



Hayden Island Plan
APPENDICES

Section D: Public Involvement

- D-1 Steering Group Issues**
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- D-3 Community Workshop Feedback Form Results**
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Section D-1

— **Steering Group Issues**



Issues identified at Steering Group Meeting 9/11/07

Number indicated in () are the tally of 'votes' for this item or subject

I-5 (10)

- Two halves and the middle
- Driveways and streets in the vicinity of new interchange terminals
- Arterial connection to Island more than I-5
- Traffic congestion on I-5 and around interchange
- Intensity and pattern of development with regard to how it affects operation of the new interchange
- Columbia River Crossing bridge/highway project
- Ramps (on/off) remaining in place or moving
- Traffic on and off of Island (4)
- Traffic, traffic, traffic
- Traffic (1)

Local Streets/Traffic (2)

- Local traffic circulation
- City ownership/improvement of island streets, sidewalks, and storm drains
- Street alignment and 20 year traffic management plan
- Accessibility
- Traffic: these are different types of traffic generated by different uses, retail traffic, residential traffic, houseboat traffic
- Maintenance of roads and water, private vs. City
- Poor drainage on most roads
- Formal study of Island traffic congestion by City Engineers
- Only two public streets
- Lack of interconnected road network for alternate route options (2)

Transit (1)

- Intra-Island public transportation connecting residents to mall services and MAX line (public transit on Island) (4)
- No public transportation to Vancouver
- No light rail/access

Services (1)

- No car maintenance
- Emergency services on Island
- No medical facility on Island

Safety (1)

- Providing more security for non-condo residential home owners from developers
- Transients camping on either end of Island
- Pan-handlers on Island

Healthy Business Climate (4)

- Jantzen Beach Super Center reconstruction
- Moratorium on new and commercial construction
- Business association (4)
- A variety of retail opportunities
- Quality retail
- Re-zoning for greater flexibility and development diversity (2)
- Attracting tourism/tourism destination (3)
- Impact of visitors (1)

Pedestrian/Bike (1)

- Walking path along shoreline
- Lack of bike/pedestrian connectivity and safety (1)
- Inaccessible for pedestrians and cyclists
- No public bike or walkway around Island
- No marked crosswalks (Lotus Beach) (1)
- Island transportation system i.e. bike paths, shuttles, and access to mainland

Sense of Place (4)

- City annexation and zoning of west end (1)
- Develop and understanding of what it takes to create an urban villages, sustainable
- Mix of architectural and economic diversity (what do we have that we like, what is ideal, what will be proposed by private developers?)
- Develop a Hayden Island style (1)
- Design Review for Hayden Island
- Land use mix, commercial/residential/industrial
- Preserving Island history
- Housing communities as a sense of place
- Uncommon diversity
- Maintaining a socially diverse community (1)

Natural Areas (1)

- Major threat of any industrial development on West Hayden that eliminates eco-system and reduces property values and quality of life on East end
- Friends of West Hayden Island (west end)
- Incorporation of green storm water strategies (1)
- Natural resource protection, enhancement, access
- Protection of West Hayden Island
- Turn West Hayden Island into a nature preserve – with trails and possibly a park (picnic tables, etc.)
- West End nature preserve (6)
- Developing access to parks and nature
- Fragmented natural areas/habitats
- Natural habitats on east and west portions of the Island are inaccessible

Parks (5)

- No public community meeting/social/facility
- Neighborhood and common areas (community centers, common areas and plazas, access to water and natural habitat)
- Lack of public gathering place(s)
- Public waterway access
- No public beach
- No public boat ramp/water access
- Waterfront park with walking and cycling access under current and proposed I-5 bridge
- Parks and recreation
- Incorporate several small (200-1000 sq. ft.) public parks with benches and perhaps drinking fountains – spread around East Hayden Island – particularly in the mall/commercial areas – some of them with river views

Housing (2)

- Maintain the continued existence of the RV park, both for affordable housing, accessible lodging for expo center, other local public events (1)
- Multiple gated communities
- Residential density (what minimum to support basic village services, what maximum allowed by transportation capacity planning?)
- Lack of clustered housing within walking/biking distance of basic services and common gathering areas
- Protection of manufactured home community from further development; protection of valuable and disappearing affordable housing option in metro area (4)
- Preserve the manufactured home community as a manufactured home community forever, keeping taxes low to maintain affordability
- Future residential projects in a range of affordability (2)
- Affordable housing
- Maintain a healthy mix of housing types including affordable housing
- Ensure the continued existence of the mobile home park
- Revisiting x-overlay (2)

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Section D-2

— **Public Meetings and Events**

Public Meetings and Events

The following is a list of public meetings and events that were either attended or hosted by the City of Portland Planning Bureau. City attended events indicate a member of the Hayden Island Plan team was in attendance, but the meeting was not specifically convened for Hayden Island Plan issues. A city hosted event was convened specifically for the Hayden Island Plan and was organized by the City of Portland Planning Bureau. These items are indicated in bold and supporting documenting materials are included.

Date	Event	Type
July 12, 2007	HINooN	City attended
August 22, 2007	Steering Group	City hosted
September 11, 2007	Steering Group	City hosted
September 13, 2007	HINooN	City attended
October 9, 2007	Steering Group	City hosted
October 11, 2007	HINooN	City attended
October 16 – 20, 2007	Community Design Workshop	City hosted
November 8, 2007	HINooN	City attended
November 13, 2007	Steering Group	City hosted
December 11, 2007	Steering Group	City hosted
December 13, 2007	HINooN	City attended
January 8, 2008	Steering Group	City hosted
January 10, 2008	HINooN	City attended
January 27, 2008	West Hayden Island Moorage Homeowners	City attended
February 7, 2008	Manufactured Home Park Owners and Renters	City attended
February 8, 2008	Hayden Island Business Park, associates	City attended
February 11, 2008	Concept Plan Presentation – Business	City hosted
February 12, 2008	Concept Plan Open House – Community	City hosted
February 13, 2008	Hayden Bay Homeowners meeting	City attended
March 11, 2008	Steering Group	City hosted
March 13, 2008	HINooN	City attended
March 25, 2008	Steering Group	City hosted
March 25, 2008	Planning Commission	City hosted
April 8, 2008	Steering Group	City hosted
April 8, 2008	Planning Commission	City hosted
April 8, 2008	Airport Futures Open House	City attended
April 10, 2008	HINooN	City attended
April 15, 2008	Pedestrian Advisory Committee	City attended
May 8, 2008	HINooN	City attended
May 13, 2008	Steering Group	City hosted
June 10, 2008	Steering Group	City hosted
June 12, 2008	HINooN	City attended
July 10, 2008	HINooN	City attended
TBD	Final Steering Group	City hosted
TBD	Final Plan Open House – Community	City hosted

The major steps in the process are to:

- Conduct background research and design for the Community Workshop
- Establish a vision, objectives, and goals for the project
- Conduct a Community Workshop and draft a Concept Plan
- Review Concept Plan with Community and Planning Commission
- Develop a Final Plan for Hayden Island
- Coordinate with related projects, such as the Columbia River Crossing
- Evaluate and publicly review Final Plan
- Refine elements of plan, such as: zoning, the comprehensive plan, transportation alternatives, and implementation strategies
- Endorse the final plan with the Steering Group and Technical Advisory Committee
- Adopt the final plan with the Planning Commission and City Council

Hayden Island Final Plan
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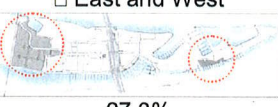




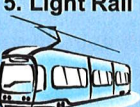




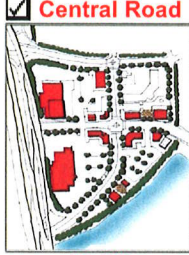









Section D-3

— Community Workshop Feedback Form Results

FEEDBACK FORM – RESULTS

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From the period of January 8 – February 29, 2008 a total of 144 responses were collected from Hayden Island residents, visitors, and others regarding the Concept Plan. The Bureau of Planning hosted two Open Houses on February 12 and also attended several Homeowners Associations meetings in January and February to gain feedback. A summary of the results is shown below. Percentages show the number of responses for that issue. For instance, Issue 1 shows Option A as having a total of 31.8%, which reflects the 129 responses for this question and not 31.8% of the 144 total surveys.

