



City of Portland State, Regional, and Local Planning and Policy Memo (DRAFT)

Airport Futures is a collaborative effort between the City of Portland, Port of Portland, and the Portland-Vancouver metropolitan community to create an integrated long-range development plan for Portland International Airport (PDX). Beginning in fall 2007 and concluding in spring 2010, the Port will update the airport master plan and the City will create a land use plan recognizing the City's role in the regional economy while managing City infrastructure and livability. The three-year process will reinforce Portland's planning legacy and the reputation of PDX as one of the premier airports in the country, and incorporate principles of sustainability and livability.

Policy Framework

The purpose of this memo is to review the planning and policy framework for the Airport Futures project. The framework includes federal, state, regional and local policy as well as adopted plans and regulations with which the project must comply. Planning for the Airport Futures project must be consistent with the City of Portland's adopted plans and policies, which must be consistent with regional plans and policies, as well as state and federal regulations and policies. This memo provides a summary of policies applicable to the Airport Futures project. Although each document reviewed contains many policies and regulations, only the most pertinent policies and information are summarized here. Figure 1 on the next page illustrates the structure and hierarchy of planning that will guide the Airport Futures project.

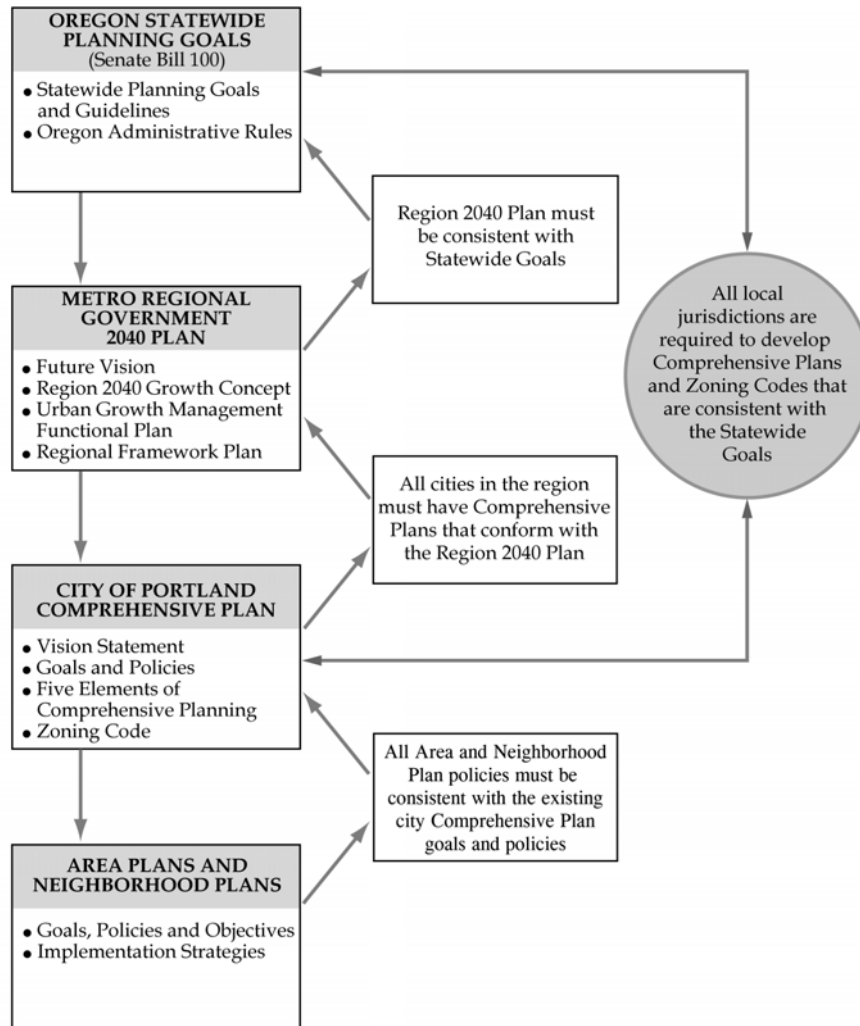
A companion document, *Airport Regulations and Policy Guidelines* by the Port of Portland describes the Federal Aviation Administration (FAA), FAA regulations and guidelines affecting the airport master planning process, and related Port of Portland policies.

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Figure 1.

Land Use Planning Structure



1.0 State Policy

1.1 Oregon Statewide Planning Goals

The *Oregon Statewide Planning Goals* constitute the framework for the statewide land use planning program. There are 19 goals, which range from land use, resource management, economic development, and citizen involvement.

There are four broad categories of goals, within which specific topics are addressed. The first group (**Goal 1 Citizen Involvement** and **Goal 2 Land Use Planning**) deals with the overall planning process. A second group addresses conservation, including Goal 3 **Agricultural Lands**, Goal 4 **Forest Lands**, Goal 5 **Natural Resources, Scenic and Historic Areas, and Open Spaces**, Goal 6 **Air, Water and Land Resources Quality**, Goal 7, **Areas Subject to Natural Hazards**, Goal 8 **Recreational Needs**, Goal 13 **Energy Conservation** and Goal 15 **Willamette River Greenway**. The third group is made up of goals that relate to development – Goal 9 **Economic Development**, Goal 10 **Housing**, Goal 11 **Public Facilities and Services**, Goal 12 **Transportation**, and Goal 14 **Urbanization**.

Goals 1 and 2, and 5 through 15 apply to the entire State of Oregon and to the City of Portland specifically; the others apply to specific geographic areas such as the coast or rural farm and forestlands usually located outside of urban growth boundaries. Division 14 of the Oregon Administrative Rules (OAR) contains further specifics regarding the implementation of some of these goals.

Oregon's Statewide Planning Goals are achieved through local planning. State law requires each city and county to have a comprehensive plan and the zoning and land division ordinances needed to put that plan into effect. All locally adopted plans need to be consistent with the statewide planning goals. The Oregon Land Conservation and Development Commission (LCDC) reviews plans for such consistency. When LCDC officially approves ("acknowledges") a local government's plan, it becomes the controlling document for land use in that area.

State law specifies that special districts and state agencies must conform to the same statewide planning laws that cities and counties must comply with. Further, special districts and state agencies are required to carry out their programs in accordance with acknowledged local plans. Oregon's planning laws strongly emphasize the coordination of planning. A city's plan, for example, must be coordinated with the related county plan, and vice versa. The programs of special districts and state agencies must be coordinated with local plans.

Comprehensive plans provide overall guidance for an area's land use, economic development, and resource management. Each plan contains two main components.

- A body of data and information called the inventory and background report, describing a community's resources and features. This must address all of the topics specified in the applicable statewide goals.
- The policy element that describes the community's long range objectives and the intended means to achieve them. The policy element of each community's plan is adopted by ordinance and has legal authority.

Local plans evolve as the result of two processes: plan amendment and periodic review. Plan amendments are changes to the plan map or text and occur as needed. They usually deal only with portions of a plan, specific geographic areas, or are based on special topics such as transportation studies. Periodic reviews are broad, state-mandated evaluations of an entire plan that are supposed to occur every five to seven years. A plan may be modified extensively after such a review; Portland received final acknowledgement of its comprehensive plan in 2000. A work program is currently in development for the next review.

