Application for a PIR Master Plan

Portland International Raceway

Prepared for:
Portland Bureau of Parks and Recreation

Prepared by:
Winterbrook Planning
310 SW 4th Avenue, #1100
Portland, Oregon 97204

JUNE 15, 2015
Table of Contents

SECTION 1: PROJECT NARRATIVE

1. Plan Summary........................................................................................................... 1
2. Site History.................................................................................................................. 4
3. Public Engagement ..................................................................................................... 15
4. Portland International Raceway Master Plan .............................................................. 18
5. Implementation .......................................................................................................... 46

SECTION 2: LAND USE REVIEW FINDINGS .................................................................... 48

PIR Master Plan (33.566.200) ......................................................................................... 48
Adjustment (33.805): Multi-Use Area Paving ................................................................. 78

Drawings

A. Vicinity Map
B. Key Features
C. Subdistricts
D. Proposed and Possible Projects
E. Utility Plan

Appendices

A. Transportation Study
B. Event Schedule
C. Pre-App Meeting Summary
D. Good Neighbor Agreement
E. Noise Study and Variance
F. Barriers in 2003 Plan
G. Photo Inventory
General Information

Applicant: Portland Bureau of Parks and Recreation
            Allan Schmidt/E.C. Mueller
            1120 SW 5th Avenue, 13th Floor
            Portland, Ore.  97204
            Phone: 503-823-6005

Representative: Ben Schonberger, AICP
                Winterbrook Planning
                310 SW 4th Avenue, Suite 1100
                Portland, Oregon  97204
                Phone: 503-827-4422

Site Address: 1940 N Victory Blvd.

Tax Lot Numbers: 1N1E04 TL400

Site Size: 269 acres

Zoning: Open Space (OS), with areas of Environmental Conservation (c) and Aircraft Landing (h) overlay zones.

Other Designations: 100 year flood plain; NRMP for Pen 1 Drainage District

Neighborhood: Kenton

Application: Portland International Raceway Master Plan (33.566) and Adjustment (33.805)

Procedure Type: Type III

Pre-Application No.: EA 14-222861 (Date of Meeting: December 17, 2014)

Proposal Summary: Framework for future development at PIR. Creates procedures, development and design standards for future projects. No development proposed in the short term.
SECTION 1: PROJECT NARRATIVE

1. Plan Summary

This document is a 10 year master plan for development and activities at Portland International Raceway (PIR), a City-owned racetrack in the Delta Park area of North Portland. Following direction set out in a specially-created section of the city zoning code, the PIR Plan District, the plan regulates future development and preserves the special qualities of its unique site. This plan is a framework for future development, a set of flexible rules. It does not request specific approval for projects in the near term. Changes on the ground will require additional approvals under rules set out in this plan. This master plan document contains the following key elements:

Background

1. Site history
2. Racetrack facilities
3. Development since last master plan
4. Transportation conditions
5. Natural resources

Public Engagement

1. PIR Master Plan Advisory Committee
2. Plan Principles

Master Plan

1. Purpose
2. Recognized Uses and Development
3. Existing Development
4. Subdistricts
5. Operations
6. Planned and Possible Development
7. Allowed Uses
8. Development Standards
9. Natural Resource Protections
10. Design Standards and Guidelines
11. Modifications and Adjustments
12. Sign Program
Implementation Procedures

Findings

1. PIR Master Plan
2. Adjustment to Parking Area Standards

The plan district, which was created in 1999, covers the entire 269 acre racetrack property owned by Portland Parks and Recreation (PP&R). The raceway is part of the larger West Delta Park complex, which includes the Heron Lakes Golf Course to the west and the Expo Center to the north.

“All development within the PIR plan district must be master planned,” according to PIR Plan District requirements (33.566.110). The first master plan to regulate development in the area under these rules was approved in 2003. This plan included a list of projects and approvals for development and environmental actions. Due to economic constraints, only a small number of projects listed in the plan were ever constructed. The 2003 plan is now expired. This request is for a new plan.
Since the 2003 plan, there has been an ongoing shift in services at the racetrack. The overall trend, driven by user preferences, is to expand the number of events that are smaller and occur throughout the year, which reduces noise and traffic impacts. Very large motorsports events that draw tens of thousands of spectators and participants are less common than in the past. Protections for natural resources in this plan are the same or stronger as in 2003; no projects are proposed within the city’s environmental zones.

The content of this master plan has been bolstered by feedback from an advisory committee, convened by PP&R in late 2013 and early 2014. This group learned lessons from the previous decade, and created principles that should apply to future actions at PIR. The group discussed impacts of development, parameters for future buildings, and how to address nuisance issues. The principles espoused by the advisory group have been incorporated into this new plan.

In short, the master plan provides a framework that creates flexibility for future development, while preserving the special qualities of the plan district. It is envisioned as a set of rules that govern future projects. Detailed project information will be provided when development is actually proposed.

The master plan goals are to:

- Establish framework for future development.
- Create flexibility for future uses.
- Maintain environmental protections.
- Simplify implementation and review processes.
2. Site History

For more than 50 years, Portland International Raceway (PIR) has brought the excitement of motor sports to the Portland area. PIR hosts more than 400,000 visitors every year for a wide variety of activities, including drag racing, motocross, foot races, cruise-ins, driver training, vehicle testing, and bicycle races.

PIR was built on the streets of the former Vanport neighborhood, a development that housed the influx of shipyard workers who came to Portland during World War II. The low-lying area of the Columbia River basin had been drained and diked since the early 1900s, but a catastrophic failure of one of the dikes during a flood on Memorial Day 1948 destroyed the entire settlement. More than 18,000 residents were displaced by the floodwaters and at least 15 people died. Damage was so severe that the remains of Vanport were cleared and never rebuilt.

![Figure 2. Vanport in 1943.](image-url)
The Portland Parks and Recreation (PP&R) acquired most of the vacant Vanport site from the U.S. Army Corps of Engineers in 1960, for $175,000. Car enthusiasts used part of the existing Vanport street system to provide the basic infrastructure for a sports car track and drag racing strip. The first sanctioned race at PIR was held as part of the Portland Rose Festival in June 1961. Traces of major streets are evident in the current configuration of the main racetrack surface and in circulation paths through the site, and can be seen in current and historic aerial photographs.

Post-flood, the sloughs that snaked through Vanport reverted to their pre-development condition, providing a scenic backdrop for racing events, as well as habitat for urban wildlife. Over the years, race-related development expanded in already-cleared areas of the site and the city increased the number and variety of events that are held there. Race-related uses have operated continuously on the site since 1961.

Race-related activities at PIR have a major positive regional impact. An economic study has shown that approximately 700 jobs in the region can be attributed to PIR and that the raceway has a net yearly impact on Multnomah County of $45 million. PIR is a self-supporting recreational enterprise that does not draw money from the city’s general fund.

**Land Use History**

The earliest available records of zoning at PIR, post-Vanport flood, show that the site was previously zoned M-3, Light Manufacturing. In 1981, the city re-designated PIR to the “Forest and Farmland” zone, which allowed for park and open space uses.

In 1989, Portland applied the newly-created Environmental Conservation overlay zone to portions of the site. The “e-zone” overlay applies to nearly one-third of the total acreage of the site—primarily its sloughs and riparian areas, but including a few vegetated upland areas. In 1997, the city adopted the Peninsula Drainage District #1 Natural Resources Management Plan (Pen 1 NRMP), which provides direction for management of natural resources, and resolving development conflicts, at PIR.

Open Space zoning was applied to the PIR site as part of a city-wide rezoning project in 1991. This base zone still applies to the site. The Open Space zone does not allow racing activities, and the re-zoning did not address this discrepancy. Because PIR’s primary use was prohibited under Open Space zoning, PIR operated as an undocumented use within the Open Space zone through the 1980s and 1990s.

To resolve the problem of a long-standing, widely-accepted land use being prohibited within its zone, the city kept the Open Space zoning but adopted a new Portland International Raceway Plan District, a special district applying only to PIR. The PIR
Plan District specifically allows racing and related uses, in addition to uses permitted in the underlying Open Space zone. The plan district “recognizes existing uses and their impacts,” and requires extensive master planning to balance environmental conservation with racetrack related activities. The PIR Plan District was passed by City Council in 1999.

PIR and Heron Lakes Golf Course are now part of West Delta Park, which supports recreational activities — motor sports, major events, golfing — and a broad range of environmental resources. Recreational and racing activities occur throughout the year at PIR, but are most intensive during the April to October prime weather season. Motorsports and environmental resources co-exist at PIR because of the complementary seasonality of the large-scale racing activities and the aviary nesting seasons, and the concentration of PIR’s most intensive racing activities in the southeast corner of the Plan District area, except during major events. One of the objectives of the PIR master plan is to find a balance between major event recreational activities on the one hand, and the preservation of environmental resources on the other.
Racetrack Facilities

The site is currently occupied by racetrack facilities, buildings and other development related to the racing uses that occur on site.