The Issues	Option A	Option B	Option C	Rating the Issues
Please mark one box per issue				
1. Regional Commercial 	<input type="checkbox"/> 850,000 sq ft (Existing)  31.8%	<input type="checkbox"/> 657,000 sq ft (Near-term)  33.3%	<input checked="" type="checkbox"/> 525,000 sq ft (Long-term)  34.9%	Mark one box Importance to you? <input type="checkbox"/> High – 42.1% <input checked="" type="checkbox"/> Medium – 47.4% <input type="checkbox"/> Low – 10.5%
<i>Note: The options were very closely ranked for this issue. Although Option C was the majority winner, the difference between each Option was less than 5 votes.</i>				
2. Neighborhood Commercial 	<input checked="" type="checkbox"/> Highly Desirable  54.7%	<input type="checkbox"/> Moderately Desirable  36.7%	<input type="checkbox"/> Least Desirable  8.6%	Importance to you? <input checked="" type="checkbox"/> High – 53.9% <input type="checkbox"/> Medium – 38.3% <input type="checkbox"/> Low – 7.8%
3. Industrial 	<input type="checkbox"/> East  30.6%	<input type="checkbox"/> East and West  27.3%	<input checked="" type="checkbox"/> West  42.1%	Importance to you? <input checked="" type="checkbox"/> High – 52.4% <input type="checkbox"/> Medium – 29% <input type="checkbox"/> Low – 18.5%
4. Second Bridge 	<input type="checkbox"/> Force Avenue  43.5%	<input checked="" type="checkbox"/> West Hayden Island  56.5%		Importance to you? <input checked="" type="checkbox"/> High – 71.2% <input type="checkbox"/> Medium – 18.9% <input type="checkbox"/> Low – 9.8%
5. Light Rail 	<input checked="" type="checkbox"/> Next to 1-5  72.6%	<input type="checkbox"/> Middle of SuperCenter  15.6%	<input type="checkbox"/> West End of SuperCenter  11.9%	Importance to you? <input checked="" type="checkbox"/> High – 74.3% <input type="checkbox"/> Medium – 17.6% <input type="checkbox"/> Low – 8.1%
6. Neighborhood Center 	<input checked="" type="checkbox"/> Central Road  60.2%	<input type="checkbox"/> Eastern Road  39.8%		Importance to you? <input checked="" type="checkbox"/> High – 45% <input type="checkbox"/> Medium – 42.6% <input type="checkbox"/> Low – 12.4%
<i>Note: Although responses indicate a preference for the Central Road option, this will be determined based on several issues, including access with the new interchange.</i>				
Please rank each option with 1 being most important.				Mark one box
7. Residential 	<u>3</u> High Density  Average score of 2.45	<u>1</u> Medium Density  Average score of 1.52	<u>2</u> Low Density  Average score of 1.85	Importance to you? <input checked="" type="checkbox"/> High – 69.8% <input type="checkbox"/> Medium – 25.6% <input type="checkbox"/> Low – 4.7%
8. Parks and Open Space 	<u>3</u> River Access  Average score of 1.82	<u>1</u> Habitat  Average score of 1.62	<u>2</u> Green Streets  Average score of 1.65	Importance to you? <input checked="" type="checkbox"/> High – 76.5% <input type="checkbox"/> Medium – 21.2% <input type="checkbox"/> Low – 2.3%
<i>Note: Each of the Options was ranked, with Habitat being the most important. However, the ranking was very close, which indicates each option is important.</i>				

Comments:

A total of 73 of the 144 survey respondents submitted comments. The following is a summary of comments regarding issues from the Concept Plan. Comments are shown verbatim, without corrections to typos, etc.

Regional and Neighborhood Commercial:

- Concerning the "regional" versus "neighborhood" commercial plans . . . I really can only say that I hope whatever will WORK is what gets built.
- It is important to secure the new shopping center build out and the neighborhood area as the heart.
- Why is "neighborhood retail" important (should be combined with "regional") . . . the need for "neighborhood retail" seems impractical, except as provided together with "regional".

Industrial:

- None of these. [options]
- No industrial – keep our island beautiful.

Second Bridge:

- 2nd bridge okay if not Force AV – looks too disruptive.
- Please keep 2nd bridge option far away as possible from I-5.
- A second bridge is necessary. It would be okay to have at West H.I. so long as traffic from the west does not use the east of I-5.
- A very much like the idea of a second bridge . . . either option MUST accommodate river traffic including sailboats.

Light Rail:

- Light rail needs to be along I5 and bike corridor to provide "station" appeal – centrally located.
- Light rail as close as possible to I-5 to minimize impact to Jantzen Beach Moorage homes.
- Light rail needs to be accessible on foot for East H.I. – favor I-5 location.
- Overall, I feel the development of Hayden Island will be crucial in gaining light rail to Vancouver. Once residents see the impressive shopping, office, and residential options available, they will be more keen to link their downtown to Portland.

Neighborhood Center:

- Neighborhood Center should be designed for people, not cars. Cluster all the buildings so we have access without having to cross a major street or drive to the next store. . . Think local village – leave the auto-dominated design to the Regional Center on the other side of the freeway.
- [Eastern road] impedes pedestrians and bikes.
- Interconnection of Tomahawk Island Drive and Jantzen Drive should not be moved eastward (more impact on residential areas).

Residential:

- I want lower to medium density on island.
- I don't want high density.
- I am in favor of medium to high density on the east end of the island.
- Very concerned about height of future residential condos/townhouses etc. bordering Hayden Island South Shore Manufactured Home Park.

Parks and Open Space:

- Walker and bicycle friendly and safe paths.
- River access is a huge deal to me.
- Please leave areas for trails, habitat, green spaces.
- I would love to come visit for beach access and biking trails instead of retail shopping. I know an island is space-constrained, but making space for green, planted, open areas would make the whole island much nicer.
- [River access] but only for the people who live here not for the public.
- Need little (150-400 sq. ft.) pocket parks within the shopping center and future residential.

Other comments:

- Please let the manufactured home park STAY.
- We want to maintain the "village" feel as much as possible here on the Island.
- Keep our island beautiful, plan careful, use its unique location to our advantage, keep it natural.
- Also very important to have self sustaining features and shopping for Hayden Island so walking to the store, etc. and not having to leave the island is a plus. Less car use is highly desirable.
- Can't we keep Hayden Island as a pristine, easy to appreciate, gloriously green island BEFORE we drive into the city (Portland). . . Let's keep the development here minimal.
- Island residents aren't against growth and progress. We need progress and improvements that are well thought out and protective of residents.
- Development must be contingent on an infrastructure that supports any additional traffic or population.
- I love this island and want to see a balance of conservation of natural habitat, along with GREEN conscious upgrades of freeway, retail, walking paths, crosswalks, and a consciousness of its history (natural people).

Notes:

- The comments also included a great deal of interest in the preservation of West Hayden Island.
- Other comments included CRC related issues, such as the design of the bridge.

Demographics:

Age:	18-25 years: 2.3%	46-55 years: 30%
	26-35 years: 3.1%	56-65: 36.2%
	36-45 years: 10%	over 65 years: 18.5%

Gender:

Male: 62.9%, Female: 37.1%

Do you live on Hayden Island?

101 people live on Hayden Island of 120 responses

Do you work on Hayden Island?