Local planning efforts such as the Airport Futures project are generally accompanied by a set of implementing measures; the most common being zoning ordinances. Zoning ordinances are land use controls that every city and county in Oregon has adopted and periodically revises in order to carry out plans and policies. The Airport Futures project will result in updates to Portland's *Comprehensive Plan* and *Title 33 Planning and Zoning Code* text and map for the plan area and will need to be consistent with the statewide planning goals and the land use planning hierarchy that they establish.

1.2 Oregon Transportation Plan (2006)

The *Oregon Transportation Plan (OTP)* is a policy document developed by Oregon Department of Transportation in response to federal and state mandates for planning the future of Oregon's transportation system. It recognizes the need to integrate all modes of transportation and encourages use of the mode that is the most appropriate for each type of travel. The OTP defines goals, policies and actions for the state for a 40-year period. Broadly, the goals are (1) Mobility and Accessibility, (2) Management of the System, (3) Economic Vitality, (4) Sustainability, (5) Safety and Security, (6) Funding the Transportation System, and (7) Coordination, Communication, and Cooperation. The Plan's System Element identifies a coordinated multimodal transportation system, to be developed over a 20-year period, to implement the Plan's goals and policies.

www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml

1.3 Oregon Aviation Plan (2000)

The *Oregon Aviation Plan* was adopted by the Oregon Department of Aviation in 2000 and identifies a primary state aviation system and system needs.

The *Oregon Aviation Plan* is intended to provide guidance for the safe and efficient operation of a convenient and economically viable system of airports. Additionally, it requires that land use compatibility efforts be made to reduce accident risks to aircraft operations and to land uses. According to the *Oregon Aviation Plan*, those efforts should be consistent with the *Oregon Airport Compatibility Guidebook*, which was published in 2003 by the Oregon Department of Aviation. Its purpose is to serve as a resource for planners, local officials, and citizens regarding airport land use compatibility issues. It provides non-mandatory guidance about how local governments might implement land management techniques to improve airport land use compatibility.

The Plan recommends policies to guide the state in protecting, maintaining, and developing the airport system.

<http://www.oregon.gov/Aviation/docs/resources/OregonAviationPlan.pdf>

1.4 Oregon Revised Statutes

1.4.1 Local Government Airport Regulation (1997)

Oregon Revised Statute (ORS) 836.600-630 was adopted in recognition of the importance of the network of airports to the economy of the state and the safety and recreation of its citizens. The policy of the State of Oregon is to encourage and support the continued operation and vitality of Oregon's airports through a number of provisions. Specifically, the statute states that local government shall not impose limitations on the continued operation of established airports in Oregon. Specific uses and activities are listed that local governments shall authorize that are typical of airports (e.g. air passenger and freight services, flight instruction, general aviation, etc.). The statute also addresses wildlife hazards by prohibiting new water impoundments within a certain distance of runways.

<http://www.orcities.org/Portals/17/A-Z/ORS/ORS836.600-630.html>

1.5 Oregon Administrative Rules

1.5.1 Oregon Transportation Planning Rule (1998)

Oregon Administrative Rule (OAR) 660 Division 12, also known as the *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.

The TPR 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 percent over 20 years, and a five percent additional reduction over 30 years. To make this possible, the TPR 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.

Areas that are addressed within the framework of Portland's TSP:

- Expanding the City's multimodal transportation by providing transportation choices;
- Implementing the region's 2040 Growth Concept; and
- Maintaining and improving the transportation system in an environmentally sustainable way.

The regional outgrowth of the TPR implementation is likely to be seen in the form and style of future development. It will affect the current suburban development pattern most dramatically, by fostering a more efficient pattern of land use that offers more choices for accessibility, increased connections to, within, and between neighborhoods, and a better mixing of uses closer to residences and workplaces.

Highlights of the 1998 amendments include new incentives for mixed-use pedestrian friendly development, local street planning as part of plan amendments, and refinements to the VMT reduction target.

http://arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_012.html

1.5.2 Airport Planning Rule (1991)

Oregon Administrative Rule (OAR) 660-013-0000, also known as the *Airport Planning Rule (APR)* refines the provisions for local government airport regulation contained in Statewide Planning Goal 12 (Transportation) and the *Transportation Planning Rule*. The APR establishes a series of local government requirements pertaining to aviation facility planning which, according to the rule's purpose statement, "...are intended to promote a convenient and economic system of airports in the state and land use planning to reduce risks to aircraft operations and nearby land uses." The APR implements Oregon Revised Statutes 836.600 through 836.630. Under this section, plan and land use regulations must "encourage and support the continued operation and vitality of airports."

The APR outlines facility planning requirements for local governments related to the adoption of comprehensive plan and land use regulations for each aviation facility subject to ORS 836.600 through 836.630, including all required maps, uses, and projections for future facility needs.

The APR directs local governments to adopt land use regulations to carry out the requirements of the APR and requires that local governments adopt an Airport Safety Overlay Zone. The purpose of an Airport Safety Overlay Zone is to promote aviation safety by prohibiting structures, trees, and other objects impacting navigable airspace around the airport.

The APR includes a list of the land use compatibility requirements for public use airports, outlining the actions local governments must take to move toward compatibility. For example, actions include prohibiting new residential development and public assembly uses within the runway protection zone (RPZ) and limiting certain uses within the noise impact boundary (65 Day Night Level or DNL).

http://arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_013.html

1.5.3 Noise Control Programs for Airports (1983)

Oregon Administrative Rule (OAR) 340, Division 35 *Noise Control Programs for Airports* addresses the Oregon Department of Environmental Quality's (DEQ) responsibilities for regulating noise. It pre-dates the Airport Planning Rule and uses stronger language to characterize the effects of airport noise.

Under this Rule, Noise Abatement Programs may be required to achieve noise compatibility between an airport and its environs. These programs, the elements of which are outlined in OAR-340-035-045(b), focus on airport operational measures to prevent increased noise and to lessen existing noise levels. There are multiple ways to manage and diminish airport-related noise and its impacts, including encouraging compatible land uses and controlling and reducing the airport/aircraft noise impacts on communities in the vicinity of airports to "acceptable" levels (below 65 DNL).

Noise Abatement Programs are required if the Airport Noise Impact Boundary (within or above the 65 DNL noise contour) includes a Noise-Sensitive Property and if the Environmental Quality Commission finds that there is reasonable cause to believe that it is necessary to protect the health, welfare, or safety of the public. "Noise-Sensitive Property" is defined as *"real property normally used for sleeping, or normally used as schools, churches, hospitals, or public libraries. Property used in industrial or agricultural activities is not Noise-Sensitive Property unless it meets the above criteria in more than an incidental manner."*

While DEQ requires areas from 55 DNL and above to be mapped for informational purposes, noise levels below 65 DNL are considered compatible land uses, and mitigation is not required.

http://arcweb.sos.state.or.us/rules/OARs_300/OAR_340/340_035.html

1.5.4 Total Maximum Daily Load Rule (2002)

The Oregon Environmental Quality Commission adopted Oregon Administrative Rule (OAR) Chapter 340, Division 42, commonly referred to as the Total Maximum Daily Load (TMDL) rule. The rule defines the Department of Environmental Quality's (DEQ) responsibilities for developing, issuing, and implementing TMDLs as required by the federal Clean Water Act (CWA)

The OAR describes the public policy of the State of Oregon to protect, maintain and improve the quality of waters of the state for beneficial uses and to provide for prevention, abatement and control of water pollution. To achieve and maintain water quality standards, the DEQ may impose limitations and controls including TMDLs, allocations for point sources and load allocations for nonpoint sources

DEQ has established TMDLs for water quality limited waterways in Oregon. TMDLs describe the amount of each pollutant a waterway can receive and still not violate water quality standards. DEQ is directed to have responsible sources, entities identified as a source of one or more pollutant, meet wasteload allocations through compliance with discharge permits or other strategies developed in sector or source-specific implementation plans. DEQ has named certain federal, state and local governments and agencies, including the City of Portland and Port of Portland, as Designated Management Agencies which have authority to manage and regulate sources of pollutants that are listed in the TMDL.

