



## Airport Futures Study Area Boundaries

Study area boundaries are designed to assist in the collection of data for the existing conditions/inventory report. Several study areas have a primary and secondary boundary as detailed in the 2004 City/Port Intergovernmental Agreement and as described below:

**Primary:** This is the area of most interest for study and possible actions as part of the planning process. At a minimum, it includes Port owned property and the boundaries proposed as part of the decentralized option the 2000 Master Plan (i.e. the one with the largest footprint). This is also generally the area that was addressed in the City of Portland's Conditional Use Master Plan Permit process.

**Secondary:** Data is collected, but not at the same level of detail as in the primary study area. There will be analysis of the data collected and an assessment of the impacts. In the course of the analysis, it may be apparent that the secondary area of influence will need to be extended.

### Exhibit A - Land Use

*Primary* – The primary land use study area is the same as the primary transportation study area boundary. It is bordered to the north by the Columbia River; the east by 122<sup>nd</sup> Avenue; the west by the Peninsula Slough; and the south by Lombard.

*Secondary* – The secondary land use study area combines the 55 DNL noise contour and the City of Portland's "h" overlay. The 55 DNL is consistent with the Department of Environmental Quality's guidelines for studying noise impacts. The "h" overlay limits the height of structures and vegetation around the airport to provide safe operating conditions for aircraft.

### Exhibit B – Natural Resources and Water Quality

#### Natural Resources

*Primary* – The primary boundary for natural resources includes Port owned property and the boundaries proposed as part of the decentralized option the 2000 Master Plan. The Port has conducted an extensive inventory of these properties as part of the Strategic Environmental Evaluation.

*Secondary* – The secondary boundary is generally 10,000 feet beyond the primary. This is the area of analysis important for wildlife management issues. The City of Portland and Clark County will supplement Port data for the secondary boundary area, but with less detail.

Water Quality – The study area includes all drainage basins with Port owned property and the main channel of the Middle and Lower Columbia Slough.

Air Quality – The primary boundary is the same as natural resources. Off-site air quality impacts will be evaluated as part of the emissions inventory by using the average trip distances to and from the airport for the various vehicle types (estimated by Metro in their 2040 transportation model).

### Exhibit C – Transportation

*Primary* – The primary transportation study area is the same as the primary land use study area. It is bordered to the north by the Columbia River; the east by 122<sup>nd</sup> Avenue; the west by the Peninsula Slough; and the south by Lombard/Killingsworth/Sandy.

The primary study area is based on the transportation impact analysis completed as part of the Conditional Use Master Plan Permit of 2003 and Cascade Station/Portland International Center Environmental Assessment in 2006. These areas include intersections that are directly impacted by trips to and from the airport and may require future mitigation.

*Secondary* – The secondary area is the area staff anticipates potential impacts that should be analyzed as part of the Traffic Impact Study. In the course of the Traffic Impact Study, this boundary is likely to change based on more detailed information.