37 people work on Hayden Island of 107 responses

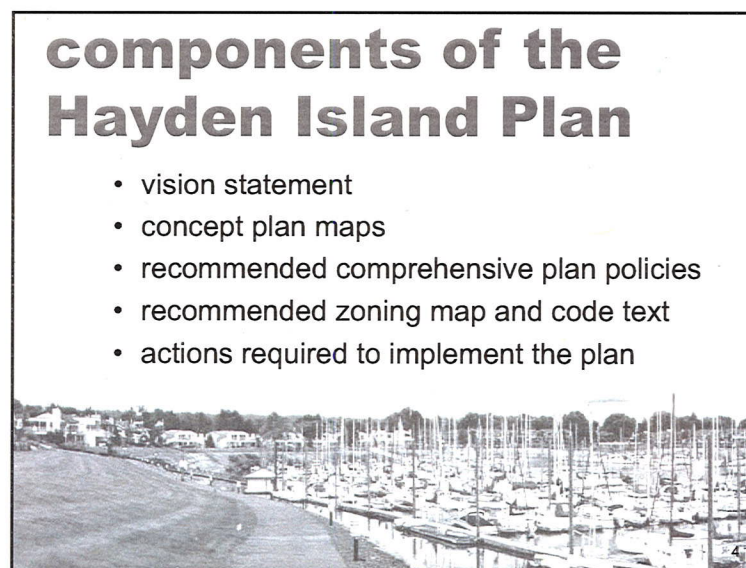
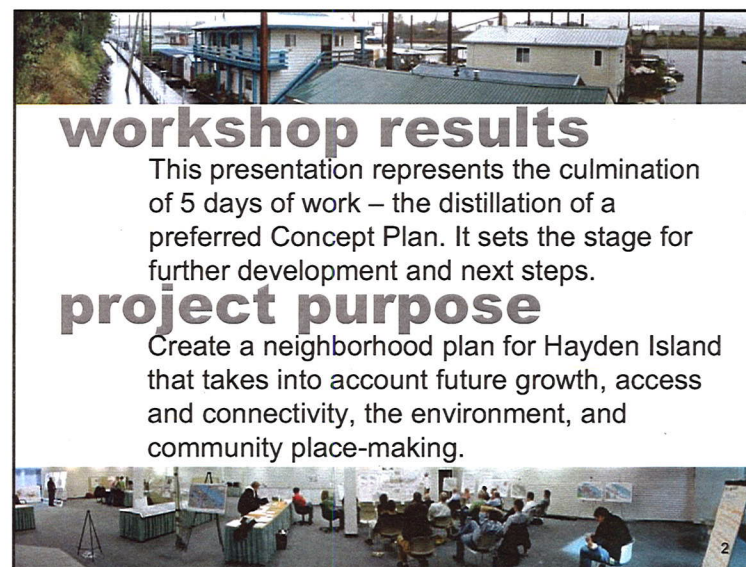
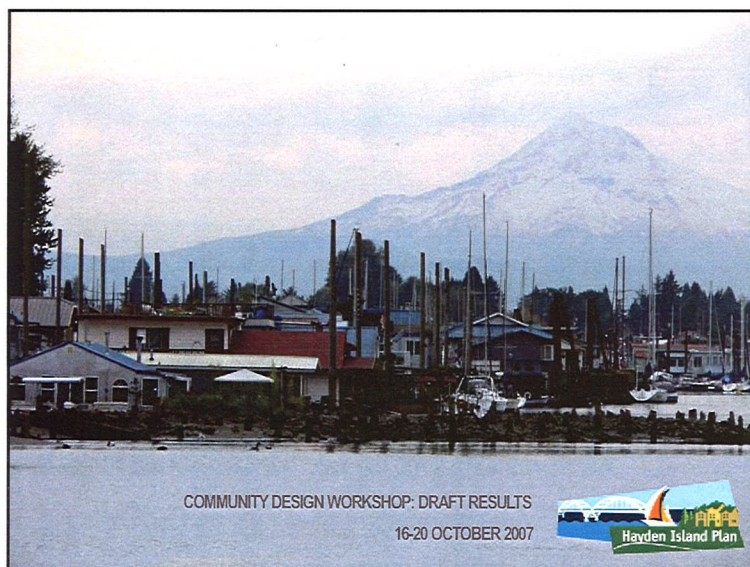
Do you regularly visit Hayden Island?

18 people regularly visit Hayden Island of 28 responses with most visiting 5 or more times a month

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Section D-4

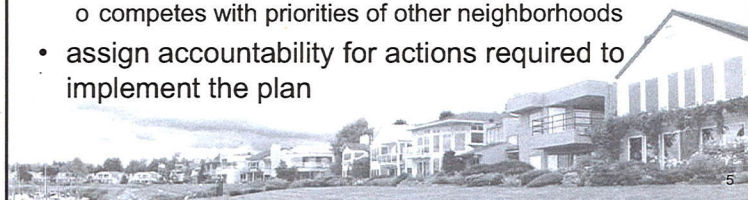
— **Workshop Results**



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role of area plans

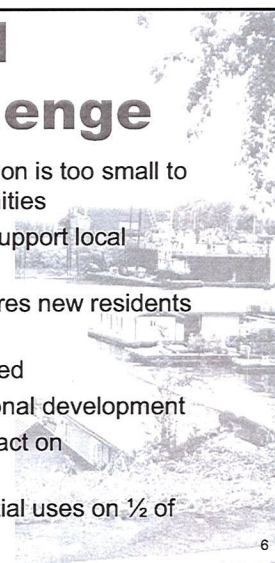
- change zoning
- add policies & codes that recognize unique area characteristics
- establish or change city street plans
- provide guidance to city for its Capital Improvement Program (CIP)
 - priority setting
 - competes with priorities of other neighborhoods
- assign accountability for actions required to implement the plan



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Hayden Island planning challenge

- market study shows current population is too small to support many local services & amenities
 - new residents necessary to support local services & amenities
- optimizing light rail investment requires new residents and employment
- vehicle access to island is constrained
- capacity of interchange limits additional development
- new residential uses have least impact on transportation system
- noise contour prohibits new residential uses on 1/2 of East Hayden Island



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Hayden Island planning challenge

- Hayden Island core – approximately 80 acres of East Hayden Island's total 600 acres – is retail under single ownership
 - Market information indicates that large format retail is currently the most valuable use of the land



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Coming soon to this space

Hayden Island Community Design Workshop

October 16 - 20, 2007

Hayden Beach SuperCenter

Single storefront inside the mall across from Burlington Town Center

Public Meetings

Tues. Oct. 16	7pm-9pm
Wed. Oct. 17	7pm-9pm
Thurs. Oct. 18	7pm-9pm
Fri. Oct. 19	8pm-9pm

Open Houses

Wed. Oct. 17	1pm-5pm
Thurs. Oct. 18	1pm-5pm
Fri. Oct. 19	1pm-5pm
Sat. Oct. 20	1pm-5pm

For additional information: Allen Ann, 503.823.4711
www.portlandonline.com/planning/index.cfm?year=2007

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Hayden Island Plan - Community Design Workshop: Draft Results

2

community design workshop

With a large group of designers, technical staff, and island residents, this workshop examined issues relating to access to Hayden Island, connectivity on the island, land use and urban design, open space and the environment, and sustainable development.

team members

CITY OF PORTLAND
DAVID EVANS & ASSOCIATES
SERA / URBWORKS
VAN METER WILLIAMS POLLACK
KEVIN GARDINER & ASSOCIATES
GLATTING JACKSON KERCHER ANGLIN
MARKETEK
PARISI & ASSOCIATES



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	Tuesday 10/16	Wednesday 10/17	Thursday 10/18	Friday 10/19	Saturday 10/20
GOAL	Thorough analysis of the existing site conditions and an examination of opportunities + constraints	Develop concept alternatives	Refine concept alternatives	Begin production of final concept plan and draft implementation measures; review with local stakeholders	Produce final concept plan and draft implementation measures in preparation of the Hayden Island Plan Report
Morning	Steering Group Site Tour & Design Session (9am-12pm) Existing conditions review & analysis, conceptual programming, and conceptual alternatives (9am-12pm)	Design Session: generation of concept alternatives (8am-12pm)	Design Session: concept refinement (8am-12pm) Open Office Hours (12pm-12pm)	Design Session (9am-12pm) Coffee Break Presentation (9-10am) Technical Review Meetings (10am-12pm)	Design Session (9am-12pm) Coffee Break Presentation (9-10am)
Lunch	Internal design team discussion and dinner (12-1pm)	Internal Review Meetings (11am-12pm)	Internal design team meeting (12-1pm)	Internal design team meeting (12-1pm)	Internal design team meeting (12-1pm)
Afternoon	Existing conditions review & analysis, conceptual programming, and meeting preparation (1-5pm)	Design Session: generation of concept alternatives (1-5pm) Open Office Hours (2-4pm)	Design Session: concept refinement (1-5pm) Steering Group Meeting (1-4pm)	Design Session (1-5pm) Open Office Hours (2-4pm)	Design Session (1-4pm)
Dinner	Internal design team discussion (5-6pm)	Internal design team discussion (5-6pm)	Internal design team discussion (5-6pm)	Internal design team discussion (5-6pm)	Final Presentation prep (4-5pm)
Evening	Public Meeting (7-9pm) • Project Purpose / Goals • Existing Conditions • Opportunities & Constraints Project team debrief (9-10pm)	Public Open House (7-9pm) • Review initial concept alternatives Project team debrief (9-10pm)	Public Open House (7-9pm) • Review initial concept alternatives Project team debrief (9-10pm)	Design Session (7-9pm)	Public Meeting (6-8pm) • Presentation of final concepts and implementation measures