DEQ established TMDLs for the Columbia Slough including water temperature, bacteria, turbidity, dissolved oxygen, chlorophyll a, pH, phosphorus, lead, mercury, DDE/DDT, PCBs, Dieldrin and Dioxin.

http://arcweb.sos.state.or.us/rules/OARs_300/OAR_340/340_042.html

1.5.5 Oregon National Pollutant Discharge Elimination System Rule (2002)

The Oregon Environmental Quality Commission adopted Oregon Administrative Rule (OAR) Chapter 340, Division 45, commonly referred to as the National Pollution Discharge Elimination System (NPDES) rule, which prescribes limitations on discharge of stormwater

to surface waters and the requirements and procedures for obtaining NPDES and Water Pollution Control Facility permits from the Oregon Department of Environmental Quality (DEQ).

NPDES permits are required for stormwater discharges to surface waters from construction and industrial activities and municipalities if stormwater from rain or snow melt leaves a site through a "point source" and reaches surface waters either directly or through storm drainage. A point source is a natural or human-made conveyance of water through such things as pipes, culverts, ditches, catch basins, or any other type of channel. There are different permits that regulate stormwater discharges from construction and industrial activities and municipalities.

In the Columbia Slough Watershed, industrial facilities must obtain a 1200-COLS permit to discharge stormwater from a point source to the Columbia Slough. The City of Portland maintains a MS4 permit to discharge stormwater to the Columbia Slough.

http://arcweb.sos.state.or.us/rules/OARs_300/OAR_340/340_045.html

2.0 Portland Regional Policy

Metropolitan Regional Government (Metro) is the directly elected regional government for the urbanized portions of Clackamas, Multnomah and Washington counties. In addition to maintaining numerous regional facilities, including the Oregon Zoo and solid waste facilities, Metro is responsible for managing regional growth through land use and transportation planning. Metro determines the location of the Urban Growth Boundary surrounding the Portland metropolitan area, as well as when and by how much the boundary will expand.

Following two years of discussion with the 28 local jurisdictions within its boundary and with citizens, Metro adopted a set of *Regional Urban Growth Goals and Objectives (RUGGOs)* in 1995. These 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*. Developed in cooperation with local jurisdictions, the *Growth Concept* 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.

2.1 2040 Growth Concept (1995)

The *Region 2040 Growth Concept*, adopted by Metro Council in 1994, establishes a general policy for managing growth in the region through the year 2040. It served as a guide for developing Metro's regional *2040 Framework Plan*. 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. Its basic philosophy is: preserve access to nature, conserve valuable resource lands by minimizing expansion of the Urban Growth Boundary, and build better communities in already urbanized areas for current and future residents. 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.

The *Region 2040 Growth Concept* is designed to accommodate an estimated 720,000 additional residents, a third of whom will be born in the region, and 350,000 additional jobs within the current Urban Growth Boundary. Portland's share of these allocation targets are 70,704 residents, and 158,503 jobs respectively. To accommodate this future growth, Metro, along with the cities and counties within the region, jointly designated a number of mixed-use development areas that correspond to mapped region-wide "design types" (e.g., Town Centers, Main Streets). "Design Types" are identified in the *Growth Concept* and are intended to implement the objectives of Goals I and II of the *RUGGOs*.

<http://www.metro-region.org/article.cfm?articleID=231>

2.2 Region 2040 Framework Plan (1996, 2005)

In 1992, the region's voters approved a charter for Metro that formally gave responsibility for regional land use planning to the agency, and requires adoption of a Regional Framework Plan that integrates land use, transportation and other regional planning mandates. The combined policies of this framework plan establish a new framework for planning in the region by linking land use and transportation plans. Fundamental to this plan is a transportation system that integrates goods and people movement with the surrounding land uses.

This chapter of the Regional Framework Plan presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future transportation planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

The policies are grouped into seven (7) subject areas:

1. Public process
2. Connecting land use
3. Equal access and safety
4. Protecting the environment
5. Designing the transportation system
6. Managing the transportation system
7. Implementing the transportation system

The policies aim to implement the 2040 Growth Concept and:

- Protect the economic health and livability of the region.
- Improve the safety of the transportation system.
- Provide a transportation system that is efficient and cost-effective, investing our limited resources wisely.
- Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, elderly and disabled.
- Provide adequate levels of mobility for people and goods within the region.

- Protect air and water quality and promote energy conservation.
- Provide transportation facilities that support a balance of jobs and housing.
- Limit dependence on any single mode of travel and increase the use of transit, bicycling, walking and carpooling and vanpooling.
- Provide for the movement of people and goods through an interconnected system of highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals.
- Integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs in regional and local street designs.
- Use transportation demand management and system management strategies.
- Limit the impact of urban travel on rural land through use of green corridors.

<http://www.metro-region.org/article.cfm?ArticleID=432>

2.3 Urban Growth Management Functional Plan (1997)

The *Urban Growth Management Functional Plan* (UGMFP) was created to allow early implementation of the Region 2040 growth concept. It establishes specific actions that local governments must take to adhere to regional growth management policies. It contains eleven Titles on functional planning areas that must be addressed. Among other things, the UGMFP requires local governments to change, if necessary, their policies and ordinances to:

- Apply minimum density standards for residential zones, allow accessory dwelling units and establish the 2040 Design Type Boundaries (Title 1);
- Meet or exceed standards for parking minimums and maximums (Title 2);
- Demonstrate compliance with water quality standards and stream protection (Title 3); and
- Prohibit large-scale retail uses in most employment and industrial areas (Title 4).

The UGMFP requirements also include:

- Increasing interconnections in the local transportation system to reduce congestion and make walking or biking for short trips more feasible;
- Establishing transportation mode use targets;
- Identifying where level of service traffic congestions measures may be used;
- Specifying congestion management actions which must be considered and implemented prior to increasing road capacity; and
- Promoting boulevard design standards (Title 6).

The full list of Metro Titles include:

- 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 5 - Neighbor Cities and Rural Reserves;
- Title 6 - Central City, Regional Centers, Town Centers and Station Communities;
- Title 7 - Affordable Housing;
- Title 8 - Compliance Procedures;
- Title 9 - Performance Measures;
- Title 10 - Definitions;
- Title 11 - Planning for New Urban Areas;

Title 12 - Protection of Residential Neighborhoods; and
Title 13 - Nature in the Neighborhoods.

<http://www.metro-region.org/article.cfm?ArticleID=274>

The Titles most relevant to *Airport Futures* are summarized below.

