needs, preferences, and financial capabilities of current and future households. Applicable policies include:

- Policy 4.1 Housing Availability;
- Policy 4.2 Maintain Housing Potential;
- Policy 4.3 Sustainable Housing;
- Policy 4.7 Balanced Communities; and
- Policy 4.10 Housing Diversity.

5.1.4 Goal 5 Economic Development

The objective of Goal 5 is to foster a strong and diverse economy which provides a full range of employment and economic choices for individuals and families in all parts of the city. Applicable policies include:

- Policy 5.4 Transportation System;
- Policy 5.8 Diversity and Identity in Industrial Areas; and
- Policy 5.9 Protection of Non-Industrial Lands.

5.1.5 Goal 6 Transportation

Goal 6 aims to develop 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. Applicable policies include:

- Policy 6.4 Classification Descriptions;
- Policy 6.17 Coordinate Land Use and Transportation;
- Policy 6.19 Transit-Oriented Development;
- Policy 6.20 Connectivity;
- Policy 6.22 Pedestrian Transportation;
- Policy 6.24 Public Transportation;
- Policy 6.29 Multimodal Freight System;
- Policy 6.34 North Transportation District; and
- Policy 6.35 Northeast Transportation District.

5.1.6 Goal 7 Energy

The objective of Goal 7 is to promote a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. Applicable policies include:

- Policy 7.4 Energy Efficiency through Land Use Regulations; and
- Policy 7.6 Energy Efficient Transportation.

5.1.7 Goal 8 Environment

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The aim of Goal 8 is to maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and business centers from detrimental noise pollution. Applicable policies include:

- Policy 8.4 Ride Sharing, Bicycling, Walking, and Transit;
- Policy 8.8 Groundwater Protection;
- Policy 8.9 Open Space;
- Policy 8.14 Natural Resources;
- Policy 8.15 Wetlands/Riparian/Water Bodies Protection;
- Policy 8.17 Wildlife;
- Policy 8.19 Noise Abatement Construction Requirements; and
- Policy 8.21 Portland International Airport Noise Impact Area.

5.1.8 Goal 9 Citizen Involvement

Goal 9 aims to improve the method for citizen involvement in the on-going land use decision-making process and provide opportunities for citizen participation in the implementation, review and amendment of the adopted Comprehensive Plan. Policy 9.1 Citizen Involvement Coordination is applicable.

5.1.9 Goal 11 Public Facilities

This Goal has several sub-goals which are outlined below. The applicable Policies are shown under the appropriate sub-goal.

- Goal 11 A: Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.
 - Policy 11.1 Service Responsibility
 - Policy 11.4 Capital Efficiency
 - Policy 11.7 Capital Improvement Program
- Goal 11 B: Improve the quality of Portland's transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry.
 - Policy 11.8 Environmental Sustainability in Transportation
 - Policy 11.10 Street Design and Right-of-way Improvements
 - Policy 11.11 Street Plans
 - Policy 11.12 Maintenance
- Goal 11 C: Insure 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.
 - Policy 11.21 Stormwater Management
 - Policy 11.22 Impervious Services
- Goal 11 D: Provide for adequate solid waste disposal.
- Goal 11 E: Insure that reliable and adequate water supply and delivery systems are available to provide sufficient quantities of high quality water at adequate pressures to meet the existing and future needs of the community, on an equitable, efficient and self-sustaining basis.

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- Goal 11 F: Maximize 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.
 - Policy 11.40 Capital Programming
 - Policy 11.41 Improvements
 - Policy 11.42 New Parkland
 - Policy 11.47 Public/Private Opportunities
- Goal 11 G: Develop and maintain facilities that adequately respond to the fire protection needs of Portland.
- Goal 11 H: Develop and maintain facilities that allow police personnel to respond to public safety needs as quickly and efficiently as possible.
 - Policy 11.53 Service Level
 - Policy 11.54 New Service
 - Policy 11.55 Crime Prevention
- Goal 11 I: Enhance the educational opportunities of Portland's citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance in planning educational facilities.

5.1.10 Goal 12 Urban Design

The objective of Goal 12 is to enhance Portland as livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private development and public improvements for future generations.