■ Design team ■ Design team & agency staff
■ Steering Group ■ General public

Community Design Workshop
 October 16-20, 2007
 Jantzen Beach SuperCenter, Portland, OR
 (At the South End of the Mall)

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steering group



technical advisory group



public meetings



design team



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implementing the vision: The Hayden Island Plan



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principles and goals

getting around

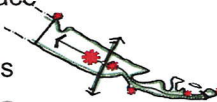
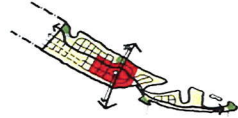
better access to & from the island
better connectivity on the island
integrated transportation network

island community

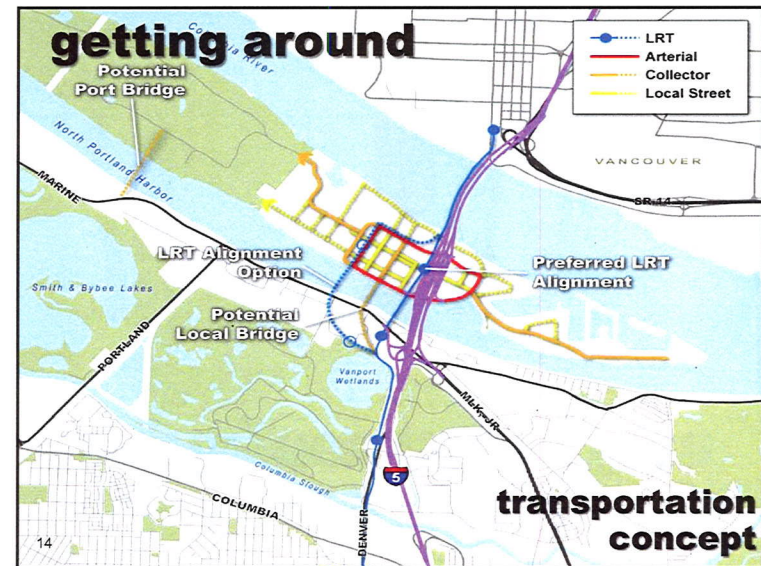
shared community identity & sense of place
commercial & employment areas
safe, connected & healthy neighborhoods

environment and open space

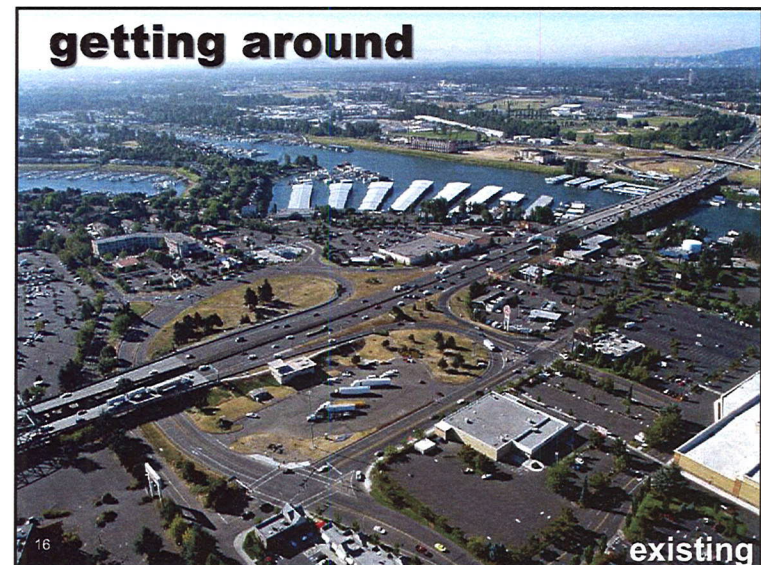
protect & conserve ecological systems
embrace green philosophy & practices



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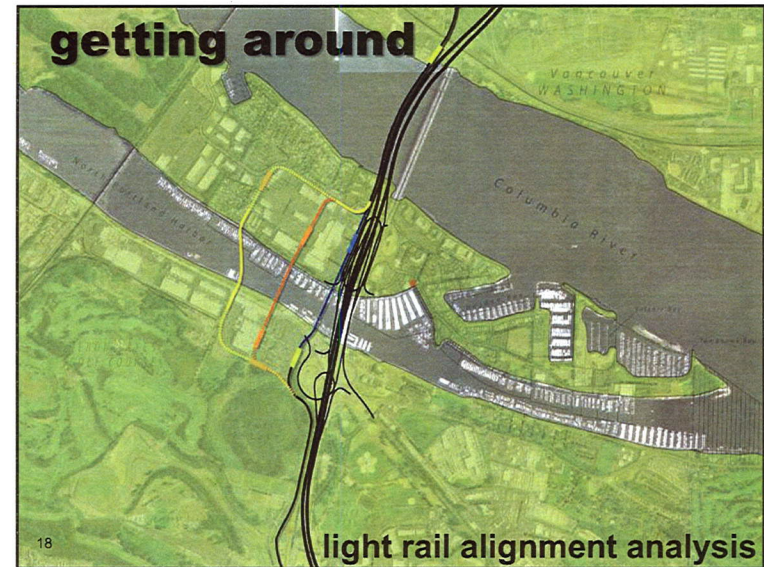
getting around



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getting around

conceptual

getting around

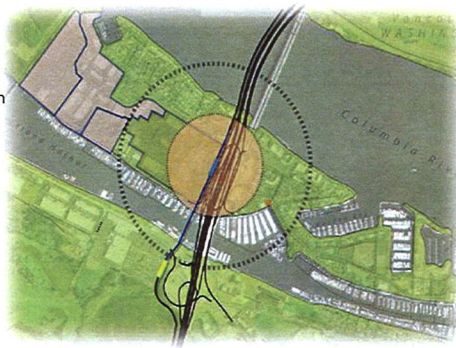
light rail alignment analysis

getting aroundPROS:

- Alignment & station are central to the island's population
- Station location creates a defined edge of the public realm along I-5
- Serves near- and long-term needs of Hayden Island
- Serves near- and long-term needs of Expo Center
- Minimal traffic impacts
- Shortest travel time of three alignments

CONS:

- Reduces potential for redevelopment to the west on areas currently zoned industrial
- Location of station along freeway may reduce station quality



light rail alignment analysis:
I-5 alignment (preferred)

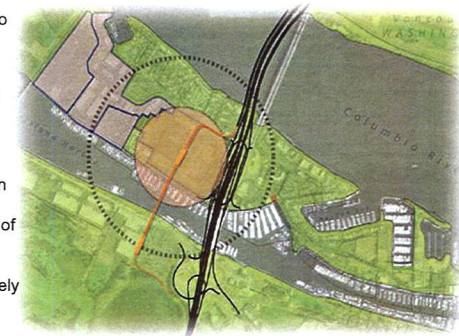
19

getting aroundPROS:

- Serves long-term needs of Expo Center
- Provides some opportunity for redevelopment to the west on areas currently zoned industrial

CONS:

- Alignment & station are less central to the island's population
- Station location disrupts the quality of the public realm west of I-5 with additional overhead infrastructure
- Middle alignment is approximately 2,000' longer than the I-5 alignment
- Requires rebuilding Expo Center station: disruptive in the near term



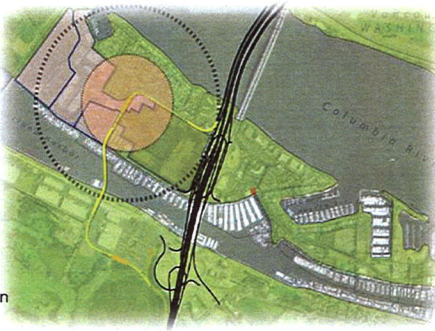
light rail alignment analysis:
central alignment

20

getting around

PROS:

- Station location creates a defined edge of the public realm along the west side of the Jantzen Beach SuperCenter
- Serves near- and long-term needs of Hayden Island
- Serves near- and long-term needs of Expo Center
- Provides greatest opportunity for redevelopment to the west on areas currently zoned industrial



CONS:

- Alignment & station are distant from the island's eastern population
- West alignment is approximately 4,000' longer than I-5 alignment
- Requires rebuilding Expo Center station: disruptive in the near-term
- Traffic impacts are high due to the ground-level location of the station and rail alignment

light rail alignment analysis:
eastern alignment

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getting around

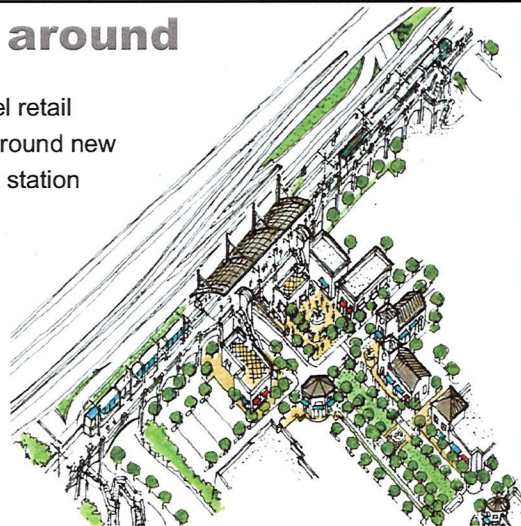
	ALIGNMENTS		
	I-5 Alignment	Middle Alignment	West Alignment
Island Access	Central to Population	Less Central	Does not serve East
Quality of the Public Realm	Defined Edge	Disrupted	Good
TOD Opportunities			
Hayden Island	Serves Near-Term Serves Long-Term	Disruptive Near-Term	Serves Near-Term Serves Long-Term
Expo Center	Serves Near-Term Serves Long-Term	Disruptive Near-Term Serves Long-Term	Serves Near-Term Serves Long-Term
Transit Operations			
Alignment Length	4,300 Feet	6,300 Feet	8,300 Feet
Additional Structure	0	2,000 Feet	4,000 Feet
Traffic Impacts	Minimal	Minimal	High

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light rail alignment analysis

getting around

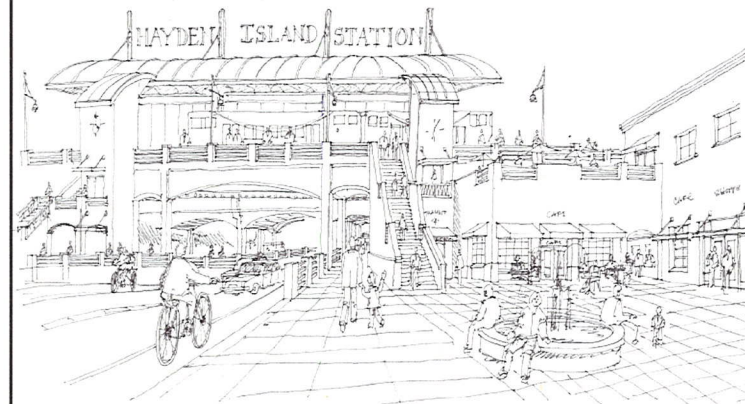
Active street-level retail
Shops focused around new
Plaza and transit station



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HAYDEN ISLAND STATION CONCEPT

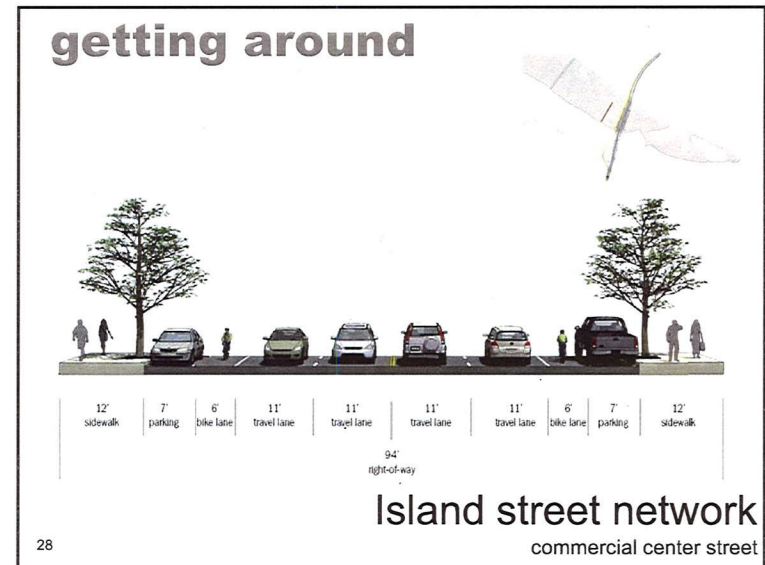
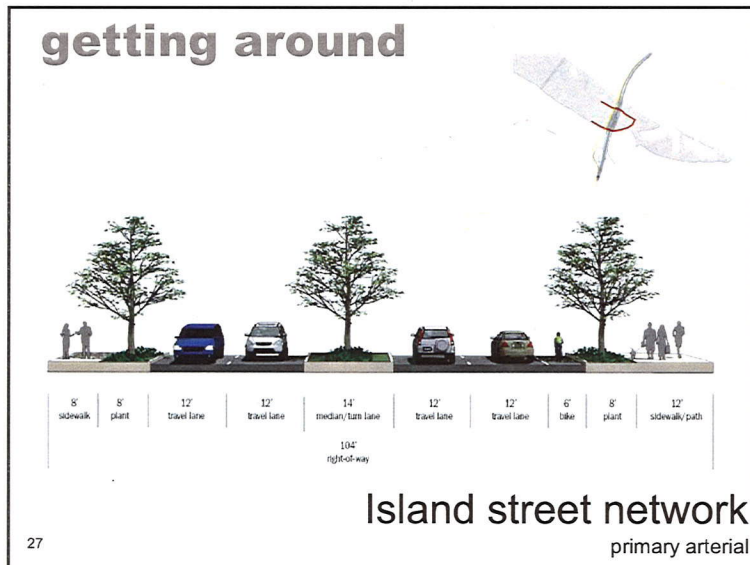
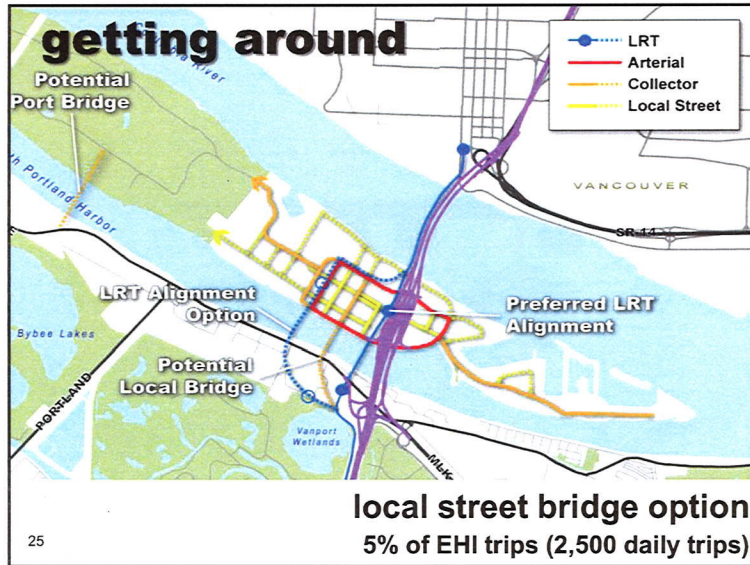
getting around