2.3.1 Metro Title 3: Water Quality and Flood Management

The goal of Metro's *Water Quality and Flood Management (Title 3)* is to protect the region's health and public safety by reducing flood and landslide hazards, controlling soil erosion and reducing pollution of the region's waterways. *Title 3* specifically implements the Oregon Statewide Land Use Goals 6 and 7 by protecting streams, rivers, wetlands and floodplains by avoiding, limiting or mitigating the impact on these areas from development.

Title 3 contains performance standards to protect against flooding. The standards limit development in a manner that requires balanced cut and fill and requires floor elevations at least one foot above the flood hazard standard. The areas subject to these requirements have been mapped and adopted by the Metro Council, specifically, the Federal Emergency Management Act 100-year floodplain and the area of inundation for the February 1996 flood.

Title 3 also contains performance standards related to streams, rivers and wetlands. The purpose of these standards is to protect and allow enhancement of water quality. The water quality areas are rivers and streams with a protected vegetated corridor width depending on the slope of the stream and the number of acres drained by the stream. Typically, the vegetated corridor is 50 feet wide. The performance standards require erosion and sediment control, planting of native vegetation on the stream banks when new development occurs, and prohibition of the storage of new uses of uncontained hazardous material in water quality areas.

Portland is currently in compliance with *Title 3*. As part of work done for the Airport, the City will need to maintain compliance with Metro's *Title 3*.

<http://www.metro-region.org/article.cfm?articleid=408>

2.3.2 Metro Title 13: Nature in Neighborhoods (2005)

The Metro Council adopted the "*Nature in Neighborhoods*" program in September of 2005. The adopted program includes an inventory of regionally significant riparian corridors and wildlife habitat, a new *Title 13* of Metro's regional *Urban Growth Management Functional Plan*, and a series of maps. The program establishes regulatory requirements, incentives and technical assistance to protect, conserve and restore regionally significant riparian corridors and wildlife habitat in the tri-county region.

The Oregon Department of Land Conservation and Development (DLCD) adopted an order in January 2007 finding the *Nature in Neighborhoods* program in compliance with state land use planning goals. The *Nature in Neighborhoods* program now implements the state Goal 5 rule pertaining to riparian areas and wildlife habitat within Metro's jurisdiction. The *Nature in Neighborhoods* program also supplements the region's program to protect

water quality under statewide Land Use Planning Goal 6, and is intended to assist local jurisdictions in meeting applicable requirements of the Clean Water Act (e.g., TMDLs).

The provisions of Metro's *Title 13* apply to high-value riparian corridors called "Habitat Conservation Areas". The provisions generally require that impact on Habitat Conservation Areas be avoided or mitigated. Habitat Conservation Areas within the Columbia Slough watershed include (but are not limited to) all open slough segments, side-channels, drainage ditches, and wetlands as well as adjacent woody vegetation surrounding the water features; flood area; significant habitat areas (Habitats of Concern).

Portland has until January 2009 to demonstrate that their local programs substantially comply with Metro's *Title 13* requirements. Compliance programs may include both regulatory and non-regulatory components.

<http://www.metro-region.org/article.cfm?articleid=13806>

2.4.1 Regional Transportation Plan (2004)

The *Regional Transportation Plan* (RTP) is a 20-year blueprint to ensure the region's ability to travel throughout the region as it grows. The RTP establishes transportation policies for all forms of travel: motor vehicle, transit, pedestrian, bicycle and freight. It includes specific objectives, strategies and projects to guide local and regional implementation of each policy. The RTP includes a prioritized list of transportation projects with cost estimates and funding strategies to meet these costs. Federal and state transportation dollars are allocated according to priorities set in the RTP. The RTP was first adopted by Metro Council in 1983, and is updated periodically to reflect changing conditions. The most recent update of the RTP was completed in 2004. The next update of the RTP is underway in fall 2007. A federally financially constrained RTP is due to the federal government in March 2008. This federally financially constrained RTP includes a list of regionally significant projects that must match revenue projects. This RTP project list is also called the "100% list". A state RTP, also called the "illustrative RTP" is due in 2010. This RTP will include new policies, benchmarks and a larger list of projects. These projects are not required to match revenue projects. This list is also known as the 200% list. The federal RTP must meet air quality standards.

An airport is considered by the RTP to be an "intermodal transit facility." These types of facilities serve as hubs for various passenger modes and as the transfer points between modes. Language related to airports also figures prominently in RTP Policy 15, Regional Freight System including Objective D; to "work with the private sector, local jurisdictions, Oregon Department of Transportation and other public agencies to: develop the regional Intermodal Management System and Congestion Management System, including maximizing use of ship, rail, air and truck for a multi-modal freight system.

<http://www.metro-region.org/article.cfm?articleid=137>

3.0 City of Portland Policy

3.1 Comprehensive Plan (Updated July 2006)

In 1980, Portland City Council adopted its *Comprehensive Plan* for the City, including goals, policies and objectives, and a plan map, to guide the City's future development and redevelopment over a 20-year period. 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 Airport Futures project will result in updates to the *Comprehensive Plan* map and text.

The *Comprehensive Plan* includes the following relevant goals and policies directly related to Airport Futures:

Goal 5 Economic Development

- Policy 5.10 Columbia South Shore. "Encourage the development of the Columbia South Shore as an industrial employment center which attracts a diversity of employment opportunities while protecting significant environmental resources and maintaining the capacity of the area infrastructure to accommodate future development."
 - Objective 5.10.A. Columbia South Shore. Designate the bulk of the South Shore district for industrial development opportunities.
 - Objective 5.10.B. Columbia South Shore. Allow a mix of business park and industrial development near the Airport Way and I-205 interchange, along Airport Way, and at entrances to the South Shore Industrial District.
 - Objective 5.10.G. Columbia South Shore. Recognize the importance of the Portland International Airport and other regional transportation facilities to the South Shore district.

Goal 6 Transportation

Policies in Goal 6 describe the different classifications and functions for streets, including transit, bicycle, pedestrian, freight, and emergency response to achieve the goal of a balanced, equitable, and efficient transportation system. Also included are maps showing the different traffic classifications by quadrant of the City.

- Objective 6.35.D. Encourage the use of I-84 and I-205 for primary access to the Columbia South Shore, Portland International Airport, and Portland International Center and encourages the use of NE Airport Way (east of I-205) and Portland Boulevard/Killingsworth (south of the Columbia Slough) as the secondary access from the interstate system.

Goal 8 Environment

- Policy 8.21 Portland International Airport Noise Impact Area. Ensure compatible land use designations and development within the noise impacted area of the Portland International Airport while providing public notice of the level of aircraft noise and mitigating the potential impact of that noise within the area.
 - Objective 8.21.A. Promote land use compatibility within the noise impact area by prohibiting new residential development in areas within the 1977 Ldn 68 or higher noise contour and by limiting the maximum residential zoning and Comprehensive Plan Map designations to R10 in R-designated areas and R1 in C-zoned areas located between the 1983 Ldn 65 and the 1977 Ldn 68 noise contours.
 - Objective 8.21.B. Minimize the potential impact of aircraft noise on those living and working within the noise impact area by requiring sound

insulation to achieve a day/night average interior noise level of 45 dBA for most structures.

- Objective 8.21.C. Provide documentation of the level of aircraft noise to developers of residential property within the noise impact area and require their acknowledgment and acceptance of that level of aircraft noise through the completion of a noise disclosure statement and the dedication of a noise easement to the Port of Portland prior to construction.