Applicable policies include:

- Policy 12.1 Portland's Character;
- Policy 12.2 Enhancing Variety;
- Policy 12.4 Provide for Pedestrians;
- Policy 12.5 Promote the Arts;
- Policy 12.6 Preserve Neighborhoods;
- Policy 12.7 Design Quality; and
- Policy 12.8 Community Planning.

5.2 Transportation System Plan

The *Transportation System Plan (TSP)* is the long-range plan to guide transportation investments in Portland. The *TSP* meets State and regional planning requirements and addresses local transportation needs for cost-effective street, transit, freight, bicycle, and pedestrian improvements. The plan provides transportation choices for residents, employees, visitors, and others. The *TSP* aims to provide a balanced transportation system to support neighborhood livability and economic development. The chapters of the *TSP* are outlined below.

- Chapter 1: Introduction
- Chapter 2: Transportation Element of the Comprehensive Plan
- Chapter 3: Transportation System Improvements
- Chapter 4: Refinement Plans and Studies
- Chapter 5: Modal Plans and Management Plans

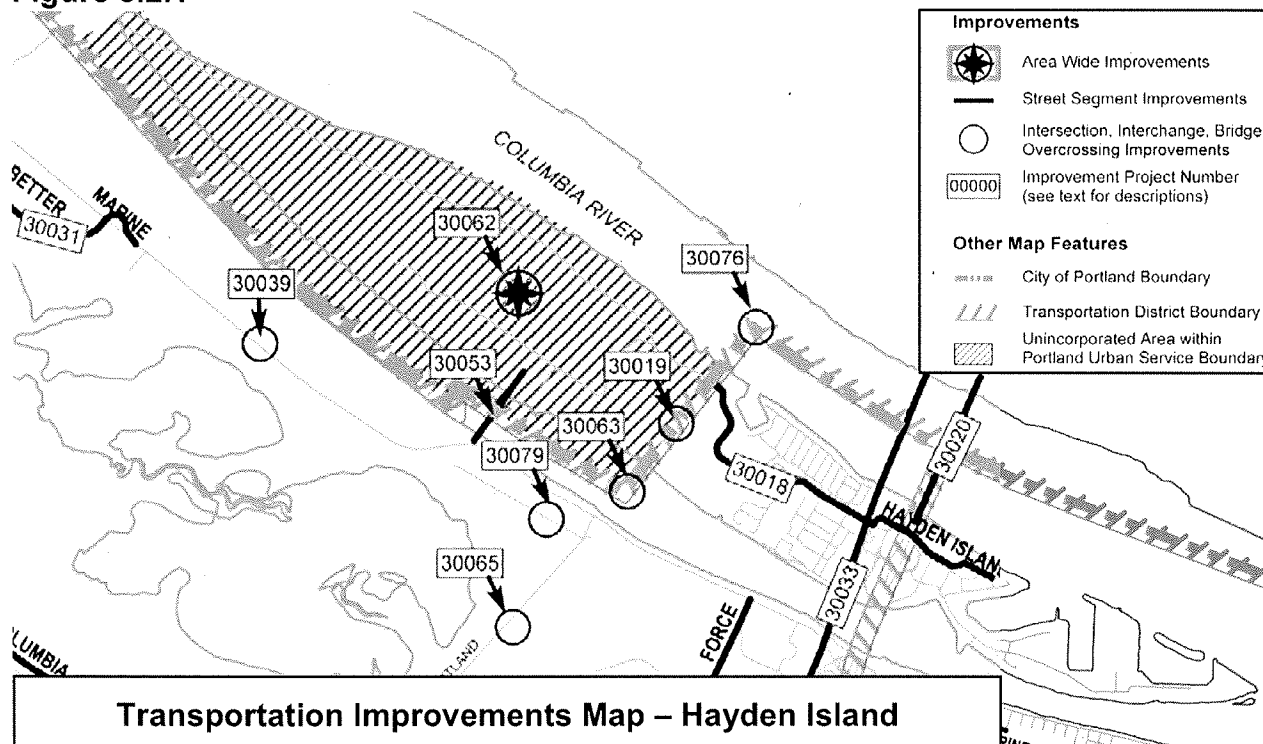
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- Chapter 6: Implementation Strategies and Regulations
- Chapter 7: Framework and Process
- Chapter 8: Public Involvement
- Chapter 9: Inventory Summary
- Chapter 10: Needs Assessment
- Chapter 11: Master Street Plans
- Chapter 12: Area Studies
- Chapter 13: Transportation and Land Use Alternatives
- Chapter 14: Financial Plan
- Chapter 15: System Performance
- Chapter 16: Findings

The *Transportation System Plan* identifies a number of projects. Several are proposed for Hayden Island, as part of Chapter 3, and are listed below.