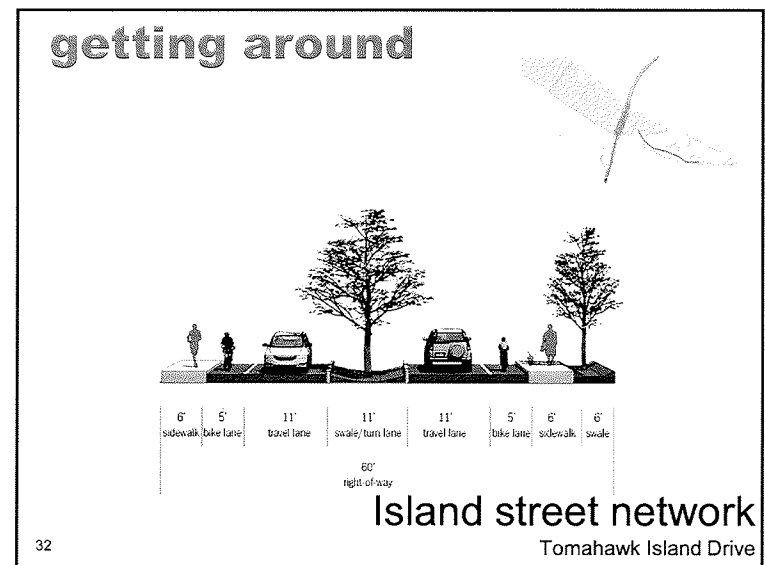
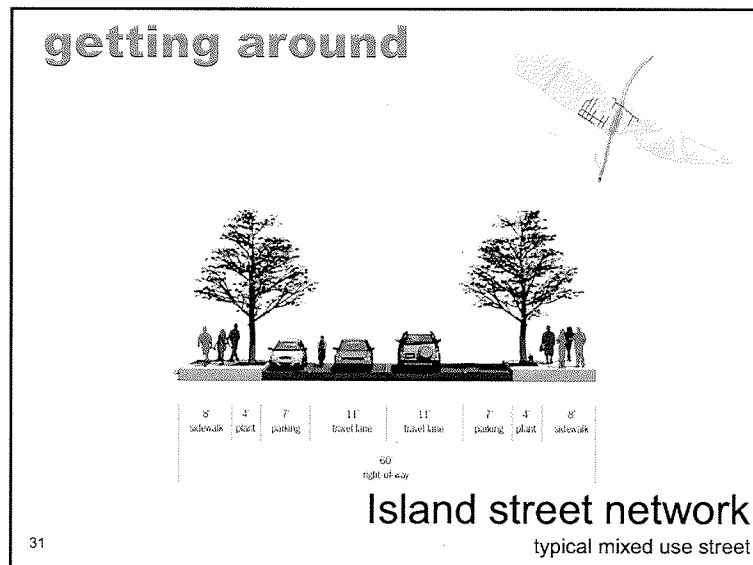
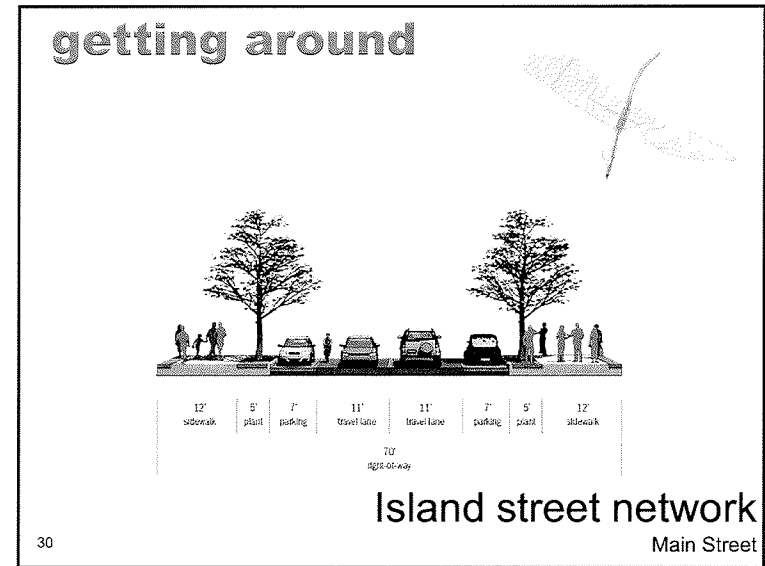
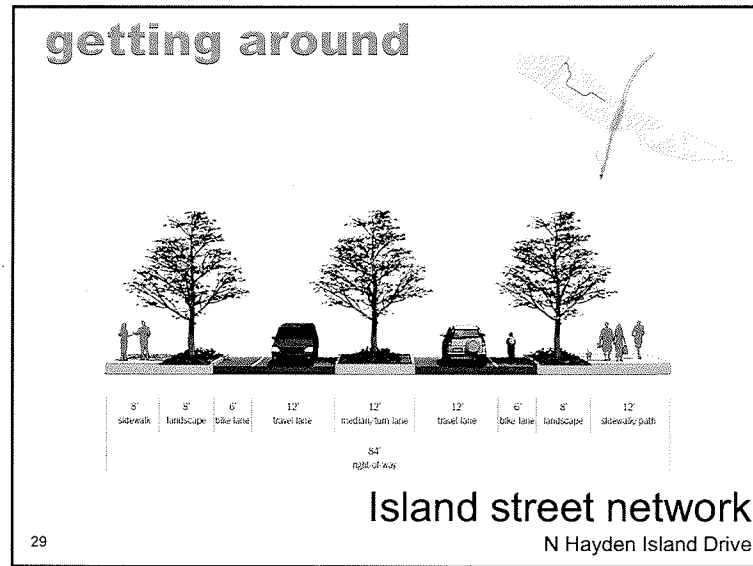
24

HAYDEN ISLAND STATION CONCEPT

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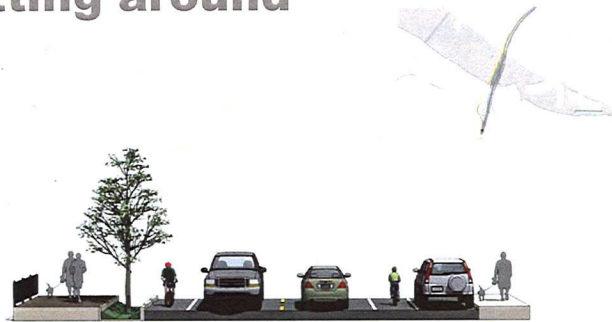


183124



183124

getting around



10' boardwalk 5' swale 5' bike lane 11' travel lane 11' travel lane 5' bike lane 7' parking 6' sidewalk

60' right-of-way

Island street network

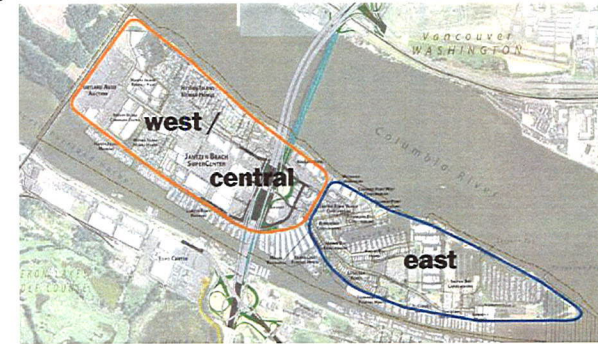
Tomahawk Island Drive boardwalk

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east and west/central portions of East Hayden Island

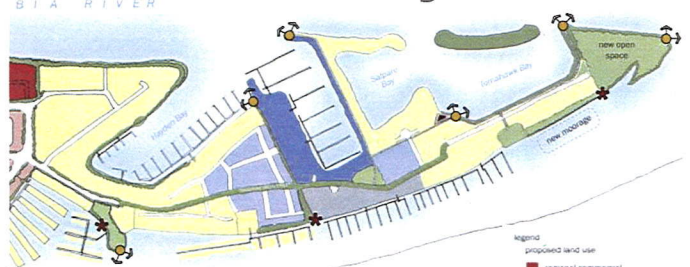
- includes regional retail center
- east neighborhood center



land use and urban design

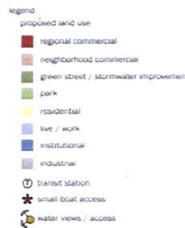
34

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Issues

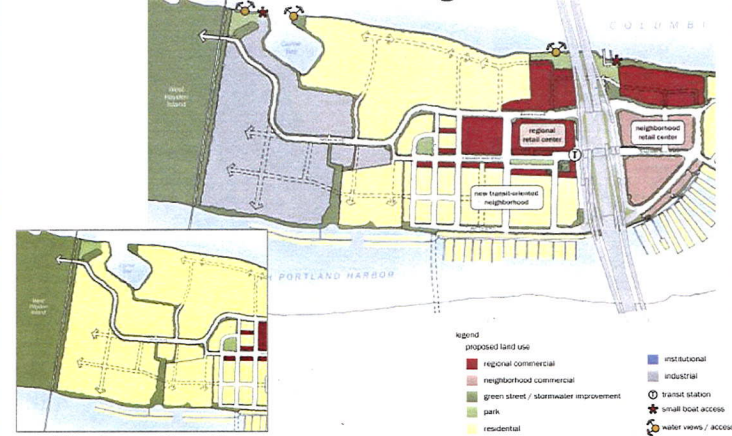
- Residential more appropriate than industrial
- Currently constrained by 68 db noise contour, which prohibits residential uses
- Legislative action required
- Requires the Port of Portland to weigh in on noise contour issue
- Will require analysis of carrying capacity of facilities - roads, open space, and environmental resources