Goal 11 Public Facilities

- Policy 11.11. Street Plans. Promote a logical, direct, and connected street system through the development of street plans.
 - Objective 11.11.I. As the Airport Way vicinity continues to develop, use the Airport Way Secondary Infrastructure Plan as a guide to provide connectivity for all modes of travel by developing streets as shown on Map 11.11.4.

<http://www.portlandonline.com/planning/index.cfm?c=34249>

3.2 River Renaissance Program (ongoing)

This comprehensive approach to river health combines a shared vision and strategy to integrate the natural, recreational, urban and economic roles that make the Willamette River vital to Portland and the region. *River Renaissance* was created to optimize City efforts, forge public-private partnerships, leverage resources, and mobilize the community to revitalize the river. It is intended to link many independent and City programs, plans and services. As a first step toward developing an integrated citywide approach, a number of projects are underway designed to broaden a common understanding of the City's natural resource system:

- A citywide program to respond to the Endangered Species Act and the Superfund listings;
- The River Plan;
- Portland Watershed Management Plan; and
- Natural Resources Inventory Update

<http://www.portlandonline.com/river/>

3.3 Portland Watershed Management Plan (2006)

The Portland City Council adopted the *Portland Watershed Management Plan (Watershed Plan)* in March 2006 (Bureau of Environmental Services, 2005). The *Watershed Plan* characterizes the conditions of Portland's watersheds, establishes citywide goals and objectives relating to hydrology, water quality, physical habitat, and biological communities. The plan recommends strategies and actions to protect and restore watershed health. Included in the Council adoption action were the *Framework for Integrated Management of Watershed Health* (Bureau of Environmental Services, 2005) and the *2005-2006 Annual Watershed Action Plan*. The *Framework* synthesizes a wealth of scientific information and establishes ecological principles and guidelines for watershed planning and restoration in Portland. The *Watershed Plan* and *Framework* emphasize the importance of protecting high-value natural resources to sustain and restore watershed

health. The *2005–2006 Annual Watershed Action Plan* calls for completion of the *Natural Resource Inventory Update* project.

The PWMP plan is provide guidance for the Airport Future work. Management tools will be tested against the policies, goals and objectives of the PWMP.

3.4 Transportation System Plan (2006)

Portland's *Transportation System Plan (TSP)* is a "comprehensive 20-year plan for transportation improvements in Portland. Its goal is to provide transportation choices for residents, employees, visitors, and firms doing business in Portland. The TSP was developed to help the City maintain its "natural environment, economic prosperity, and overall quality of life."

The TSP coordinates local policies and projects with each other and must remain consistent with policies and projects outlined in the *Transportation Planning Rule*, as well as Metro's Regional Transportation Plan. These links are developed and maintained in the spirit of the *Region 2040 Growth Concept*, which calls for "maintaining thriving communities and a healthy economy while containing urban sprawl." In order to do this, the City coordinates long-term regional growth and development by clustering growth in some areas, developing "appropriate densities for various land uses," and by protecting open space.

"The TSP helps implement the region's *2040 Growth Concept* by supporting a transportation system that makes it more convenient for people to walk, bicycle, use transit and drive less to meet their daily needs. The TSP also recognizes that the transportation system must sustain the City's economic health by accommodating the needs of businesses and supporting Portland's role in the international economy. The TSP meets State and regional planning requirements and addresses local transportation needs for cost-effective road, transit, freight, bicycle, and pedestrian improvements.

The City has a Pedestrian Master Plan (1998), Pedestrian Design Guide (1998), a Bicycle Master Plan (1998 – currently under revision), and a Freight Master Plan (2006). These master plans have additional guidance for each of these modes.

Chapter 5, Modal Plans includes a plan for Air, Rail, Water and Pipeline. The Modal Plan looks at existing and future conditions for air transportation as well as implementation measures.

Airport Way is also the subject of a Master Street Plan in Chapter 11. The Airport Way Secondary Infrastructure Project was adopted by City Council to serve as an administrative guide to extending public infrastructure to land located east of NE 138th Avenue, within the Columbia South Shore (Airport Way urban renewal area). The Airport Way Secondary Infrastructure Project proposes the creation of additional north-south streets, connecting through from NE Sandy Boulevard to NE Marine Drive. Additional streets are proposed to provide access to developable areas of land. Particularly on the eastern end of this area, large areas are designated as open space because of the presence of wetlands and sloughs. The proposed additional streets provide significantly enhanced connectivity. The connectivity is not subject to TPR or RTP street spacing requirements because virtually all of the involved land is industrial and therefore exempt from these requirements. Only a very narrow strip of land, often less than 100 feet deep,

between NE Marine Drive and the Columbia River at the east and west ends of the area is zoned residential and is subject to the TPR connectivity standards.

<http://www.portlandonline.com/transportation/index.cfm?c=diidi>

3.5 Title 33, Planning and Zoning Code

Title 33, *Planning and Zoning Code* is also known as the zoning code. It is intended to implement Portland's *Comprehensive Plan* and related land use plans in a manner which protects the health, safety, and general welfare of the citizens of Portland.

PDX is located primarily in a General Industrial 2 (IG2)¹ zone, with small portions in General Employment (EG2)². The airport is considered an Aviation And Surface Passenger Terminal use and is regulated as a conditional use in the IG2 and EG2 zones. As a conditional use, the Port must submit a Conditional Use Master Plan to the City every 8-10 years for approval. The City approved the most recent permit in 2003.

The full history of the regulation of the airport through the conditional use process is described in the *2001 Alternatives to the Conditional Use Process for PDX*. This report is available on the project web site under reference documents.

Several other sections of the zoning code apply to the area in and around the airport and are summarized below.

<http://www.portlandonline.com/planning/index.cfm?c=31612>

3.5.1 Chapter 33.400 Aircraft Landing Overlay Zone “h”

Adopted in 1991, the Aircraft Landing Zone was adopted to limit the height of structures and vegetation to provide safer operating conditions for aircraft in the vicinity of the airport.

3.5.2 Chapter 33.480 Portland International Noise Impact Overlay Zone “x”

Also adopted in 1991, the Noise Impact Zone reduces the impact of aircraft noise on development within the noise impact area surrounding the airport. The boundary for the zone was established based on the *1990 Portland International Airport Noise Abatement Plan Update*. The Port mapped the noise contours generated by PDX as part of this plan, and outlined noise abatement measures to mitigate for the impacts of noise. The City established the Noise Impact Overlay Zone for all areas with a Ldn noise contour of 65 or greater. Ldn is the level day/night reading of a noise level index the gives an average noise level for a 24-hour period/365 days per year.

3.5.3 Chapter 33.430 Environmental Overlay Zones “c” and “p”

¹ IG2 implements the Industrial Sanctuary map designation of the *Comprehensive Plan*. It provides areas of mostly industrial uses, while other uses are restricted to avoid potential conflicts and reserve land for industry. IG2 areas have larger lots and irregular or large block patterns compared to IG1. IG1 areas tend to be in the City's more developed, older industrial areas.

² EG2 implements the Mixed Employment map designation of the *Comprehensive Plan*. It allows a wide range of employment opportunities without conflicts from residential uses. Other commercial uses are allowed to support a wide range of services and employment opportunities. EG2 areas have larger lots and irregular or large block patterns compared to EG1.