- Project No. 30018: Hayden Island N/NE Street Network Improvements
- Project No. 30019: Hayden Island/Rivergate, N: Rail Access
- Project No. 30020: I-5, N (Columbia River – Columbia Boulevard): Bridge Widening
- Project No. 30033: Light Rail Extension – Phase 2, N
- Project No. 30053: West Hayden Island Crossing, N
- Project No. 30062: West Hayden Island Rail Yard Expansion, WHI
- Project No. 30063: BNSF Line at Columbia Bridge, N: Improvements
- Project No. 30076: Vancouver BNSF Rail Bridge Project (Columbia River)

Figure 5.2.1



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5.3 Portland Future Focus

The *Portland Future Focus* is a community-based strategic plan. It was adopted by City Council in August 1991 and it addresses Portland's future in the face of its changing role in the state and region. A key feature of the Portland Future Focus is the emphasis on quality of life. The plan describes trends impacting the city, sets preferred and probable futures, and sets strategic goals for achieving the preferred future. Also included are action plans designed to implement the strategic goals citywide. The action plan goals are outlined below.

- Crime Action Plan Goal: Reduce crime, eliminate violence, and better support victims, beginning in high-crime areas of the city.
- Diversity Action Plan Goal: To embrace and celebrate diversity and eliminate bigotry, enhancing our sense of community.
- Economy Action Plan Goal: To create wealth and family-wage jobs in the Portland metropolitan region through increased trade and investment by capitalizing on Portland's location on the Pacific Rim and by providing superior education and training.
- Education Action Plan Goal: Graduate all children from high school with skills enabling them to succeed in the work force or in post-secondary education, including the fundamental ability to read, write, compute, and reason.
- Building Leadership Action Plan Goal: To build stronger, more innovative, more responsive citizen and elected leadership.
- Managing Growth Action Plan Goal: Manage regional growth to provide effective public services at the lowest responsible cost, to improve environmental quality, and to enhance the quality of life.

5.4 Livable City Project

The Planning Bureau's *Livable City Project* developed principles that suggest how the city might accommodate additional development while preserving neighborhood livability. *Growing Better: A Report to the Planning Commission on Phase 1 of the Livable City Project (1993)* provides information on the concepts, principles, and implementation strategies. *Growing Better* also contains an analysis of trends for growth and development in Portland over the next twenty years; this effort was intended to become the city's overall growth management strategy to address the Region 2040 Growth Concept. The first phase of the *Livable City Project* involved a large degree of outreach and research during which six growth concepts were used. Several of these concepts are applicable and are outlined below.

5.4.1 Transit Stations Growth Concept

This growth concept is directed at accommodating a mix of commercial and multifamily development. It is a nodal development concept which focuses on encouraging higher density transit-oriented land uses and design features around existing and future light rail stations. Concentrating development in such areas helps encourage transit ridership and thus help repay the investment made in the light rail transit system. By concentrating development the impacts to adjacent neighborhoods are minimized.

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Additionally, the transit and pedestrian environment helps reduce auto traffic and stimulate private investment, which in turn helps with the formation of a neighborhood center useful to all.

5.4.2 Main Streets Growth Concept

Main Streets is a development concept which involves encouraging higher density mixed-use development along selected arterials, with a minimum impact on adjacent neighborhoods. Main Streets can benefit an entire neighborhood by providing a focus for local shopping and professional services, and community facilities. The Main Street concept includes a strong street orientation, creation of a pedestrian-friendly environment, and creation of a focus for the adjacent area.

5.4.3 Opportunity Sites Growth Concept

Opportunity sites consist of underutilized properties where redevelopment may potentially improve the surrounding neighborhood. Opportunity parcels are not limited to large parcels. There is a multiplicity of small opportunity sites in many neighborhoods of the City. Encouragement of the redevelopment of these opportunity sites is particularly desirable when such redevelopment would also help advance other objectives – such as increased development in the vicinity of light rail stations or along potential main streets.