land use concept: **EAST**

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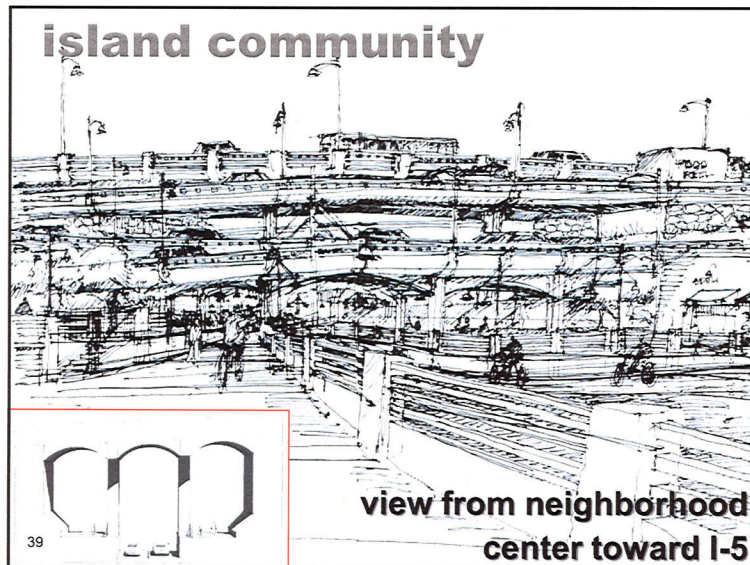
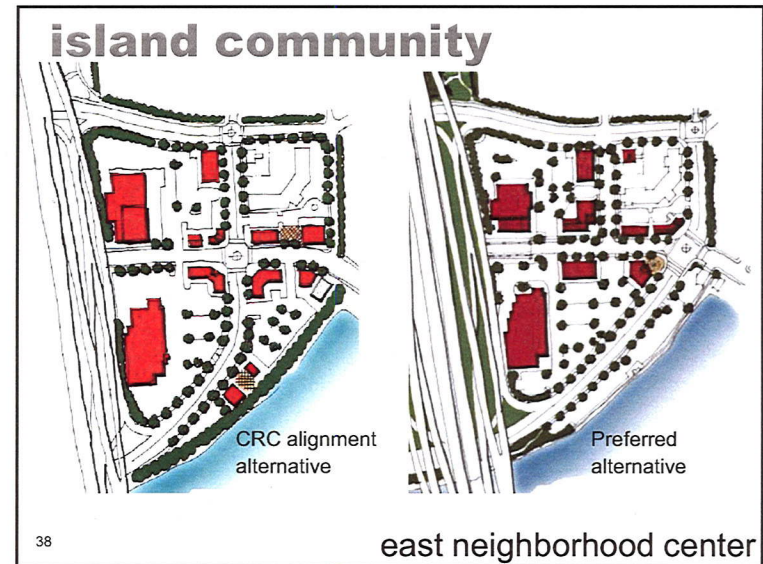
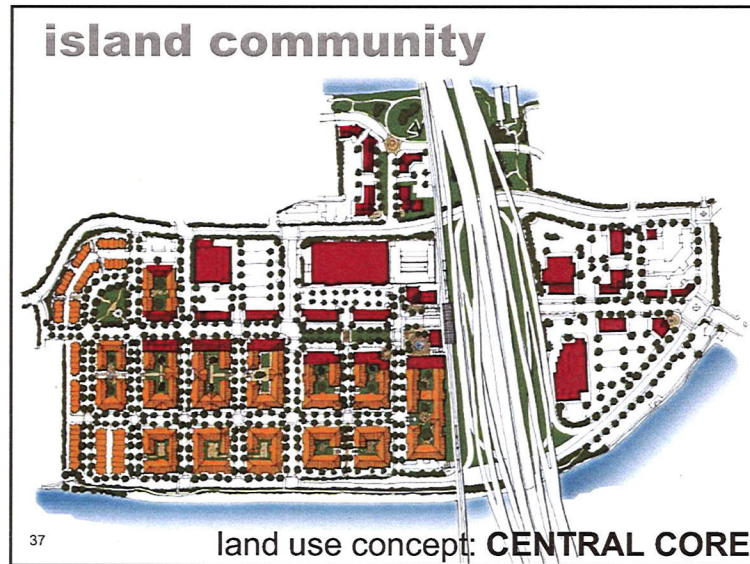


west land use alternative

land use concept: **WEST/CENTRAL**

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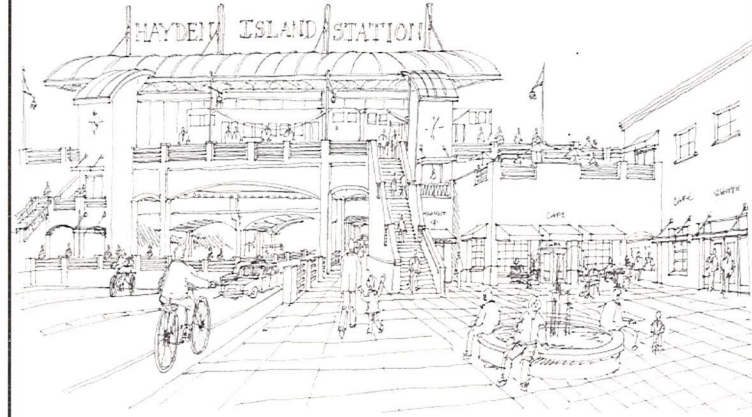
ACTIVE STREET-LEVEL RETAIL
SHOPS FOCUSED AROUND NEW
PLAZA AND TRANSIT STATION



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Hayden Island station and plaza concept

island community



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Hayden Island station and plaza concept

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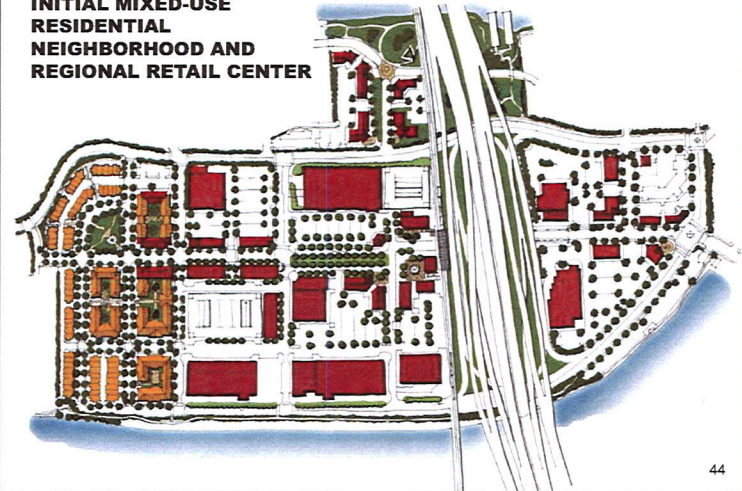


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Hayden Island station concept

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INITIAL MIXED-USE
RESIDENTIAL
NEIGHBORHOOD AND
REGIONAL RETAIL CENTER

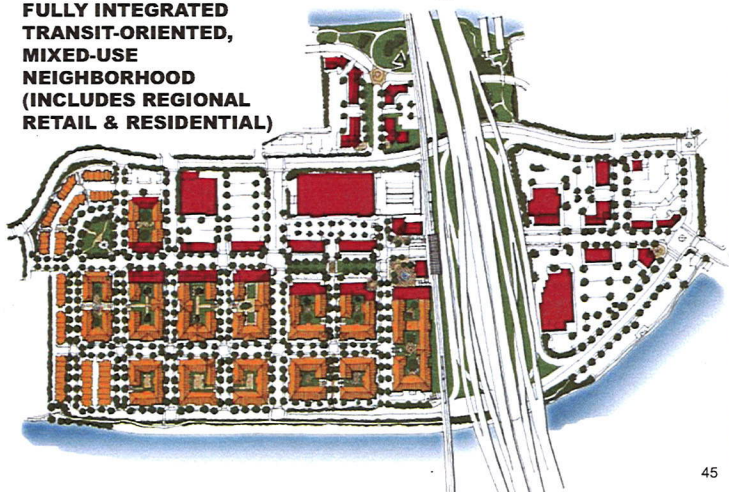


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FULLY INTEGRATED
TRANSIT-ORIENTED,
MIXED-USE
NEIGHBORHOOD
(INCLUDES REGIONAL
RETAIL & RESIDENTIAL)