![Figure 3. Key Features of PIR.](image)

The primary and distinguishing feature of the racetrack is a nearly 2-mile paved loop that weaves around the property, adjacent to several slow-moving sloughs and through open grassy areas. Safety barriers and fencing buffer the track, and bleachers for watching race events are concentrated near two core areas but are also scattered throughout the site. The main entrance to the racetrack and its gateway is in the northeast corner, near the large, grassy, Broadacre Lots which are used for major event parking. Site structures are clustered at the south and central areas of the site. The southeast corner has a small group of buildings that includes offices, the race tower, a driving school, a café, and other facilities, on a large paved area used for event staging, parking, autocross competitions, and driver training. PIR’s drag racing area, which has been the site of drag races for more than 40 years, is integrated with the road course and located near the race tower. Across a pedestrian bridge spanning the track is an open paved area within the loop, which holds more spectator and race facilities, including buildings for timing and scoring, restrooms and concessions. Further in to the center of the loop is a large, dirt track, a motocross area with several supporting structures and
fencing. On the periphery of PIR are smaller access roads, pedestrian paths, and storage and maintenance facilities. An approximately 30 foot tall earthen berm for flood control purposes makes up the southern boundary of the site; a segment of the 40 Mile Loop Trail runs along the top of this dike. A full list of the existing development described here is shown in a table in the plan section of this document.

**Development Completed in Previous Master Plan**

The 2003 PIR Master Plan was the first for the site under regulations set up in 1999. During the 10 year life of this plan, Portland Parks completed a small number of projects listed in it. These included environmental zone projects listed in the plan, and several others that occurred outside these areas. In addition, a number of adjustments were approved that apply to existing or future development

**E-zone projects**

1. **Storage Units**

PIR’s storage area south of the Southern Slough is graveled and fenced, and currently contains 11 storage boxes and other miscellaneous materials. Environmental review approved the continued use of this facility, with mitigation planting along the access road, which has been installed.

2. **Juniper Removal**

In 2000, Parks removed several juniper shrubs from the dike in the southeast corner of PIR. Through the 2003 plan, BDS approved proposed mitigation which involved replanting a disturbed area with flowers and grasses.

3. **BES Fill**

During construction of the Inverness Force Main in the late 1990s, BES placed fill in an E-zone area at the southwest corner of the PIR site. The 2003 approval allowed proposed mitigation which included removing this fill and replanting of the area with native trees and shrubs.
Non E-zone projects

1. Pro Drive trailer

The ProDrive driving school trailer was replaced with a different building located nearby within the South Paddock.

2. Track widening

The main racetrack was re-paved and widened in various locations in 2008, mostly in the West End, from 30 to 40 feet.

3. Denver Wall

The wall between N. Denver Avenue and the east edge of PIR is currently being reconstructed as part of a joint Parks/ODOT project to add sidewalks and improve connections in this area of the site. The project creates a bicycle and pedestrian path just east of PIR’s perimeter.

Figure 4. Denver Avenue project, ODOT project map
**Adjustments**

In the 2003 land use case, PIR received approval for three adjustments. Adjustments were reviewed independently, and evaluated separately under criteria outside of the master plan section of the code.

The first adjustment allowed sight-obscuring fences or walls at property lines in the Open Space zone (33.100.205.C), and allows re-construction of the Denver Avenue wall. This project is underway, and is being constructed by the Oregon Department of Transportation. The new fence, like the old one, will be sight obscuring. The Eastbank Terrace project, which was planned in 2003 to be built with the new fence/wall, is no longer anticipated to occur.

The second adjustment waived curbing, striping, and interior landscaping requirements of 33.266.130 for expansions of South Paddock, North Paddock, and Broadacre areas. Paved areas at PIR provide a multi-use surface for numerous activities besides parking. Because these paving expansions were never completed, this adjustment is assumed to have expired with the last master plan. With the exception of the North Paddock expansion, these projects could again be built in the next 10 years. For that reason, this master plan is requesting the same adjustment (see page 78), with the same rationale as before.

The third adjustment waived the vehicle area paving standard of 33.266.130.D.1 to allow parking on certain unpaved areas of the site during large events. PIR accommodates vehicle parking on unpaved areas around the site, such as the grassy Broadacre multi-use area. Likewise, cars may park on the grass at the Beaches area, west of the South Paddock. The adjustment allowed ongoing use of these areas for parking. Because the adjustment was for PIR to not pave an area, and since “the approved activity” [i.e., parking] has “commenced,” per 33.730.130(B)(1)(a)(2), the adjustment does not expire.

**Transportation Conditions**

Portland International Raceway is located at the Broadacre Street/Expo Road intersection in North Portland. The raceway is within West Delta Park, which includes the Heron Lakes Golf Course to the west and the Portland Metropolitan Exposition Center to the north.
Three vehicular entries provide access to the site. The primary access for spectators and participants is located just west of the Broadacre Street/Expo Road intersection. Further west on Broadacre is another access that serves low volumes during major events, such as RVs that park near the west end of the raceway. A third entry is located on Expo Road, south of the Broadacre/Expo Road intersection. This entry is used only during the largest events, when vehicles with parking passes may use this entry in lieu of the main gate. It should be noted that Broadacre Street and Expo Road were vacated in 1961 and are not public streets.

Transit access to the site is via a MAX light rail station located on the property, near the main gate. This station was constructed and put into operation in 2004, when the Yellow Line connection was opened. The station is the penultimate stop on the line, which ends at the Expo Center station.

On-street pedestrian and bicycle facilities surrounding PIR are limited, but improving. Many streets in the area lack consistent sidewalks and crossing facilities. A major rebuild of North Denver Avenue is under construction by the Oregon Department of Transportation which will result in a new sidewalk and bicycle facilities just outside the
fence east of the PIR property. Likewise, this project will improve connections at the southeast corner of the site, to the trail that runs along the top of the dike.

![Figure 6. N. Denver Ave. Cross Section. PIR is to the right.](image)

There are off-street paths along North Marine Drive to the north of the site, and along the Columbia Slough at the south of the site. The path along Marine Drive connects to the 40 Mile Loop, a bike and pedestrian path that encircles much of Portland.

Motor vehicle parking is plentiful at the site, with capacity for nearly 5,000 cars. Paddock areas are flexible enough to be used either for display and driver training, or for parking, depending on the size and configuration of the event. To maintain the multi-use character and utility of the paddock areas at PIR, the 2003 master plan waived curbing, striping, and interior landscaping requirements for the existing paddocks and for future paving in the South Paddock, North Paddock, and Broadacre areas. This master plan requests a similar adjustment (see page 78). Overall, PIR can accommodate 2,000 cars in the central and south core areas, and the west end, with space for another 3,000 cars in the Broadacre Lots for major events. An additional 4,500 spaces are available off-site, for the largest events.
Natural Resources

Portland International Raceway is a complex of sloughs and wetlands, riparian areas, maintained open areas, and paved surfaces used for racetrack events. The site’s natural resources and its racing and related events have coexisted for more than 50 years. Most PIR events are small or non-motorized, causing little if any noise or other disturbance to the sloughs, wetlands and riparian areas. Larger racing events are purposefully limited in number and season (summer) to minimize disturbance to the resource areas and the resident and migratory wildlife that use them.

The RIP site is located on historic Columbia River floodplain. Until the hydroelectric dams were constructed on the Columbia River in the 1930s and 1940s, the Columbia River regularly flooded across a broad expanse of lakes, sloughs, and wetlands. The entire area of the raceway is underlain by sands and silts (mapped by the Natural Resources Conservation Service as Sauvie-Rafton-urban land complex) originating from these floods.

Levees along the Columbia River and the Columbia Slough were constructed between 1919 and 1920 to protect farmland in the area from flooding. A pumping regime was also established to remove impounded water from the site to the Columbia River and the connected Columbia Slough.

In 1942, the wartime community of Vanport was constructed on the current location of PIR. This community was destroyed in May 1948 when a dike failed and a flood swept the entire area. Vanport was not reconstructed, but the diking and pumping system were rebuilt. PIR is currently part of the 900-acre Peninsula Drainage District No. 1 (PD1), which controls the water levels. PD1 is managed by the Multnomah County Drainage District (MCDD).

PIR contains several remnant sloughs and wetlands; many connected to each other by culverts maintained by MCDD. The largest of the sloughs is Middle Slough, an approximately 3,800-foot long crescent shaped channel in the central portion of the raceway. This slough drains the interior of the raceway and receives water through a culvert from Northern Slough, which flows along the northern property boundary. Water from the Middle Slough flows south, through two culverts into Forebay Slough. Also flowing into Forebay Slough is water from a large wetland in the interior of the track called Inside Slough and water from a large reed canarygrass-dominated wetland to the east of Forebay Slough called Southern Slough. Water in Forebay Slough is pumped—via a MCDD-operated pumping station—into the Columbia Slough, which runs along the southern boundary of PIR.

Wetlands within PIR were reduced from their historical extent by the construction of Vanport in 1942 and through the historic dredging of the sloughs. The approximate area
of wetlands and sloughs within PIR is 40 acres. The steep banks and periodic dredging limit the presence of emergent wetlands within the slough system.

For millennia, annual flooding has influenced plant communities at PIR. Plant species (such as conifers), which would otherwise be found naturally within the landscape, are largely absent because of a lack of seed sources in the periodically flooded areas. More recently, human activity, such as the construction of Vanport, the development of PIR and the dredging of the sloughs has impacted native plant communities.