5.5 visionPDX (2007)

The *visionPDX* project was initiated by Mayor Tom Potter in 2005 and is a City-supported, community-led initiative to create a vision for Portland for the next 20 years and beyond. *VisionPDX* reached out to thousands of Portlanders, engaging them in conversations about how they want to see and experience the shared future. The report states that the vision for Portland in 2030 is “Shaped by the Willamette and Columbia Rivers, Portland connects people and nature to create an international model of equity and sustainability. We are a city of communities. Our distinct neighborhoods and vibrant downtown are safe, energizing civic and cultural spaces. Our diverse population, innovative businesses and forward-thinking leaders work together to ensure livability for all.” This vision is further clarified by three distinct values which are: community connectedness and distinctiveness, equity and accessibility, and sustainability.

VisionPDX also describes five elements of Portland’s future: built, economic, environmental, learning, and social. Each element is characterized and visualized for the future. In addition to the five elements there are also five trends that will shape the community in some way in future years. The trends include: population growth, growing diversity, changing economy, peak oil, and global warming.

The *visionPDX* project is part of the larger *Portland Plan* which will serve to guide the growth and development of Portland over the next 30 years. It will serve as Portland’s updated Comprehensive Plan and include updates to the city’s Central City Plan, City-wide Economic Development Strategy and Sustainability/Global Warming policies.

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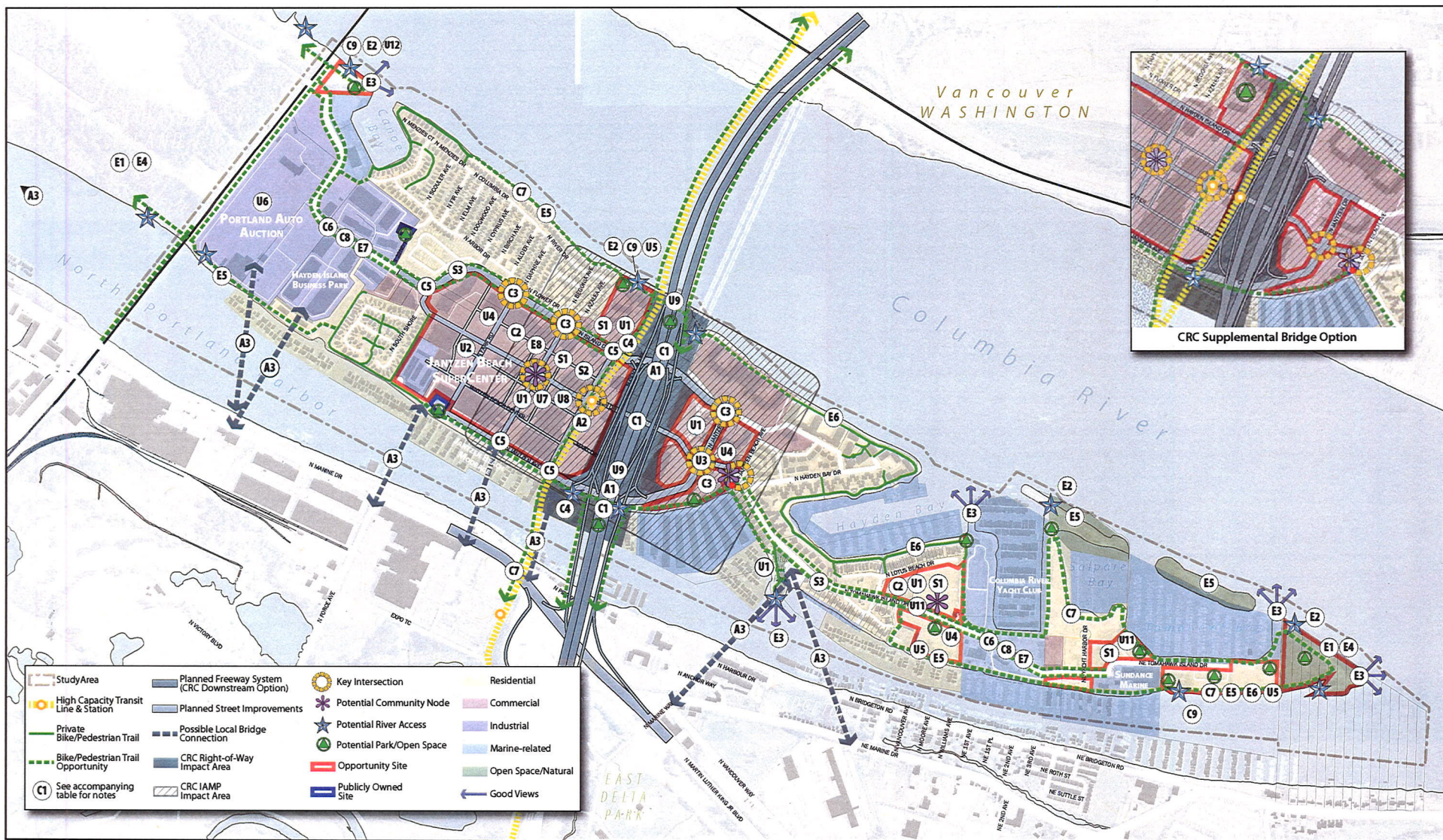
Hayden Island Final Plan
APPENDICES