In 1989, Portland adopted the second natural resources inventory and protection plan for the Columbia Corridor. The City established overlay zones to protect and conserve significant natural resources identified in the inventories. The environmental overlay zone is one of Portland's primary tools to comply with State Land Use Planning Goal 5. The environmental overlay zone also helps the City comply with Goal 6 Air, Water and Land Resources, and Goal 7 Areas Subject to Natural Hazards. The overlay zones are also listed Best Management Practices (BMPs) in the City's Stormwater Management Plan and Municipal Stormwater (NPDES) Permit as required by the Clean Water Act.

Environmental overlay zone regulations are contained in Chapter 33.430 of the Portland Zoning Code, and in several plan districts and Natural Resource Management Plans (Bureau of Planning, 2007). The regulations are triggered when new development and redevelopment is proposed to be located within the environmental overlay zone. The City has established two types of environmental overlay zones. In the environmental protection zone ("p" zone), most types of development are generally prohibited. In the environmental conservation zone ("c" zone), development is allowed if it meets specific standards or approval criteria. The environmental zone regulations also require mitigation of unavoidable adverse impacts on natural resources.

The airport study area includes portions of the Columbia Slough, side channels, wetlands and other areas of riparian vegetation that are included in the environmental overlay zones.

3.5.4 Chapter 33.508 Cascade Station/Portland International Center Plan District

A small portion of the Portland International Airport is located within the *Cascade Station/Portland International Center (CS/PIC) Plan District*. It is the area between NE 82nd Avenue and I-205, from the Columbia Slough to Airport Way.

The *Cascade Station/Portland International Center (CS/C) Plan District* regulations encourage the development of a commercially viable mix of office, retail, hotel, entertainment, and industrial employment uses while protecting significant environmental and archaeological features of the area. The development of these uses fosters a vibrant, mixed-use environment served by two major regional transportation facilities: the Portland International Airport and the Airport Light Rail.

All uses and activities allowed within the *CS/PIC Plan District* complement and serve ongoing airport operations and related airport service uses both within and outside plan district boundaries. These regulations also minimize or eliminate conflicts with airport operations and related uses. The *Plan District's* proximity to the Columbia Slough and the Columbia Slough Trail are recognized by inclusion of special development guidelines and bicycle-pedestrian connections. The *Plan District* regulations also protect significant identified environmental and open space resources within the plan district consistent with the requirements of airport operations, while maintaining or enhancing the capacity of public and private infrastructure within and serving the district.

3.5.5 Chapter 33.515 Columbia South Shore Plan District

A portion of the Portland International Airport is located within the *Columbia South Shore (CSS) Plan District* – long-term parking, portions of Airport Way, and the Columbia Slough between I-205 and NE 82nd Avenue

The purpose of the *CSS Plan District* regulations is encourage the development of the Columbia South Shore as an industrial employment center that is intended to attract a diversity of employment opportunities. The *CSS Plan District* regulations also protect significant environmental and scenic resources and maintain the capacity of the area infrastructure to accommodate future development. Special landscape standards apply along NE Airport Way. There are also special environmental zone requirements, including review criteria, specified within the *CSS Plan District*, these apply within the environmental overlay on the Columbia Slough between I-205 and NE 82nd Avenue.

3.6 Environmental Plans

3.6.1 Natural Resource Protection Plan for the Columbia South Shore (2000)

The Columbia South Shore (CSS) Protection Plan provides an area-wide approach for the conservation of significant natural resources and preservation of resource values in the Columbia South Shore, a 2,800-acre portion of the historic flood plain of the Columbia River in northeast Portland. The plan applies to the area east of SE 82nd Avenue.

The *CSS Protection Plan* includes a resources inventory, analysis of economic, social, environmental and energy (ESEE) consequences, and a resources protection plan. The plan is implemented through the *Columbia South Shore Plan District* in Section 33.515 of the City's zoning code. The first major provision of the *CSS Protection Plan* is for resource protection. The *Plan* protects resources to different extents, beginning by dividing "significant" resources into those that are to be protected to the highest level, those that can be altered, and other resources that cannot be altered. The second major provision of the *CSS Protection Plan* is for Nonconforming Uses. Conformance to the plan for nonconforming uses is accelerated compared to those in the rest of the City. The third major provision concerns Drainage District activities. Drainage District activities that minimize adverse impacts to protected natural resources are allowed outright or by meeting certain standards. The fourth major provision is the Slough Trail. Trail location and design standards developed as part of a separate study are included in the *Plan* so that only limited review is necessary for construction. The final major provision is for Development Review. Wherever possible, clear and objective standards are used for resource protection and mitigation.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=58934>

3.6.2 Cultural Resource Protection Plan for the Columbia South Shore (1996)

The *Cultural Resource Protection Plan* for the Columbia South Shore was adopted to satisfy part of Statewide Planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces), which at the time of adoption included a requirement to protect cultural resources in the City. The *CSS Cultural Resource Protection Plan* includes a cultural resources inventory, an analysis of economic, social, environmental and energy

(ESEE) consequences, and a recommended program for protection. The plan applies to the area east of SE 82nd Avenue.

The plan defines cultural resources as, “evidence of American Indian use in the Columbia South Shore from the pre-contact era.” (prior to European and EuroAmericans making contact). The plan reviews the geology and geomorphology (including the soils and surface features) of the area, native vegetation communities, and geomorphic landform mapping that “reconstructs the vegetation community patterns thought to have been present before the onset of significant Euro-American land use impacts in the 19th century.” The plan also includes a discussion of ethnography and ethnohistory relating to Chinookan peoples, a discussion of ongoing tribal interests and notes that several tribes that participated in the cultural resources planning process, including but not limited to the Grand Ronde, Siletz and Warm Springs. The plan also outlines archeological investigations, including past and current field work and identified nine sites in the 2,800 acre project area. Finally, the plan includes implementation measures, plan policies and objectives and zoning code language.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=95270>

3.6.3 Natural Resource Inventory Update (ongoing)

The Bureau of Planning recently produced new inventory information for riparian corridors and wildlife habitat in Portland. Project staff briefed the Portland Planning Commission on the inventory update in October of 2006. Staff plans to return to the Planning Commission in 2007 for endorsement of the draft citywide inventory methodology and a recommended workplan for the Bureau’s Environmental Planning program. The workplan will lay out the steps in which the updated inventory information will be adopted in conjunction with area-specific legislative projects, including Airport Futures. The updated inventory will be used to inform compliance with Metro’s *Title 13 Nature in Neighborhoods program* and to remain in compliance with *Title 3 Water Quality and Flood Management program*. Also, the updated inventory will inform other regulatory compliance projects, such as complying with Clean Water Act Total Maximum Daily Loads.

Two discussion draft reports were completed in August 2007: Natural Resources Inventory Update Project Report (August 2007) and Natural Resources Inventory Update Summary Report (June 2007, as Amended August 2007).

<http://www.portlandonline.com/planning/>

3.7 Community and Neighborhood Plans

3.7.1 Woodlawn Neighborhood Plan (1993)

Part of the Albina Community Plan is the *Woodlawn Neighborhood Plan*. Its purpose is to “address the problems and issues that neighborhood residents feel are the most pressing and important.”