Much of PIR is regularly mowed and vegetation maintained by PIR staff and by MCDD. Maintenance is necessary to allow spectators and emergency personnel to view areas of the track that would otherwise be obscured by plant growth. PP&R’s horticultural team maintains plant areas, controls mosquitos and invasive plant species. Careful maintenance of vegetation also allows areas of the facility to be used to stage races and allow vehicles to access portions that would otherwise be dominated by species such as Himalayan blackberry (*Rubus discolor*). A wide variety of both upland and riparian plants exist at PIR.

Open space, riparian areas, wetlands and sloughs provide habitat for wildlife in a relatively urban setting. In general, only a relatively narrow band of riparian gallery woodland exists along the edge of the sloughs. Though narrow and degraded, these riparian corridors continue to provide limited habitat functions: food, water, cover, and nesting areas, and protection from predators.

Birds adapted to living in more urban environments are readily observed at PIR. Very large flocks of Canada geese are commonly observed within the racetrack core. The wetlands and sloughs provide habitat for bird species less commonly seen in urban settings, such as the great blue heron, which appears to be acclimated to the noise and intrusion generated by racing events. Also observed are marsh wren, red-winged blackbird, wood duck, American widgeon and cinnamon teal. Mammals observed at PIR include nutria, raccoons, opossum, coyotes, voles, and mice.

Amphibians and reptiles at PIR include the introduced bullfrog, Pacific treefrog and possibly the northwestern pond turtle, which occurs in the Columbia Slough. Fish within the sloughs is restricted to warmwater species such as mosquito fish and carp.
3. Public Engagement

Portland Parks and Recreation convened an advisory committee to gather feedback on operations at the racetrack and get direction on how to proceed with the next version of the master plan. The group met three times between December 2013 and June 2014. This advisory group included a wide variety of stakeholders including representatives from

- Kenton, Arbor Lodge, and Sabin neighborhoods
- Kenton Business Association
- NAYA
- Columbia Slough Watershed Council
- Downtown business groups
- Portland Parks Board
- Friends of PIR
- Oregon Bicycle Racing Association

The group agreed on a number of principles that should apply to future master plan development:

**Principles of New Development**

The PIR master plan advisory committee identified a short list of principles that should apply to future development projects. Rather than regulating development proposals themselves, the group discussed the potential impacts of development, in order to set parameters for future buildings and operations, and to address nuisance impacts. The group agreed on the following categories of impacts: Noise, Hours of Use, Traffic, Environment, and Volume/Frequency of Use.

Within these categories, the advisory committee proposed the following principles or parameters.

**Noise**

- Work within the sound ordinance established by the City of Portland (currently 95 decibels) by using trackside and neighborhood sound monitors. Mitigation measures to be put in place as needed.
- Continue to look for alternative events that generate less noise.
Hours of Use

- Normal hours are 8:30 AM – 10:00 PM
- Limit Sunday morning events to a 10:00 AM start time.
- Use lighting that will project the least amount of glare into adjoining neighborhoods and wildlife areas.

Traffic

- Maintain operations without significantly impacting traffic flow. Ensure that people can get in and out of PIR safely.
- Encourage biking, walking, and MAX as a way to access PIR.
- PIR has a threshold of accommodating about 20,000 people. Certain events, such as the annual Swap Meet, the Color Run and the Cancer Society fund raising event can draw close to that number now. Many participants have to park on side streets during the larger events.

Environment

- Ensure that there are no adverse effects on nearby habitats, including human, flora or fauna.
- Maintaining air quality in racing and parking areas,
- Follow City storm water management guidelines.
- Promote environmental education. Provide access to onsite habitat. Create more visual access points.

Volume/Frequency of Use

Monitor and maintain a balance between promoting PIR events/activities, as a self-financing enterprise, and protecting surrounding environments, including wildlife habitat and neighborhoods.

In response to the direction from the advisory committee, this master plan has integrated these principles into proposed regulations. With regard to noise, PIR will continue to work within the city’s sound ordinance. Since the last master plan, PIR has provided more detailed information about track noise on its web site, including a real-time readout from a trackside decibel meter. The data from the sound meter is publicly available and will provide reports on the impacts from individual events. Also, the historic trend since the last plan has been fewer noise-varianced events that impact neighbors.
With regard to hours, the master plan describes conditions where the vast majority of events occur during the daytime and early evening. A standard to control glare is part of the master plan development standards. With regard to traffic, a transportation plan includes recommendations that insure a minimum of disruption to the surrounding system, and encourages alternative modes. Large events that create traffic impacts are infrequent. With regard to environmental protections, the master plan includes strong protections for city-identified natural resources, standards for managing stormwater, and standards that encourage visual appreciation of natural areas. With regard to frequency of use, the plan promotes a “careful balancing” of active racing uses and protection of unique wildlife habitat.
4. Portland International Raceway Master Plan

Purpose

The master plan provides a framework for future development at the site. No specific development is proposed as part of this land use application. A key lesson learned from the last master plan (2003-2013) was that flexibility in planning is more important than pre-approvals. A long-term, 10 year time frame for the master plan, and uncertainty about future development makes it impossible to provide a 100 percent accurate list of projects that will be built at PIR. During the previous master plan, many projects envisioned at the beginning of the process never came to be, and several completely unanticipated projects were considered. The purpose of a PIR master plan, as stated in the plan district regulations, is to facilitate future development while preserving the special qualities of the plan district. To do this, it must actually facilitate development. This requires a flexible set of rules to govern projects, not necessarily detailed project information.

Consequently, this master plan will establish a clear process for review under a set of development standards and principles. Project descriptions will be general, satisfying master plan requirements but without handcuffing future projects. Because the nature of future projects may change based on available funding, city priorities, and user preferences, the master plan must clarify what uses are allowed and prohibited. In exchange for master plan flexibility, the plan requires future projects to be subject to city review under standards and guidelines. The master plan sets out clear processes for implementation for future projects at PIR. This includes projects listed in this document and also unanticipated ones that respond to the needs of users and PP&R.

The master plan must also maintain and protect natural resource values within the plan district. The special character of PIR depends on its unique mix of intense motorsports uses and development and its bucolic natural setting in the Columbia River Delta.

The goals of this master plan can be summarized as follows

- Establish framework for future development.
- Create flexibility for future uses.
- Maintain environmental protections.
- Clarify allowed uses.
- Simplify implementation and review processes.
Recognized Uses and Development

The Portland International Raceway Plan District was adopted, in part, to allow the racetrack and its related uses to be recognized, permitted, and improved in the Open Space zone. This was in spite the fact that the OS zone prohibits major event entertainment uses, and allows commercial outdoor recreation only conditionally, the two main things for which PIR is most used and known.

The legislative process that resulted in the creation of a special plan district for PIR was intended to recognize PIR and its uses. At the same time, it required master planning for racetrack development and expansion projects. This conclusion is supported by the purpose section of the PIR Plan District, which introduces the idea of “recognized uses,” a new concept not found elsewhere in Title 33. The purpose section also acknowledges that PIR is “unlike any other park in the region” because it allows for a mix of open space and racing, a “major special event use.” As stated in 33.566.010:

*The purpose of this plan district is to preserve and enhance the special character and opportunities for this unique area. This plan district recognizes existing uses and their impacts, and works to minimize the impacts of future development.*

*The activities occurring in the park, coupled with the characteristics of the land itself and the location, are unlike any other park in the region.*

*The regulatory framework recognizes the mix of open space and major special event uses.*

The plan district recognizes the existing PIR facility, and controls future uses through the master planning process. In effect, uses and development that existed at the time of the plan district’s creation (1999) were retroactively approved. Development that occurs after that time must be master planned.

This interpretation that “recognize” means “approve” in this context was confirmed by the Hearings Officer in his 2003 decision to approve the PIR master plan.

*The Hearings Officer interprets 33.564 [the chapter has been renumbered to 33.566] as approving the uses, development and improvements existing on the site on the date ordinance 172928 became effective. The Hearings Officer finds that he has no authority to mandate “non-conforming upgrades” for existing and previously approved uses. This finding of the Hearings Officer does not prohibit the imposition of conditions relating to new development and the cumulative impacts of the existing and newly proposed development. Unless the Hearings Officer finds a nexus that is*
directly proportional to the impacts created by the newly proposed development, such condition or conditions cannot be imposed. (LUR 99-00971, HO Decision, p. 26)

The 2003 plan catalogued existing development and uses on the site to reinforce their ongoing, legal, previously-approved status on the site. A list of existing development and uses is also included in this master plan application. The 2003 plan also mapped recognized uses and impacts.

As with the previous plan, existing development and uses on the site were approved by the creation of the plan district and may continue. The Hearings Officer determined that the city does not have authority to mandate changes to uses that were previously approved by the plan district. A small number of projects built between 2003 and 2013 were permitted under the previous master plan and city requirements. Future development in the next 10 years will be subject to the rules of this new master plan.

Subdistricts

The PIR Master Plan regulates development and activities for the area encompassed with the PIR Plan District. This PIR Plan District is intended to recognize the unique character of Portland International Raceway: it is both an internationally acclaimed
racetrack with a wide range of accessory uses and a natural area, with significant wetlands and wildlife habitat. This master plan is intended to achieve a balance between these two generally complementary, but sometimes conflicting uses.