Section A-6

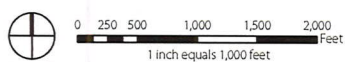
— **Opportunities and Constraints Map**

— **Associated Table**

(10/15/07)



Data Sources: City of Portland GIS, Metro RLIS




Opportunities & Constraints

15 October 2007 | Hayden Island Plan

EAST HAYDEN ISLAND MASTER PLAN: OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

CONSTRAINTS

ACCESS

A1

- Improve vehicular, transit, bicycle, and pedestrian access to and from Hayden Island with the Columbia River Crossing (CRC) project.
- Utilize a Single-Point Urban Interchange (SPUI) to reduce the amount of land, and subsequent impacts to private property, for freeway ramps.

- CRC project is expensive and ancillary improvements may be limited due to Federal funding restrictions.
- CRC project significantly impacts private property and access management.
- Vehicular access to and from Island still would only be along the freeway alignment.
- Traffic capacity on Island will be determined by how well the new off/on-ramps function.
- The Single-Point Urban Interchange (SPUI) is not pedestrian or bicycle-friendly; there are inherent conflicts between vehicle movement and pedestrian and bicycle movement in this type of interchange.

A2

- Increase Island's effective "carrying capacity" by constructing high-capacity transit (light rail or bus rapid transit) station near Jantzen Beach SuperCenter to connect to Vancouver and downtown Portland as part of the CRC project.

- Many residents live more than ¼-mile from proposed station area.
- Proposed station platform elevation (35' above grade) contradicts best practices for station design.
- LRT station would not be easily accessible for transit users east of the freeway.

A3

- Potential for new connection across North Portland Harbor

- Local connections south of Marine Drive are limited due to large roadless areas (Expo Center, Delta Park, etc.) and may still require use of freeway to connect to Portland's local street network.
- May significantly impact private property due to the large landing area needed for a new bridge.
- If sited west of the freeway, there could be an increase in vehicular and truck traffic through residential areas.

CONNECTIVITY

C1

- Improve existing crossings under freeway and provide a third, pedestrian-friendly underpass.

- Freeway will continue to split East Hayden Island in half and act as a barrier to pedestrian, bicycle, and vehicular movements.

C2

- Facilitate the expansion and improvement of the local street network and trail system with planned redevelopment of large parcels.
- Construct better bicycle and pedestrian facilities as new streets are built and existing streets are improved.

- Existing sidewalk system is fragmented and not constructed to City standards.
- Most existing streets on the Island are private and would require costly upgrades or reconstruction to become public streets.

C3

- Provide controlled intersections for pedestrian, bicycle, and vehicular safety.

- May conflict with ODOT access management regulations.

C4

- Improve pedestrian safety along and access to properties near freeway interchange along Hayden Island Drive.

- May conflict with ODOT access management regulations.

C5

- Provide more crosswalks for pedestrian safety.
- Improve safety and visibility of existing crosswalks.

- May conflict with ODOT access management regulations.