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DEVELOPMENT SCENARIOS

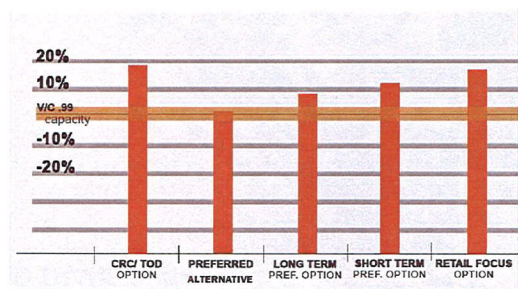
	West Industrial Area		Central Retail Area		East Island	
	LOW	HIGH	LOW	HIGH	LOW	HIGH
Residential	700	1850	1200	600	800	1400
Office	0	0	0	0	20,000	0
Retail	0	0	525,000	843,000	1,750	0

development scenarios

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IMPACT ON INTERSTATE 5 CAPACITY



FLEXIBLE CAPACITY RANGE BASED ON MODE SPLIT AND INTERNAL CAPTURE

ASSUMES:

80% of ITS TRIP GENERATION ○ 30% INTERNAL CAPTURE ○ 6% TRANSIT MODE SPLIT

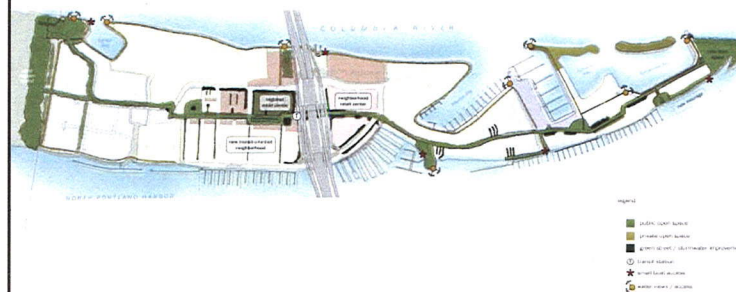
development scenarios and capacity

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environment and open space

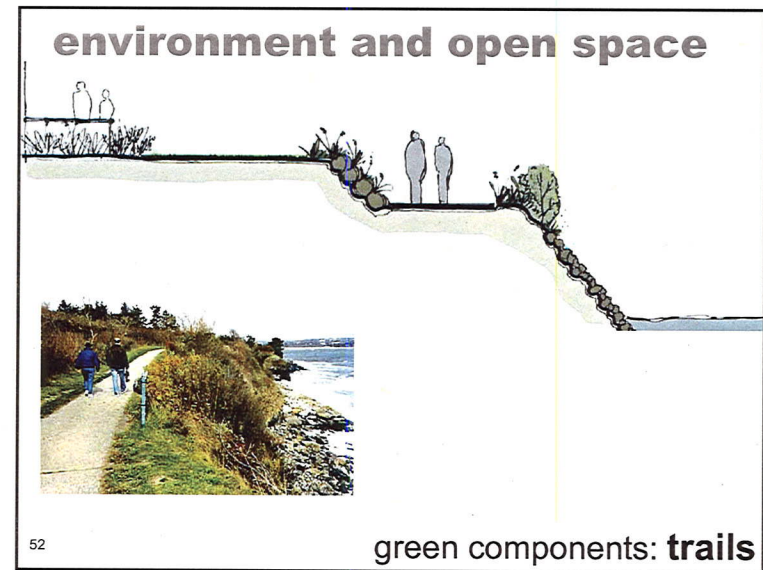
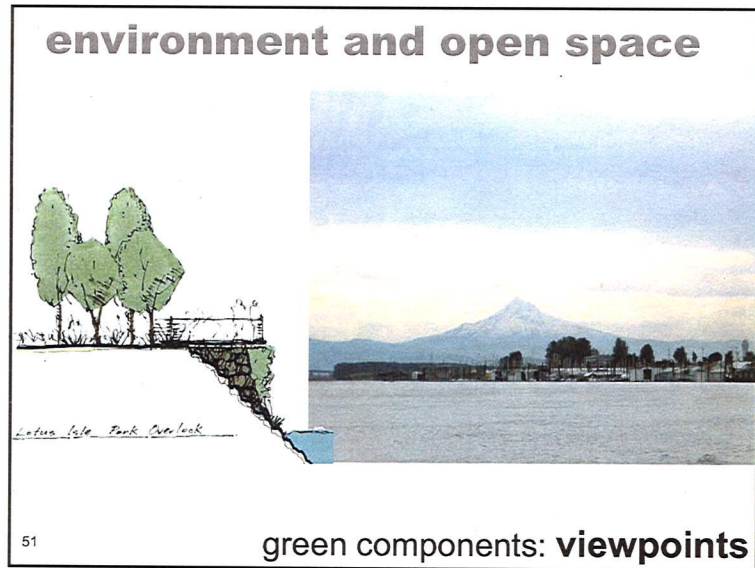
island open space plan:

access to water, viewpoints, trails, green streets,
natural areas



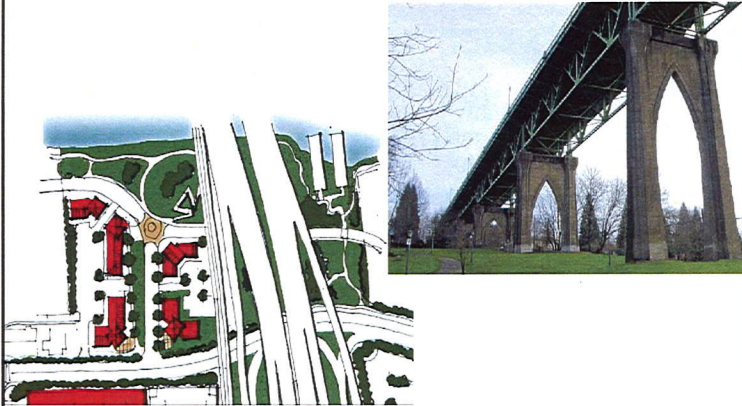
48

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environment and open space



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green components: **parks**

environment and open space



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green components: **plazas**

conclusions & recommendations

Implementation actions

- regulatory changes
- zoning map – proposed map changes at east end
- zoning code – applicability of noise overlay?
- street plan
- meet planning goals

Infrastructure improvements

- local service bridge
- green streets for stormwater management
- Tomahawk Drive as a public street

Private property owner actions

- Jantzen Beach SuperCenter – design for transit station
- Homeowners Associations – facilitate development of trail & water access



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conclusions & recommendations

Sustainable Development:

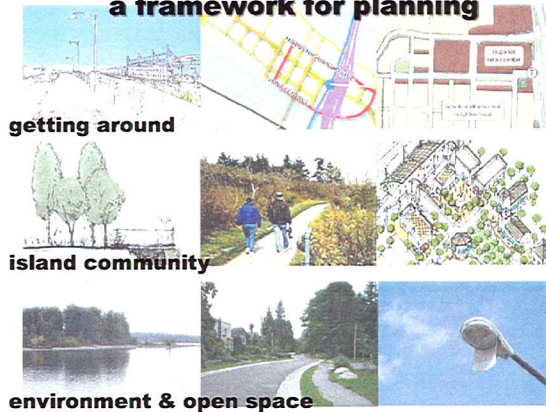
- Open space
- Green space
- Landscape
- Energy
- Transportation infrastructure
- Building design

sustainability: a framework for planning

getting around

island community

environment & open space



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conclusions & recommendations

Recommendations for CRC Project:

- high-quality bike and pedestrian to/from island
- design of portals for Jantzen Beach Drive, Hayden Island Drive, and new central street

Recommendations for Tri-Met:

- evaluate LRT alternatives for cost, travel time, and projected ridership
- create high-quality transit station



what happens next

- refine the traffic analysis of the proposed plan
- translate concept plan into proposed policies and code
- create a plan document
- regular community check-in through steering group
- planning commission review and recommendation
- city council review and recommendation