This master plan creates three subdistricts which regulate uses and development on the site. Subdistricts are one method of managing the wide range of activities on the site—from drag racing to natural resource restoration. Each subdistrict includes setback, height and dimensional standards that establish building envelopes. These development areas provide limits for the location, height and dimensions of all buildings and structures within PIR. The character of the PIR subdistricts follows the language in the plan district’s purpose statement. Briefly, the districts are as follows:

- **Racetrack Core** (RTC) is the development zone of the plan district, where new buildings and race-related development may occur.

- **Transitional Open Space** (TOS) provides a landscape transition to resource areas of the site, and allows limited recreational uses.

- **Resource Conservation** (RC) is the site’s natural resource zone. With a few exceptions, most new development is prohibited in this subdistrict.

![Subdistricts map](figure8.png)

*Figure 8. Subdistricts map.*
The RTC and TOS subdistricts are based on broad descriptions of the PIR Plan District landscape features as described in the purpose section of the plan district chapter. Geographically, the plan district offers no specific guidance about the precise location of subdistrict boundaries. Quantitatively, the PIR Plan District has no direction about how much acreage should be in each subdistrict. Therefore, PIR has established boundaries for RTC and TOS subdistricts based on how the site has been used historically, and how it anticipates space to be used in the future.

The RC subdistrict, however, is identical to, and follows exactly, the boundary of the city’s Environmental Conservation “c” overlay. Most types of development are not allowed within the RC subdistrict, with the exception of some basic utilities, drainage facilities, and environmental restoration/enhancement projects.

Another exception for development within the RC subdistrict is that “recognized uses” may be allowed to continue where they existed at the time the plan district was created. Recognized uses and development that may continue includes, but is not limited to:

- Bridges across the Middle Slough and Inside Slough
- Storage area south of Forebay Slough
- Access road, fencing, and dike trail at the south edge of the site
- Motocross racing area in the center of the site
- Segments of existing racetrack and safety walls, e.g., east edge of chicane, back straightaway

The locations of these active areas of use within the RC subdistrict are shown on the subdistricts map.

A proposal for new development within the RC subdistrict, or to expand existing recognized development, would require review under the city’s existing environmental zone regulations. That section of city code, Chapter 33.430, offers a number of paths for projects, depending on their level of impact—exemptions, meeting objective standards, or a full environmental review. Rather than PIR creating a separate process or different resource boundaries, the Master Plan defers to existing city rules with regard to both E-zone location and review processes. In this way, the PIR Master Plan protects and enhances natural resources at the site.

In addition to establishing subdistrict boundaries, the master plan also creates a process for altering them. The distinction between the Racetrack Core and Transitional Open Space subdistricts is somewhat ad hoc, a result of master planning and not based on property lines, resource values, or other clearly-defined criteria. Therefore, boundaries between the Racetrack Core and Transitional Open Space subdistricts may be altered through a Type II process, if necessary to accommodate future development. This
avoids an elaborate Type III amendment to the entire master plan if a small change to the subdistricts map is needed. The Resource Conservation subdistrict, conversely, has a more precise meaning because it is based on city e-zone boundaries, which are in turn based on the location of inventoried natural resources. Altering the boundaries of the Resource Conservation subdistrict requires an amendment to the master plan.

**Existing Operations**

PIR is home to a wide variety of existing activities and development that supports those uses. The facility has around 650 “event days” per year, which reflects the fact that multiple events can occur on the same day on different areas of the site. The trend since the last master plan has been for more events, but for those events to be smaller in scale. The typical hours of operation listed in the table are the outer limits of when these events have historically occurred, which gives PIR latitude in scheduling. Likewise, staffing levels change depending on the size and particular needs of a particular activity.

A list of existing operations is shown below.

<table>
<thead>
<tr>
<th>Use or Activity</th>
<th>Location</th>
<th>Typical Hours</th>
<th>Number of Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto Racing — Major Events</td>
<td>RTC and TOS subdistricts</td>
<td>Varies, between 9 a.m. and 10 p.m.; Noise-varianced race vehicles start no earlier than 10 a.m.</td>
<td>Full PIR staff, plus hundreds of temporary workers</td>
</tr>
<tr>
<td>Auto Racing — Amateur</td>
<td>Race Core, spectator areas, parking areas</td>
<td>Varies, between 8 a.m. and 1 a.m.</td>
<td>Full PIR staff, plus hundreds of temporary workers</td>
</tr>
<tr>
<td>Motorcycle Racing, Truck Racing, Drag Racing</td>
<td>Motocross area, Race Core, spectator areas, parking area</td>
<td>Varies, between 9 a.m. and 10 p.m.</td>
<td>Full PIR staff, plus hundreds of temporary workers</td>
</tr>
<tr>
<td>Event Type</td>
<td>Location</td>
<td>Time</td>
<td>Staff/Workers</td>
</tr>
<tr>
<td>------------</td>
<td>----------</td>
<td>------</td>
<td>---------------</td>
</tr>
<tr>
<td>Bicycle Racing (including cyclocross) and foot racing</td>
<td>Race core, existing paths, spectator areas, parking areas</td>
<td>Varies, between 9 a.m. and 10 p.m.</td>
<td>Some staff, plus approximately 50 temporary workers</td>
</tr>
<tr>
<td>Vehicle Testing</td>
<td>Race core, spectator areas, parking</td>
<td>Between 10 a.m. and 4 p.m. weekdays, per noise agreement</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Vehicle Training (e.g., skid cars)</td>
<td>Race core, spectator areas, parking</td>
<td>Varies, between 9 a.m. and 11 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Go-Kart Racing</td>
<td>Race core, spectator areas, parking</td>
<td>Varies, between 9 a.m. and 10 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Vehicle education, display, shows</td>
<td>Race core, spectator areas, parking</td>
<td>Varies, between 6 a.m. and 6 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>New vehicle demonstrations (“Ride and Drives”)</td>
<td>Race core, spectator areas</td>
<td>Varies, between 9 a.m. and 6 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Holiday lights viewing</td>
<td>Race core, racetrack</td>
<td>Sunset to 10 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Music concerts — amateur and professional</td>
<td>RTC and TOS: spectator areas, Broadacre parking area</td>
<td>Varies, between 11 a.m. and 11 p.m.</td>
<td>50-200 temporary workers</td>
</tr>
<tr>
<td>PGE Lineman’s Rodeo</td>
<td>RTC and TOS: spectator areas, parking</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Carnivals</td>
<td>RTC and TOS: spectator areas, parking</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>Less than 50 temporary workers</td>
</tr>
<tr>
<td>Event</td>
<td>Location</td>
<td>Time</td>
<td>Workers</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>---------------------------------------</td>
<td>------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Swap Meets, Merchandise Sales</td>
<td>RTC and TOS, Broadacre parking area</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>Less than 50</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>temporary workers</td>
</tr>
<tr>
<td>Native American Pow Wow</td>
<td>RTC and TOS: Broadacre parking area</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>Less than 50</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>temporary workers</td>
</tr>
<tr>
<td>Kite Flying</td>
<td>RTC and TOS: Broadacre parking area</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td>Rocket Launches</td>
<td>RTC and TOS: Broadacre parking area</td>
<td>Varies, between 9 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td>Rugby, soccer, softball, and other amateur</td>
<td>RTC and TOS: Broadacre parking area</td>
<td>Varies, between 8 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td>tournaments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delta Park off leash dog area</td>
<td>TOS; North Broadacre parking area</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td>Boy Scout activities</td>
<td>RTC and TOS: spectator areas, Broadacre</td>
<td>Varies, between 6 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>parking area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vietnam Veterans’ stand down</td>
<td>RTC and TOS: spectator areas, Broadacre</td>
<td>Varies, between 8 a.m. and 10 p.m.</td>
<td>Less than 50</td>
</tr>
<tr>
<td></td>
<td>parking area</td>
<td></td>
<td>temporary workers</td>
</tr>
<tr>
<td>Drumming</td>
<td>Broadacre parking area</td>
<td>Varies, between 10 a.m. and 10 p.m.</td>
<td>None</td>
</tr>
<tr>
<td>Dike and Levee Maintenance and Repair</td>
<td>Pump station, culvert, dikes and levees</td>
<td>Varies, between 6 a.m. and 6 p.m.</td>
<td>Two to five</td>
</tr>
<tr>
<td></td>
<td>as shown in Appendix</td>
<td></td>
<td>drainage district</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>employees</td>
</tr>
</tbody>
</table>
As discussed on page 19, these uses and activities also existed at the time the plan district was created, and therefore they are “recognized” per the language in Portland International Raceway Plan District chapter of city code.