C6	<ul style="list-style-type: none"> □ Provide intra-Island transit along Island "spine." □ Provide "golf cart trolley" or "yellow golf carts," reminiscent of yellow bikes. 	<ul style="list-style-type: none"> □ Ridership may not be high enough to sustain intra-Island transit; transit service may be infrequent. □ Free yellow golf carts may be stolen. Who would administer public golf cart rentals?
C7	<ul style="list-style-type: none"> □ Create a public Island Loop Trail system and greenway that integrates and enhances the existing private trail system. □ Connect trail system to regional trail system and 40-mile Loop. 	<ul style="list-style-type: none"> □ Existing buildings, maritime uses, and private property may make a loop trail challenging to implement. □ Existing trails are privately owned, narrow, and sometimes gated. □ Currently, bikes are not allowed on some trails.
C8	<ul style="list-style-type: none"> □ Construct greenway and bike/pedestrian recreation trails along "spine" of Tomahawk Island Drive and Hayden Island Drive. 	<ul style="list-style-type: none"> □ Additional right-of-way would be needed. □ Connections through freeway and Jantzen Beach SuperCenter may be constrained.
C9	<ul style="list-style-type: none"> □ Provide public access to the river as properties redevelop. 	<ul style="list-style-type: none"> □ Would likely require the City to purchase land or easements or enter into a public-private partnership. □ There may be permitting challenges with the various regulatory agencies.

ENVIRONMENT AND OPEN SPACE

E1	<ul style="list-style-type: none"> □ Provide public access to existing natural areas. 	<ul style="list-style-type: none"> □ Most of these areas are privately owned. □ Increased public access may disturb habitat and degrade quality.
E2	<ul style="list-style-type: none"> □ Provide public access to beach 	<ul style="list-style-type: none"> □ Public users would need to cross over private property. □ Potential safety issues. Many stormwater and sewage systems are privately owned and maintained; some systems are showing signs of age.
E3	<ul style="list-style-type: none"> □ Take advantage of scenic views 	<ul style="list-style-type: none"> □ Land is currently privately owned. □ Increasing public access may damage ecological value
E4	<ul style="list-style-type: none"> □ Protect and conserve existing habitats and ecological systems. (Hayden Island is a stepping stone in a larger landscape of habitats, both north/south and east/west.) 	<ul style="list-style-type: none"> □ Except for habitats on West Hayden Island, high-quality habitat areas on the Island are isolated from one another.
E5	<ul style="list-style-type: none"> □ Improve habitat quality of the shoreline/levee system; restore riparian environment. (There are more opportunities on north shoreline because there are fewer moorages.) 	<ul style="list-style-type: none"> □ May not be able to provide ideal habitats, due to structural issues with the levees. □ Addition of trees may block river views. □ South shoreline is more constrained because of large number of moorages. □ Some shoreline is under state ownership. □ Some shoreline is in private ownership, but not usable.
E6	<ul style="list-style-type: none"> □ Preserve habitat areas through existing environmental zoning overlays. □ Educate land owners about habitat-friendly landscapes. 	<ul style="list-style-type: none"> □ Most of these areas are privately owned; some face development pressure. □ Environmental zoning overlays may not go far enough in terms of habitat preservation restoration.
E7	<ul style="list-style-type: none"> □ Plant larger trees along public rights-of-way because there are no overhead powerlines. 	<ul style="list-style-type: none"> □ Large trees may impede visibility into commercial sites.
E8	<ul style="list-style-type: none"> □ Improve management of stormwater and sewage to protect the health of residents and the river. □ Implement sustainable stormwater practices with new street construction and new development to relieve pressure on existing systems. 	<ul style="list-style-type: none"> □ Many stormwater and sewage systems are privately owned and maintained; some systems are showing signs of age.

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EAST HAYDEN ISLAND MASTER PLAN: OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

CONSTRAINTS

SUSTAINABLE DEVELOPMENT

S1

- ☐ Redevelopment provides an opportunity to design green buildings and implement stormwater best management practices.
- ☐ Improve drainage in streets.

- ☐ There are few applicable zoning incentives to encourage green building design.
- ☐ Stormwater infiltration systems seem feasible according to City groundwater level data; site-specific examination will be necessary.
- ☐ Questions about street ownership prevent residents from knowing who to contact about repairs.

S2

- ☐ Construction of new streets provides an opportunity to implement "green streets."
- ☐ Opportunities exist throughout the Island for stormwater filtration (water quality facilities).

- ☐ Stormwater infiltration systems seem feasible according to City groundwater level data; site-specific examination will be necessary.
- ☐ Most existing streets on the Island are private and would require costly upgrades or reconstruction to become public streets.

S3

- ☐ Provide habitat connectivity from one end of the Island to the other with street landscape strips and public greenways.