The plan covers the history of Woodlawn, which was originally a donation land claim, and then part of the City of Albina and eventually annexed by the City of Portland in 1891. The Neighborhood description includes land use facts about the neighborhood, the boundaries

of which are NE MLK Jr. Boulevard on the west, NE 22nd Avenue on the east, NE Ainsworth on the south, and NE Columbia Boulevard on the north. Land uses in the neighborhood are primarily residential with commercial located on its three busiest streets: NE MLK Jr. Boulevard, NE Lombard and NE Columbia Boulevard. The Woodlawn Conservation District (referred to in the plan as the adopted historic district) is located at the center of the neighborhood. According to the plan, "The area resembles a small town and is unique because of its distinctive road system." This street system, which includes several diagonal streets were built during Portland's Streetcar Era. There are design guidelines specific to Woodlawn in the Albina Community Plan Design Guidelines document.

The *Woodlawn Neighborhood Plan* details *City Comprehensive Plan* policies related to Woodlawn Neighborhood. These policies will help to meet the neighborhood's goals. They fall under the headings: Neighborhood Association, Economic Development, Community Appearance, Housing, Public Safety, and Community Services. It also includes an action chart, which includes action items for neighborhood-specific projects, programs and regulations. Each has a timeline and implementing party designated.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=94720>

3.7.2 Cully Neighborhood Plan (1992)

The *Cully Neighborhood Plan* begins with a description of the planning process and neighborhood characteristics. The boundaries of the Cully neighborhood are the Columbia Slough to the north, I-205 and Sandy Boulevard to the east, NE Prescott to the south (including the area south of Prescott to NE Fremont between 47th and 62nd Avenues. On the west the boundary is NE 42nd Avenue. Generally, the northern portion of the neighborhood is industrial. There are a few major open space features in the northern area, including the Colwood Golf Course, the Whittaker School site and the Columbia Slough System. The central and southern portions of Cully are residential with small pockets of commercial and strips of commercial. The commercial center is at the intersection of Cully, Prescott and 60th Avenue. The landmark in this area is the Rose City Cemetery.

The *Plan* covers the history of Cully, which was named after the prominent Cully family who settled on a donation land claim in the area in 1846 and owned much property east of the Willamette River. Until World War II, Cully was an area of Italian truck gardens and Swiss-German Dairy Farms. The postwar period brought residential and commercial development to the area. Residential lots include a mix of 5,000 sf lots to much larger sizes. The overall character remains quiet, with narrow paved streets without sidewalks.

The policy section follows. Two major issues identified in the plan are related to the provision of urban services and ultimately, growth: sewer installation cost and street improvement cost. Neighborhood policies and related objectives are grouped under the following headings: Neighborhood Identity, Neighborhood Livability and Safety, Housing, Land Use and Recreation, Gathering Places and Social Services, Transportation, Business and Industry, and Public Services.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=94720>

3.7.3 Cully/Parkrose Community Plan (1986)

In 1985, the area that makes up the Cully/Parkrose Community was annexed to the City of Portland from Multnomah County. The *Cully/Parkrose Community Plan* area is 10 square miles. Early subdivisions in the plan area were Rose City Park and Parkrose, filed in 1907 and 1911. Trends during the 1980s included an increasing demand for Oregon goods and services in a recovering economy and expansion of Portland as a major multi-modal national and international distribution center. The *Plan* reviews land uses in the area, which are primarily urban in nature though pockets of agriculture closer to the unincorporated Multnomah County line could still be found. At the time the *Plan* was developed, the Cully/Parkrose Community contained six commercial areas. Industrial firms were primarily located along Columbia, Lombard and Killingsworth Streets with more developing in the Columbia Corridor.

Goals, policies and design guidelines to guide the growth and development of the Cully/Parkrose Community make up the next sections of the plan. Goals and policies are grouped under the headings plan relationships, arrangement of land uses, redevelopment, housing location, industrial location, citizen involvement, community design and utilities. The design guidelines for the Cully/Parkrose Community includes 12 design areas and address issues ranging from compatibility, landscaping, parking, sidewalks, and future development.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=89240>

3.7.4 Concordia Neighborhood Plan (1993)

The *Concordia Neighborhood Plan* was adopted in 1993 as part of the Albina Community Plan. The neighborhood is bounded on the north by Columbia Boulevard and on the south by NE Prescott. NE 22nd Avenue defines the area's western boundary and NE 42nd defines its eastern boundary between NE Columbia Boulevard and NE Alberta Court. NE 33rd Avenue is the eastern boundary between NE Alberta Court and NE Prescott. The purpose of the *Concordia Neighborhood Plan* is to provide decision-makers with guidance in the areas of land use, community development, social programs, capital expenditures and environmental issues which affect the neighborhood.

The neighborhood was named after its close association with Concordia College, which was established in 1905. Most of the area was platted between 1910 and 1919. The size of the neighborhood is about 856 acres and is mostly made up of single-family residential and some community uses such as the Kennedy School and parks. Commercial development is concentrated along Alberta Street, NE 33rd Avenue, 42nd Avenue, and at the intersection of NE 30th and Killingsworth (the site of a streetcar terminus). The neighborhood was fully developed by 1960, though urban infill lots are scattered throughout. The neighborhood is also culturally and ethnically diverse and at the time was undergoing an influx of Russian-speaking immigrants.

A look at current (for 1993) trends reveals that housing prices were on the rise, commercial areas were flourishing, neighborhood unemployment rates were dropping, entrepreneurship was flourishing, and job growth in the Columbia Corridor and other educational and health institutions meant that people could live and work in the same area.

The next section is made up of policies, objectives and implementation actions. Including policies under the headings of Community Values and Involvement, Transportation, Housing, Economic Revitalization, Jobs and Employment, Community Institutions and Facilities, and Public Safety and Design. Action charts under each group include measures that can be taken to implement each policy, as well as a timeframe and designation of implementing party/advocates for each. The plan also includes design guidelines, which help guide the look and feel of residential buildings and landscaping.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=92102>

3.7.5 Sabin Neighborhood Plan (1993)

The *Sabin Neighborhood Plan* was adopted in 1993 as part of the Albina Community Plan. The Sabin Neighborhood is roughly located between NE Wygant and NE Fremont and NE 10th Avenue and NE 22nd Avenue, between the King, Alameda, Irvington and Vernon Neighborhoods. The earliest plats in the area date from the late 1880s but most of the houses were built between 1900 and 1939. The following policy areas are addressed by the Sabin Neighborhood Plan: Housing, Human Services, Transportation, Economic Development, Parks and Recreation, and Public Safety. Each policy area includes an overall goal statement, a series of objectives and action items for implementation.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=94450>

3.7.6 King Neighborhood Plan (1993)

The *King Neighborhood Plan* was adopted in 1993 as part of the larger Albina Community Plan. The King Neighborhood is located south of the Columbia Slough, but the Slough does not intersect it. Its rough boundaries are between NE Ainsworth and Fremont and NE Rodney and NE 10th Avenue. The *Plan* reviews a brief history of the area once known as “Highland”, because it is located at one of the high points between the Columbia and the Willamette Rivers. The area was primarily developed in the late 1880’s to take advantage of several nearby streetcar lines.