As an illustration of the typical and ongoing active uses of PIR, the 2015 schedule of events at the site is shown following, and attached as an appendix. These uses are recognized, were allowed under the previous master plan, and are proposed to be allowed under the new master plan.
## PIR MASTER PLAN

### PIR WEEKLY SCHEDULE

<table>
<thead>
<tr>
<th>Mon Nights 5:30 PM</th>
<th>ORBA Bicycle Races – April 20th to August 31st</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tues Nights 5:30 PM</td>
<td>ORBA Bicycle Races – April 14th to August 25th</td>
</tr>
<tr>
<td>Wed Nights 4:00 PM</td>
<td>NHRA ET. Drag – March 18th to October 28th (Except April 9th)</td>
</tr>
<tr>
<td>Thurs Nights 4:00 PM</td>
<td>Motorcross Races – April 16th to September 24th (except April 9th)</td>
</tr>
</tbody>
</table>

---

**PORTLAND INTERNATIONAL RACEWAY**

**2015 EVENT SCHEDULE**

```
Figure 9. 2015 schedule of events.
```
Existing Development

A narrative summary of the racetrack facilities at the site was described in the introductory section of the master plan. To provide more detail, all existing development at PIR is listed in the table below. These facilities have been developed over many years, mostly prior to the creation of the plan district in 1999.

Table 2. Existing Structures.

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Dimensions</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Entry Gate</td>
<td>Northeast Racetrack Core (RTC)</td>
<td>Three booths, each 5 ft. x 8 ft.; 1 story ticket booths, 3 story frame</td>
<td>Ticket sales, traffic control, security</td>
</tr>
<tr>
<td>Race Tower</td>
<td>Southeast RTC</td>
<td>18 ft. x 36 ft.</td>
<td>3 stories</td>
</tr>
<tr>
<td>Fast Track Café, Restrooms</td>
<td>Southeast RTC</td>
<td>27 ft. x 22 ft.</td>
<td>1 story</td>
</tr>
<tr>
<td>Pump Station</td>
<td>West side of Forebay Slough (RP)</td>
<td>19 ft. x 24 ft.</td>
<td>1 story</td>
</tr>
<tr>
<td>Motocross tower</td>
<td>Central RTC</td>
<td>9 ft x 11 ft.</td>
<td>2 stories</td>
</tr>
<tr>
<td>Motocross concessions building</td>
<td>Central RTC</td>
<td>26 ft. x 36 ft.</td>
<td>1 story</td>
</tr>
<tr>
<td>Timing and Scoring Building</td>
<td>Central RTC</td>
<td>16 ft. x 80 ft., ~3840 sq. ft.</td>
<td>3 stories</td>
</tr>
<tr>
<td>Restrooms and Maintenance Bldg.</td>
<td>North Paddock</td>
<td>35 ft. x 80 ft.</td>
<td>1 story</td>
</tr>
<tr>
<td>Broadcast Building</td>
<td>Central RTC (Front straightaway, south of track)</td>
<td>16 ft. x 60 ft.</td>
<td>2 stories</td>
</tr>
<tr>
<td>Concessionaire’s Manufactured Dwelling</td>
<td>Southeast RTC</td>
<td>8 ft. x 40 ft.</td>
<td>1 story</td>
</tr>
<tr>
<td>Name</td>
<td>Location</td>
<td>Dimensions</td>
<td>Facilities</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-------------------------------</td>
<td>--------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Caretaker’s Manufactured Dwelling</td>
<td>Southeast RTC</td>
<td>16 ft. x 40 ft.</td>
<td>Living space</td>
</tr>
<tr>
<td>Maintenance Lean-To</td>
<td>Southeast RTC</td>
<td>100 ft. x 30 ft.</td>
<td>Storage</td>
</tr>
<tr>
<td>Maintenance Area / Storage Units</td>
<td>South edge of site, between dike and Southern Slough</td>
<td>1.7 acre area, storage units 40 ft x 12 ft</td>
<td>Storage</td>
</tr>
<tr>
<td>Pro Drive Trailer</td>
<td>Southeast RTC</td>
<td>16 ft. x 40 ft.</td>
<td>Office</td>
</tr>
<tr>
<td>Crew Shack</td>
<td>Southeast RTC</td>
<td>8 ft. x 40 ft.</td>
<td>Office</td>
</tr>
<tr>
<td>Infield Storage Building</td>
<td>Central RTC (south of motocross area)</td>
<td>8 ft. x 20 ft.</td>
<td>Storage</td>
</tr>
<tr>
<td>Automated Teller Machine</td>
<td>Southeast RTC</td>
<td>8 ft. x 8 ft.</td>
<td>ATM, sales, information</td>
</tr>
</tbody>
</table>

**Other Development**

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Dimensions</th>
<th>Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goodyear Bridge</td>
<td>Central RTC (over track at main straightaway)</td>
<td>20 ft. wide</td>
<td>Pedestrian connection from infield to South Paddock</td>
</tr>
<tr>
<td>Racetrack</td>
<td>RTC and TOS</td>
<td>Length: 1.965 miles; Width: 40-60 feet</td>
<td>Paved asphalt surface</td>
</tr>
<tr>
<td>Levees</td>
<td>RP and TOS</td>
<td>Perimeter of site</td>
<td>Flood control berms</td>
</tr>
<tr>
<td>Multi-Use Paved Areas</td>
<td>Southeast RTC and Central RTC</td>
<td>South Paddock = 285,000 sq. ft. North Paddock = 240,000 sq. ft.</td>
<td>Driver training, display, event tents, pedestrian circulation, parking</td>
</tr>
<tr>
<td>Utilities</td>
<td>RTC, TOS, RP</td>
<td>As shown on utility plan</td>
<td>Underground water and sewer lines, overhead power lines, irrigation pumps, etc.</td>
</tr>
</tbody>
</table>
Planned and Possible Development

The PIR Master Plan aims to offer the flexibility to construct a wide variety of possible projects over the 10 year life of the plan. One of the lessons from the 2003 master plan was that a list-of-projects approach is flawed, because momentum and financing for many projects changes over the life of the plan. Many listed projects were eventually dropped from consideration; conversely, unanticipated projects were proposed. This version of the master plan hopes to be more flexible by de-emphasizing the project list and focusing instead on areas, standards, and review process for future development.

Projects listed in this document may be constructed during the 10 year life of the master plan. Feasibility and timing of projects depend on available financing. The plan district requires a PIR Master Plan to provide an “overall scheme” and a “site plan, showing the location, size and dimensions of existing and proposed buildings and other structures” (33.566.200). PP&R cannot provide detailed information regarding building location and dimensions for buildings that have not yet been funded, much less designed. The PIR Master Plan addresses the scheme and site plan requirement in three ways:

1. Project location, by sub-area of the site, is included as an exhibit, Planned and Possible Projects. Table 3 below also describes the nature, estimated size, and general location of a number of possible projects.

2. All development, listed or not, is subject to use regulations, development standards, and design review, unless it is specifically exempt by the master plan.

3. Subdistricts include setback, height and dimensional standards listed in Table 5 that effectively establish building envelopes. These limit the location, height and dimensions of all buildings and structures within PIR.

Table 3. Planned and Possible Development at PIR

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Approximate Size, Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Northeast Racetrack Core</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIR Office Building</td>
<td>Northeast RTC</td>
<td>30 ft. x 40 ft., 2 stories, 5,000 sq. ft.</td>
</tr>
<tr>
<td>Venue Sign</td>
<td>Northeast RTC</td>
<td>55 ft. tall, 1100 square ft. on each side. Free-standing, double-faced, changing image display sign</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Approximate Size, Dimensions</td>
</tr>
<tr>
<td>------------------------------------------------</td>
<td>------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Karting Facility</td>
<td>Northeast RTC</td>
<td>50,000 square feet</td>
</tr>
<tr>
<td>Ovations Office/Kitchen</td>
<td>Northeast RTC</td>
<td>25,000 square feet</td>
</tr>
<tr>
<td>Slough Trail</td>
<td>Northeast RTC (along edge of Northern Slough)</td>
<td>12-15 feet wide, paved</td>
</tr>
<tr>
<td>Broadacre Paddock</td>
<td>Northeast RTC</td>
<td>Additional paving up to 7 acres</td>
</tr>
<tr>
<td>Vehicle Dynamics Area (skid pad)</td>
<td>South Broadacre</td>
<td>2 acres paving</td>
</tr>
</tbody>
</table>

**B. Southeast Racetrack Core**

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Approximate Size, Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tower Remodel</td>
<td>Southeast RTC</td>
<td>Existing footprint</td>
</tr>
<tr>
<td>Fast Track Café and Restrooms Renovation</td>
<td>South Paddock</td>
<td>Add approx. 600 sq. ft. to existing building</td>
</tr>
<tr>
<td>Multi-Tenant Shops</td>
<td>South Paddock</td>
<td>2 buildings, each 50 ft. x 200 ft., up to 10,000 sq. ft. floor area each</td>
</tr>
<tr>
<td>Maintenance Building</td>
<td>Southeast RTC</td>
<td>Approx. 125 ft. x 75 ft., up to 50 ft. high, 10,000 square feet</td>
</tr>
<tr>
<td>South Paddock Paving Expansion</td>
<td>Southeast RTC</td>
<td>80,000 sq. ft. of pavement;</td>
</tr>
<tr>
<td>Replace lighting poles</td>
<td>Southeast and Central RTC</td>
<td>70 ft. pole structures, directional lighting</td>
</tr>
</tbody>
</table>