- ☐ May be expensive or physically difficult to acquire sufficient land for high-quality habitat.
- ☐ Cars, bicycles, and pedestrians can disturb habitat areas.
- ☐ Freeway will be a major barrier to greenway and habitat connectivity.

LAND USE AND URBAN DESIGN

U1

- ☐ Develop a series of public open spaces including parks, preserves, and plazas.
- ☐ Designate additional public open spaces with new development.
- ☐ Expand existing City-owned parks and open space by acquiring adjacent vacant lands.

- ☐ Limited City funds available for open space acquisition and development.
- ☐ Very few publicly-owned parcels on the Island.

U2

- ☐ Redevelop the Jantzen Beach SuperCenter with an emphasis on pedestrian-scale buildings and streets and a mix of shops and services to serve both a regional and local clientele.
- ☐ Incorporate community services into Jantzen Beach SuperCenter.
- ☐ Possibility for mixed-use development with higher densities.
- ☐ Out-of-state property owner is currently exploring more transit-oriented development forms nationally with a longer term for return on investment (ROI).

- ☐ City's influence on future development is limited to the regulatory environment (i.e., zoning).
- ☐ The shopping center is an auto-oriented regional draw and is responsible for much of the Island's traffic.
- ☐ Current property owner has limited experience in transit-oriented development and may test it elsewhere instead of Jantzen Beach.

U3

- ☐ Develop a "town center" with local-serving uses on commercial lands east of the freeway.
- ☐ Integrate local and regional-serving uses.

- ☐ The area will still see heavy traffic movements to/from the CRC on/off-ramps. This could impede safe pedestrian/bicycle access.
- ☐ Local-serving retail may not be able to compete with the big-box retail across the freeway.
- ☐ May need higher density housing to support greater mix of local-serving uses.

U4	<ul style="list-style-type: none"> □ Integrate important civic uses on the Island, such as a post office, police station, and library branch. □ Explore local bond/tax measures to fund public services that would be used primarily by Island residents. 	<ul style="list-style-type: none"> □ Perception that there is not enough density/local population to justify the expense of acquiring land, constructing facilities, and administering these services.
U5	<ul style="list-style-type: none"> □ Require new development with water access/shoreline to provide public access to the water. □ Adopt riparian/greenway setbacks similar to those on the Willamette River. 	<ul style="list-style-type: none"> □ Existing regulatory environment may not support this measure.
U6	<ul style="list-style-type: none"> □ Large site for potential redevelopment; would raise question about land use: residential or employment? 	<ul style="list-style-type: none"> □ Operational expansion is planned at the Portland Auto Auction site (which could bring more jobs to the Island). □ May increase traffic. □ Keeps large piece of land on Island as parking lot.
U7	<ul style="list-style-type: none"> □ Utilize investment in new transit station to serve as a catalyst and focal point for new development. 	<ul style="list-style-type: none"> □ Proposed station platform elevation (35' above grade) contradicts best practices for station design.
U8	<ul style="list-style-type: none"> □ Long-term opportunity to construct a range of new housing, including mixed-use, market-rate, and affordable. 	<ul style="list-style-type: none"> □ Large amounts of noise pollution come from the freeway and airplanes. □ Residential development faces restrictions due to location of airport noise contours. □ Current development is highly profitable and is unlikely to redevelop in the near to mid-term.
U9	<ul style="list-style-type: none"> □ Utilize space under reconstructed freeway for public amenities, such as a skateboard park, tennis courts, basketball courts, public parking, and/or a boat ramp. 	<ul style="list-style-type: none"> □ Possible security issues. □ Noise and pollution issues.
U10	<ul style="list-style-type: none"> □ Develop larger parks/open spaces on industrial zoned land 	<ul style="list-style-type: none"> □ May require private deed or public purchase. □ May require environmental cleanup.
U11	<ul style="list-style-type: none"> □ Include retail and public/semi-public open spaces in new residential developments. 	<ul style="list-style-type: none"> □ There may not be enough households to support significant retail development.
U12	<ul style="list-style-type: none"> □ Opportunity for public open space on triangular property that is currently for sale. □ Good views to Mount Saint Helens and Mount Hood. □ Good boat access. □ Swimming and/or fishing opportunities. 	<ul style="list-style-type: none"> □ Safety issues. Parcel is located along railroad and is isolated from housing.