The vision adopted by the King Neighborhood as part of this planning process includes statements about overcoming urban problems, and solving conflicts between residential, institutional and transportation uses, capitalizing on potential investment opportunities, particularly on Martin Luther King Jr. Boulevard and Alberta Street. The *King Neighborhood Plan* includes goals, policies and implementation measures for urban design, housing, public safety, economic development, art and culture, and job training and employment.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=93559>

3.7.7 Humboldt Neighborhood Plan (1993)

The *Humboldt Neighborhood Plan* was adopted as part of the larger Albina Community Plan process. The vision statement for the Humboldt Neighborhood is that of a proud and thriving, mixed-use neighborhood with a special focus on educational institutions. The *Plan* addresses the following policy areas and includes goals, objectives and action items for each: neighborhood livability, open space, parks and community facilities, housing,

public safety, urban design and historic preservation, transportation, neighborhood image and land use.

<http://www.portlandonline.com/shared/cfm/image.cfm?id=93435>

3.7.8 Hayden Island Neighborhood Plan (ongoing)

The Bureau of Planning started a planning process for all of Hayden Island in the fall of 2007. The *Hayden Island Neighborhood Plan* project will develop a plan for the Island while working cooperatively with residents, business owners, and other stakeholders. The *Hayden Island Plan* will strive to address the unique situation of the Island while considering the best plan for its future.

<http://www.portlandonline.com/planning/index.cfm?c=45219>

4.0 Other Related Plans and Studies

4.1 Columbia Corridor Scoping (2006)

In the summer of 2005, the City of Portland Bureau of Planning and EnviroIssues, a local consultant, initiated a series of interviews with a targeted group of stakeholders—including agency partners, community residents, watershed and environmental organizations, large and small property owners, and business/industry representatives—to better understand issues, concerns, aspirations, opportunities and challenges related to natural resource protection, conservation and restoration in Columbia Slough watershed. The discussions were initiated as part of this scoping process and provide the groundwork for the potential future planning effort to address identified concerns. The result of the work was a scope that outlined core planning elements and supplement alternative elements for the Columbia Corridor. The Columbia Corridor planning effort, which will build on the scope, is in the City's three-year work plan (through Fiscal Year 2009-10).

In fall 2007, the Bureau of Planning is hiring a consultant to review the environmental regulations that apply within the Columbia Corridor to identify ways to streamline or consolidate the various pieces of regulations, while also meeting City policies and goals for watershed health and advancing the City's compliance with Metro Title 13 and the Clean Water Act.

4.2 Industrial Districts Atlas (2004)

The *Portland Industrial Districts Atlas* describes and maps in detail each of Portland's eight industrial districts. Its purposes are to expand public understanding of these less visible parts of the City, help industry make more informed investments in these districts, and help policy makers respond to district needs. The document is the culmination of a series of recent local studies on industrial land and freight transportation.

The Airport District is one of the eight industrial districts in the City of Portland. For the purposes of this study, the district is the middle portion of the Columbia Corridor between I-5 and I-205. It includes 81 sites and 5,686 acres.

One of the main features of the district is that it is a regional freight hub location centered on Portland International Airport (PDX). As it is located between the I-5 and I-205 freeways, 63 percent of the district acreage is on sites within one mile of a freeway ramp, and 97 percent is within two miles. The district also includes a mix of industries focused on distribution, including nearly a third of the metro area's transportation jobs. The following list shows the district's top 10 employers:

Business	Industry	Jobs
1. Horizon Air Flight	Air Transportation Scheduled	500+
2. Sapa Anodizing)	Special Industry Machinery Manufacturing	500+
3. Huntleigh USA	Detective Guard & Armored Car Services	250-499
4. Nabisco Inc. Bakery	Cookies & Crackers	250-499
5. United Airlines	Air Transportation Scheduled	250-499
6. Jubitz Corp. Admin. Office	Gasoline Service Stations	250-499
7. Yellow Freight Systems	Trucking Except Local	250-499
8. Halton Company	Construction & Mining Machinery	250-499
9. Market Transport Ltd	Local Trucking Without Storage	250-499
10. Owens Brockway Glass	Glass Containers	250-499

The Airport Industrial District also has room to grow. The district has 770 acres of vacant buildable private land, 42 percent of the total supply among Portland's industrial districts. All but 16 acres of that land is affected by availability or use limitations, and 320 acres of it is on sites that may be affected by environmental cleanup or investigation. An additional 430 acres of partly buildable vacant land is affected by floodplain or habitat constraints. Most of the district's buildable vacant land is within the PDX complex or at Cascade Station east of PDX.

<http://www.portlandonline.com/planning/index.cfm?c=40430>

4.3 visionPDX (ongoing)

visionPDX is a community-led project sponsored by Portland Mayor Tom Potter and created by 40+ community volunteers. Since 2005, *visionPDX* has reached out to thousands of Portlanders, engaging them in conversation about how Portland residents want to see and experience their shared future. The 2007 draft vision asks readers to imagine Portland in 2030 and provides the following draft vision: "cradled by rivers and surrounded by nature, Portland rises up as an innovative global leader in economic and ecological sustainability. We ensure equal access to the following: meaningful jobs, top-tier education, alternate modes of transportation, nearby greenspaces, the arts, affordable housing and universal health care for all our residents. Above all, our vibrant Central City and distinct neighborhoods are safe and energizing community spaces. Our diverse, engaged and creative population welcomes all to reach their full potential and continually create our City's future." The draft goes on to describe five sectors of Portland's future: built, economic, learning, natural and social Portland.

<http://www.visionpdx.com/>

4.4 Columbia River Crossing (ongoing)

The Columbia River Crossing project is a bridge, transit and highway improvement project for I-5 between Vancouver and Portland. It is co-sponsored by the Oregon Department of Transportation and the Washington State Department of Transportation, and is working to address the congestion, mobility and safety problems on I-5 between State Route 500 in Vancouver and Columbia Boulevard in Portland.

<http://www.columbiarivercrossing.org/>

4.5 Vancouver City Center Vision and Sub-Area Plan (2007)

Vancouver has updated the City Center Plan and expanded its boundary to approximately 130 city blocks including the city center waterfront. Vancouver City Council approved the implementing ordinance on June 18, 2007.

The Plan identifies guiding principles and policies that encourage residential development, a key to City Center vitality; creation and support of “messy vitality”, a dynamic and rich mix of residential, civic, retail and entertainment places that will attract growth, jobs and round-the-clock activity; focused waterfront redevelopment; protection of key historic buildings and established residential neighborhoods; and revitalization of the Main Street Corridor as a central spine of diverse and complementary uses that establish downtown as a regional center for commerce, culture and urban living.

The Plan is adopted as a “Planned Action” which is a mitigation document providing thresholds and mitigation as required by existing regulations and mitigation measures as addressed in the Vancouver City Center Plan Final Supplemental Environmental Impact Statement.

<http://www.cityofvancouver.us/VCCV.asp>

4.6 192nd Ave/SR14 (Fisher’s Quarry) Subarea Plan (ongoing)

The City of Vancouver is working with local stakeholders, property owners and residents to develop a long-term subarea plan for the Fisher's Quarry and surrounding area at the intersection of 192nd Avenue and SR-14 in east Vancouver (Project area map below). The planning effort is examining options for future land uses, services, and conservation efforts in an area that offers sweeping views of the Columbia River, and serves as an eastern gateway to the city. Initial future site alternatives have been developed for community discussion purposes. Final plans are not scheduled for adoption until late 2007 or 2008.

<http://www.cityofvancouver.us/PlanningProjects.asp?menuid=10463&submenuid=27870&itemid=27834>