**C. Central Racetrack Core**

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Approximate Size, Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racing Garage</td>
<td>Central RTC, North of main straightaway, west of pedestrian bridge</td>
<td>50 ft. x 800 ft., 40,000 sq. ft. (two phases), 15 ft. high</td>
</tr>
<tr>
<td>North Paddock Snack Bar and Restroom Remodel</td>
<td>Central RTC</td>
<td>Existing footprint</td>
</tr>
</tbody>
</table>

**D. West End**

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Approximate Size, Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track modifications</td>
<td>Throughout RTC/TOS</td>
<td>Additional paving 40-60 ft. wide</td>
</tr>
<tr>
<td>Pave Existing Paths</td>
<td>Throughout RTC/TOS</td>
<td>Pave existing gravel and packed dirt</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Approximate Size, Dimensions</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>---------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Alternative Fuels Technical Center (R&amp;D facility)</td>
<td>Northwest corner of site</td>
<td>Two stories, 10,000 square feet.</td>
</tr>
<tr>
<td>Solar array</td>
<td>West end of site, between Northern and Middle Sloughs</td>
<td></td>
</tr>
<tr>
<td>Vehicle dynamics skid pad</td>
<td>West end (possible alternative site to NE RTC)</td>
<td>2-5 acres paving</td>
</tr>
<tr>
<td>Vehicular Track Crossing</td>
<td>Turn 8</td>
<td>~35 feet wide, bridge or tunnel</td>
</tr>
</tbody>
</table>

### Allowed Uses

PIR hosts a broad spectrum of racetrack-related activities. The creation of the PIR Plan District expanded the range of uses that would otherwise be allowed by underlying zoning by stating that “A racetrack for motor vehicles is an additional allowed use.” (33.566.100) “Additional” is presumed to be in addition to those already allowed in the Open Space zone. “Racetrack” is not a use listed in the zoning code, but may be broadly defined as activities and uses that normally occur at motorsports facilities. The two closest use categories in city code that describe existing primary uses at PIR are Major Event Entertainment, for larger race events, and Commercial Outdoor Recreation, for smaller events and ongoing racetrack-related activities.

Beyond racing events, PIR is also home to numerous accessory uses related to the racetrack. Accessory uses at PIR encompass a wide range of facilities and activities that support the racetrack: offices for employees, food service concessions, vehicle repair, parking, vehicle-related research and development, meeting space for racetrack users, and vehicle testing areas. Some of these uses may even be considered part of the primary racetrack use. Any use that is “a subordinate part of” and “clearly incidental to” the racetrack (33.910.030) is considered an accessory use and therefore allowed. Such uses are allowed because “accessory uses are allowed by right in conjunction with the use unless stated otherwise in the regulations” (33.920.030.C).

Finally, as discussed earlier (on page 19), some uses are allowed at PIR because they existed at the time the plan district was created. The Hearings Officer interpreted the phrase “recognizes existing uses” in the plan district regulations (33.566.010) to mean that any use in place at the time of the plan district’s creation is approved and allowed.
To summarize, the following categories of uses are allowed at PIR:

1. Open Space zone uses
2. “A racetrack”
3. Accessory Uses
4. Recognized Uses

For ease of understanding and future review, PIR has developed a specific list of uses expressed below in Table 4. The table summarizes uses allowed, separated by PIR subdistrict. All four identified categories—OS zone, racetrack, accessory, and recognized—are consolidated into one comprehensive table. At the time of development, the city may request additional information to verify that new accessory uses are in fact “subordinate and incidental” to the racetrack use.

Broadly by subdistrict, intensive racing uses and building development are generally allowed in the Racetrack Core. Some supporting and event-related uses are allowed in the Transitional Open Space subdistrict. Very little development of any kind is permitted within the Resource Conservation subdistrict. Footnotes indicate specific limitations placed on certain uses.

<table>
<thead>
<tr>
<th>Use Categories</th>
<th>Racetrack Core Subdistrict</th>
<th>Transitional Open Space Subdistrict</th>
<th>Resource Conservation Subdistrict</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Household Living</td>
<td>L[1]</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Group Living</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Quick Vehicle Servicing</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Vehicle Repair</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial Parking</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Self Service Storage</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Commercial Outdoor Recreation</td>
<td></td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Racetrack Core Subdistrict</th>
<th>Transitional Open Space Subdistrict</th>
<th>Resource Conservation Subdistrict</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing and Production</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Warehouse and Freight Movement</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Wholesale Sales</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Industrial Service</td>
<td>L[4]</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Railroad Yards</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Waste-Related</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Institutional</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basic Utilities</td>
<td>Y</td>
<td>Y</td>
<td>L[5]</td>
</tr>
<tr>
<td>Community Service</td>
<td>Y</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Parks and Open Areas</td>
<td>Y</td>
<td>Y</td>
<td>L[6]</td>
</tr>
<tr>
<td>Schools</td>
<td>L[7]</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Colleges</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Medical Centers</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Religious Institutions</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Daycare</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Aviation and Surface</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Passenger Terminals</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Mining</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Radio Frequency Transmission</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Lines and Utility</td>
<td>N</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Corridors</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Household living on the site is limited to a single caretaker dwelling.
2 Retail sales and service uses are limited to concessions and permits granted by PIR, and must be accessory to the racetrack use. This includes both temporary events (e.g., swap meet, RV sales) and permanent facilities (e.g., karting facility). Event concessions in the TOS subdistrict are limited to those affiliated with major event entertainment uses.

3 A maximum of 10 major events are permitted at PIR each calendar year. Major event entertainment uses at PIR consist of total event attendance of 20,000 or more, with a peak day attendance of 6,000 or more, per 33.566.220.C.2.f.2. Smaller community events do not meet the major event threshold and occur on a year-round basis.

4 Industrial service uses are limited to repair, welding, machining, etc. activities for vehicles connected with the racetrack use. Instruction in this kind of vehicle repair is also allowed.

5 Basic utilities include sanitary sewer, storm drainage, flood control, water, electrical and communications facilities (excluding cell towers and antennae, which are regulated separately). Public facilities within the TOS and RC subdistricts are limited to those shown on the approved PIR Utility Plan. Storm drainage facilities in all districts must comply with the current edition of the City of Portland Stormwater Management Manual.

6 Any new development or disturbance in the RC subdistrict is subject to the standards and review of 33.430.

7 Vehicle education, testing, training, and demonstrations are allowed on paved areas. Instruction in vehicle operation, e.g., driving school, is allowed. Instruction in vehicle repair is allowed.

**Development Standards**

PIR development standards are intended to preserve and enhance the special character of the site. Development standards provide buffer intense race-related uses from environmental areas and provide direction for future development.

The following table sets forth standards that must be met for all new development within PIR’s TOS and RTC Subdistricts. These standards are more restrictive than the standards those of the underlying Open Space zone (33.100.200). Development standards are not applied to the RC subdistrict because uses are so restrictive there. Instead, any new development that is allowed will be subject to a the Environmental Review standards under city code 33.430. Depending on the project, that could mean exemption, compliance with objective standards, or environmental review.
Table 5. PIR Development Standards

<table>
<thead>
<tr>
<th>Standard</th>
<th>Racetrack Core Subdistrict</th>
<th>Transitional Open Space Subdistrict</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Height(^1)</td>
<td>50 feet</td>
<td>30 feet</td>
</tr>
<tr>
<td>Minimum Building Setback, from PIR district boundary</td>
<td>1 foot setback for each foot of building height</td>
<td>1 foot setback for each foot of building height</td>
</tr>
<tr>
<td>Landscape Buffer between Buildings and Resource Conservation Subdistrict, Minimum Width(^2)</td>
<td>20 feet</td>
<td>20 feet</td>
</tr>
<tr>
<td>Pedestrian ways that abut vehicular connections, minimum width</td>
<td>5 feet</td>
<td>5 feet</td>
</tr>
<tr>
<td>Pedestrian ways not abutting vehicular connections, minimum width</td>
<td>6 feet</td>
<td>6 feet</td>
</tr>
<tr>
<td>Vehicular connections, minimum width</td>
<td>20 feet</td>
<td>20 feet</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>1 space / 10,000 s.f. of new building area</td>
<td>N/A</td>
</tr>
</tbody>
</table>

\(^1\) Towers, spires, and light poles with a footprint of 200 square feet or less will not exceed 100 feet in height. Other rooftop equipment may extend 10 feet above the height limit, provided that the equipment occupies no more than 10 percent of the roof area.

\(^2\) Buffering is required for the full width of any building constructed within 50 feet of the RC Subdistrict. The buffer will be comprised of trees of at least one inch in diameter and shrubs in at least a two-gallon container or the equivalent in ball and burlap. Five trees and ten shrubs will be planted for every 1000 square feet of buffer area.

**Green Building**

In addition, PIR will meet city-directed green building standards. Because PIR is owned and operated by a city agency, Portland Parks and Recreation, new structures are subject to green building regulations set forth in Portland City Council Resolution No. 35956. The regulations state that the design, construction, and operation of all city facilities must meet the minimum standard of certification under the Leadership in Energy and Environmental Design (LEED) system. PIR will meet the city’s green building standards where applicable, or apply for exemptions as needed.
Resource Conservation

The Resource Conservation (RC) subdistrict applies to the sloughs, wetlands, and riparian habitat within and along the edges of the PIR site. The RC subdistrict preserves the unique natural character of the site, by placing strict limits on new development and intensification of existing development, and by encouraging activities that would not harm natural resources such as resource enhancement measures and carefully buffered nature trails. No projects within the RC subdistrict are proposed with this application. Also, no projects are anticipated within the RC subdistrict in the near term. However, the Slough Trail and resource enhancement measures could be implemented within the 10-year horizon of the master plan.

The RC subdistrict applies to all land within the PIR site designated with the City’s Environmental Conservation (EC) overlay zone. To preserve the integrity of the sensitive resources within the EC zones, no map modifications or regulatory changes are proposed in this master plan. Land within the RC subdistrict will be subject to the conservation provisions of the city’s Environmental Zone (33.430) with the supplemental mitigation requirements of the Natural Resources Management Plan for Peninsula Drainage District #1 (Pen 1 NRMP). These requirements include:

- Implementation of one or more mitigation options specifically identified in the Pen 1 NRMP (and shown on Exhibit 10, Pen 1 Opportunities for Enhancement and Mitigation).
- Mitigation shall occur concurrently with or prior to any associated development.
- Wetland mitigation is subject to specific area ratios for wetland restoration (1:1), creation (1.5:1), and enhancement (3:1).
- A five-year Monitoring and Maintenance Plan, with success criteria, response actions (if criteria not met), and annual reporting.

The Pen 1 NRMP allows ongoing PP&R maintenance and enhancement practices to continue within the PIR site. It also identifies specific actions that would require ministerial (Type 1) review, such as recreational trails (i.e., the Slough Trail), resource enhancement, and a water quality treatment swale at the Forebay Slough. Beyond these actions, and the supplemental mitigation provisions above, any development within the RC subdistrict will be subject to the applicable procedures, standards and criteria of the city’s Environmental Zone.

Design Standards and Guidelines

The purpose of design standards and guidelines at PIR is to promote development of high-quality buildings that reinforce the character of the site, where intensive race-
related uses exist side-by-side with park-like natural areas. The standards and guidelines promote the history of the area, reflecting both industrial development and natural resources of its Delta Park neighbors.

Generally, it is the subdistricts and the application of development standards within them that carries out the objectives of the plan district. Yet, at the building and site design level, the PIR Plan District also calls for the establishment of design guidelines and standards. Design review can preserve and enhance the special character and opportunities of this unique site, through careful building design that:

A. Safely and efficiently accommodates active, intensive racing and related activities;
B. Establishes a distinctive architectural standard to complement the natural beauty of the site and reflect the motorsports nature of the primary use;
C. Provides a contrast to and transition to the natural setting at PIR;
D. Provides viewing opportunities from the buildings to protected resource areas, while limiting incursions into protected resource areas;
E. Provides for safe, attractive and direct pedestrian access;
F. Limits glare and noise impacts from buildings to protected resource areas.

APPLICABILITY

Design review applies to:
1. New buildings, or expansions of existing buildings, with 5,000 square feet or more of floor area.

Design review does not apply to:
1. Buildings with less than 5,000 square feet of floor area;
2. Temporary structures;
3. Repair, maintenance and replacement of recognized or approved development.

DESIGN STANDARDS:

A. Materials. On all building facades, the following are prohibited as primary exterior finish materials: plain concrete block, plywood, sheet pressboard, and any reflective material. These materials may be used as secondary finishes if they cover no more than 10 percent of the surface area of the facade. Foundation material may be plain concrete or plain concrete block when the foundation material is not revealed for more than 3 feet in height.
B. **Massing.** A single, large, dominant building mass will be avoided. Buildings taller than 30 feet must distinguish a “base” at ground level using articulation and materials such as stone, masonry, or decorative concrete. Changes in mass must be related to entrances, the integral structure, or the organization of interior spaces and activities.

C. **Wall Articulation.** Facades will avoid the effect of a single, long or massive wall unrelated to human size. Walls facing a primary pedestrian circulation route must be divided into distinct planes of 750 square feet or less. This division can be done by design features that project (as with a canopy or arcade) from the façade at least 3 feet for a width of at least 4 feet, or setting part of the facade back at least 3 feet from the rest of the facade.

D. **Main entrances.** Buildings intended for public use must have a clearly defined, highly visible main entrance. The entrance must be oriented toward a pedestrian facility and have rain protection overhead, *e.g.*, canopy or building recess. Main entrances must also have at least three of the following elements:

- canopy,
- overhang,
- arcade,
- arch,
- outdoor patio,
- display windows,
- outdoor seating area,
- peaked roof area,
- integrated planters.

E. **Trail Access.** Buildings located within 100 feet of a designated pedestrian trail or pedestrian connection [except the 40 Mile Loop Trail] as depicted in the circulation plan will provide a marked, 6 foot wide public access to the designated pedestrian trail/connection.

F. **Visual Impacts on Natural Areas.** Buildings within 300 feet of the 40 Mile Loop Trail will provide a 20 foot depth of high-screen landscaping (city L3 standard). Landscape buffers between buildings and the RC subdistrict will be provided per the development standards.

G. **Seating and Viewing Opportunities.** Buildings intended for public use that are within 300 feet of an RC subdistrict boundary will provide an outdoor seating and viewing area—*e.g.*, benches, patio, balcony, deck—sufficient for at least 10 people to have an unobstructed view of the RC subdistrict area.
H. **Building Lighting.** Outdoor lighting shall be shielded and directed away from the RC subdistrict to prevent glare.

**DESIGN GUIDELINES:**

**Guideline 1. Enhance the Special Character of the PIR Plan District**

*Principles:*

**Unique setting.** Buildings and landscape elements should establish a new aesthetic that considers: the site’s history, industrial neighbors, and natural setting. Design elements to consider are materials, massing, viewing areas, orientation to public and semi-public spaces, and landscaping.

**Materials.** Building materials should reflect the predominant motorsports use of the site and industrial character of the Delta Park area, while also being appealing at human scale. Proposed materials must be high quality and express a sense of permanence.

**Contrasts and transitions.** The Plan District is a place of contrasts: between machines and wildlife, development and nature, water and land. New buildings should pay special attention to transitions between these features in siting, proportion, and design. New development should consider architectural patterns and materials of existing development in the area, and also create a new sense of place.

**Celebrate Nature.** Where appropriate, the unique natural setting of the site should be celebrated by building and open space design. Integrate the experience of the sloughs and riparian corridors through site design. Buffer development from natural resource areas and incorporate smooth transitions.

**Guideline 2. Consider the Comfort and Safety of Pedestrians**

*Principles:*

**Network.** Maintain and improve the network of trails and pedestrian connections that exist at PIR site, and incorporate into design of buildings and open spaces. Orient building entrances toward pedestrian connections, where possible. Connect key locations in the network to each other.

**Signs.** Iconic gateway signage is encouraged at the main entrance to the district. Otherwise, use appropriate-scaled signage within the district that offers clear direction.
into and around it. Signage should reflect the character history of the district. Signage should not obscure or detract from views toward natural resources.

Lighting. Direct lighting away from natural areas. Place and direct outdoor lighting to ensure that the ground level of the building and pedestrian areas can be well lit at night.

Visual Interest. Establish areas of visual interest on the ground floor of new buildings where they face the circulation system.

Natural setting. Locate and design buildings and open space areas to consider effects of sunlight, rain, shadow, wind, and views toward natural areas.

Guideline 3. Build for Long-term Use

Principles:

Future development. Design compatible transitions between buildings and open spaces. Promote visibility and accessibility between open spaces and adjacent uses.

Quality materials. Promote permanence and quality in new development through the use of substantial and attractive building materials. Re-use existing industrial materials where appropriate.

Guideline 4. Incorporate Ecology into Design

Principles:

Landscape. Integrate and juxtapose ecological landscape elements with the intense urban and industrial history of district. Integrate stormwater treatment systems with the overall site and development site design.

Sloughs. Integrate design and siting of structures with the natural setting of the sloughs. Buffer direct contact with natural resources, but encourage visual appreciation along slough edges.

Buildings. Incorporate sustainable building practices into site and building design. Include features of the site’s natural setting in buildings and site design as a means for better integrating the built and natural environment.
Modifications and Adjustments

Adjustments to Development Standards

New projects must comply with applicable subdistrict development standards. However, as with any private development proposal, PIR may apply for adjustments to applicable subdistrict standards for specific projects. Modifications to district standards would be reviewed under Type II procedure, concurrent with the required development review.

To approve an adjustment to the master plan development standards, the following criteria apply. These criteria are adapted from the city’s Adjustment Approval Criteria (33.805.040):

A. Granting the adjustment will equally or better meet the purpose of the PIR Plan District; and
B. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the plan district; and
C. City-designated scenic resources and historic resources are preserved; and
D. Any impacts resulting from the adjustment are mitigated to the extent practical; and
E. The adjustment minimizes impacts on adjacent natural resources.

Adjustments to Subdistrict Boundaries

Boundaries between the Racetrack Core and Transitional Open Space Subdistricts may be modified as part of a specific project proposal. The master plan does not have specific locational requirements for these subdistricts, nor does it require a certain amount of the site be in either subdistrict. The Resource Conservation Subdistrict may only be modified through Environmental Zone review. To modify the boundary between RTC and TOS subdistricts, which would be reviewed under a Type II procedure, concurrent with the required development review, the following criteria would need to be met.

A. The modification equally or better meets the purpose of the PIR Plan District; and
B. Alternative locations and design modifications were considered that would not require moving the subdistrict boundary; and
C. The project requiring the boundary adjustment will not have a negative impact on adjacent natural resources.
Sign Program

The sign allowances in the Open Space zone are very restrictive, allowing only a single sign for the entire site of only 10 square feet in area (City code 32.32.010). These limitations are incompatible with the needs of a major event entertainment facility. Portland’s sign code allows for a sign program that is unique to and appropriate for the PIR Plan District (City code 32.34.030.F.2) There are no specific criteria directed at sign regulations at PIR, either in Title 32 or in the plan district chapter; this allows latitude in creating new regulations, as long as they meet the general approval criteria for the district. This master plan proposes sign regulations that recognize the major special event characteristics of the site, especially on the eastern edge of PIR, away from any natural areas. The proposed sign program is similar to regulations that were approved in the 2003 master plan.

The main purpose of the sign program is to allow adequate identification, communication and advertising for the facility, while avoiding nuisances to nearby properties and promoting an attractive environment. The sign regulations focus on signs that are visible from adjacent sites or from adjacent public rights of way. The regulations allow for a variety of sign types and sizes. The sign program does not provide for maximum possible visibility for the signs from all vantage points. The sign standards are intended to permit signs with adequate visibility immediately adjacent to the site, but not necessarily to streets or sites farther away. Signs that existed before 1998 are allowed to remain, which follows the convention of city code (Title 32.36.030). New signs are prohibited within the Resource Protection subdistrict. The regulations do not control the content of signs.

Signs at PIR can be divided roughly into three categories: permanent, seasonal, and temporary. Permanent signs are fixed and do not change in structure or location throughout the year. Examples of permanent signs are the entry gate sign and the sign on the pedestrian bridge. This is the category of signs to which the standards are most directly applicable, since that have the greatest effect. Seasonal signs are set up at the beginning of the racing season and moved away or dismantled at the end of the season. Examples of seasonal signs are grass signs and some safety barrier signs. Temporary signs are only in place for the duration of a particular event, and are removed after the conclusion of the event. Examples of temporary signs are tent signs, electronic scoreboards, concession signs, and banner signs. PIR staff estimates that three-quarters of total signage on the site falls into the temporary category.

The most notable permanent sign allowed under the program is a new “venue sign” at the site entry. This allows PIR a signature entry sign, something it currently lacks. Poor signage and visibility is one reason a surprising number of Portlanders have no idea where PIR is located, despite the facility’s extraordinary popularity. Virtually every major event entertainment facility in Portland—Moda Center, Providence Park,
Portland Meadows—has a venue sign that identifies the site and shows the public its front door. Approved sign standards in the 2003 master plan allowed for a large, changing image venue sign at the entrance to the facility. That sign was not constructed.

The PIR sign program allows for the construction of a venue sign in the vicinity of the intersection of North Broadacre Street and North Expo Road, in PIR’s northeast corner. Per standards, it will be limited to a maximum of 55 feet in height, 1,100 square feet in area (per side), and a maximum of 700 square feet (included within the maximum size limit) of changing image area. This height and size will enable the sign to be visible to approaching motorists, despite the fact the Broadacre Lot is 22 feet lower than the highway.

The proposed venue sign will be required to comply with state law governing “motorist information signs.” (Ore. Rev. Statutes 377.700) A separate approval and permit for this sign will be required from the Oregon Department of Transportation. The ODOT application process would occur after PIR Master Plan approval. ODOT rules for this proposed sign include limits on how often its image can change, brightness, and that signs elsewhere in Oregon may need to be removed (or relocation credits used) prior to construction.

For all signs at PIR, the following standards apply:

Table 6. PIR Sign Standards

<table>
<thead>
<tr>
<th>Freestanding Signs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Number</td>
<td>1 along N. Denver Ave. frontage (excluding existing entry gate sign); In other locations per size allocation.</td>
</tr>
<tr>
<td>Size Allocation For All Freestanding Signs</td>
<td>1 sq. ft. per 1 ft. of arterial street frontage. Local street frontage can be used if there are not arterial site frontages.</td>
</tr>
<tr>
<td>Size Limit</td>
<td>200 sq. ft per side, with the exception of the “venue sign” (^1) which will not exceed 1100 sq. ft. per side</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>55 ft. for the venue sign, 25 ft. for all other signs(^2)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Signs Attached to Buildings</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Size Allocation</td>
<td>1.5 sq. ft per 1 ft. of primary bldg. wall</td>
</tr>
<tr>
<td>Maximum Number</td>
<td>No limit within size allocation</td>
</tr>
<tr>
<td>Maximum Area Per Sign</td>
<td>200 sq. ft.</td>
</tr>
<tr>
<td>Sign Types Allowed</td>
<td>Racetrack Core Subdistrict</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>Freestanding, Fascia, Awning, Marquee, Pitched Roof, Painted Wall, Projecting, Banner</td>
<td>Yes</td>
</tr>
<tr>
<td>Directional[^3]</td>
<td>Yes</td>
</tr>
<tr>
<td>Rooftop</td>
<td>Yes, on temporary tents only</td>
</tr>
<tr>
<td>Bridge</td>
<td>Yes</td>
</tr>
</tbody>
</table>

[^1] The “Venue Sign” will be located in the vicinity of the intersection of North Broadacre Street and North Expo Road, in PIR’s northeast corner, within the Racetrack Core Subdistrict. It will a maximum of 55 feet in height, 1100 square feet in area (per side of the sign), and 700 square feet (included within the maximum size limit) of changing image area.

[^2] This height limit is for both the sign face and sign structure.

[^3] Directional signs may be no more than 6 square feet in area, and no more than 42 inches in height. These signs are allowed in addition to signs attached to buildings and freestanding signs.

Seasonal and temporary signs change from event to event and from year to year, but their overall impact on the site will not change substantially from current levels. PIR staff have established an effective system for assembling and removing temporary signs. Because race sponsors use many of these signs for other events, they typically disassemble the signs and transport them to another facility quickly after the conclusion of a PIR event. No temporary sign may be left in place for a period exceeding 60 days.
5. Implementation

Plan Implementation
All projects at PIR are subject to city review through the master plan process, and all development must be master planned.

Plan Check Required

This level of review is limited to those projects where master plan development, design, and environmental standards are met, and there is no discretionary review. For a project to fall into this category it must meet all of these standards:

1. Is outside the Resource Conservation subdistrict, or is in the RC subdistrict but exempt from environmental review, or meets 33.430 non-discretionary standards;
2. Is exempt from PIR master plan design review;
3. Meets all master plan development standards;
4. Complies with any relevant conditions of approval of this master plan

Staff Review with Public Notice Required—Type II

This level of review is reserved for projects that require further review by staff and the public. Included in this category are projects that, while not foreseen on the planned project list, nevertheless meet development and design standards set out in the master plan. Also, this level of review is applicable to projects which require modifications to master plan development, design, or environmental standards. A project in this category meets any of the following definitions below:

1. Is not listed in the “planned projects” list of the approved master plan,

2. Is within the RC subdistrict and requires environmental review,

3. Requires PIR master plan design review; or

4. Requires an adjustment or modification to a master plan design or development standard.
Projects in this category will be processed with the same administration and procedures as Type II land use reviews (33.730.020).

**Public Hearing before the Land Use Hearings Officer Required—Type III**

This level of review is for major changes to the master plan. For a project to fall into this category, it must meet *one* of the following criteria:

1. Is an amendment to the master plan (listed in 33.566.200.D)
2. Is for a use not specifically approved by the master plan.

Projects in this category will be processed with the same administration and procedures as Type III land use reviews (33.730.030).
SECTION 2: LAND USE REVIEW FINDINGS

This section provides the findings to support approval of the new development. Quotes from City code and plans are included in italics, the applicant response is shown in plain text. Text omitted from quoted codes or plan documents, for brevity’s sake, is indicated by three asterisks: ***.

PIR Master Plan (33.566.200)

Submittal Requirements

The current proposal contains all of the required Master Plan components, addressed in detail below.

33.566.200 PIR Master Plan

A. Purpose. This section describes the required elements for a PIR Master Plan, and the procedures and criteria for approving and amending such a plan.

The development of a PIR Master Plan will provide the surrounding neighborhoods and the City with information about, and an opportunity to participate in, plans for the future development of the site. An approved PIR Master Plan will ensure that the site can develop in a manner consistent with the purpose and character of this plan district.

B. Components of a PIR Master Plan. The applicant must submit a PIR Master Plan with all of the following components:

1. Boundaries of the property. The boundaries of the property to be included in the PIR Master Plan.

Response: The boundaries of the property included in the plan are the same as the plan district boundary. This boundary is shown on the site plan, Exhibit C.

2. Overall scheme. An overall scheme, which includes both written and graphic elements, that describes and ties together existing, proposed, and possible development plans, each phase of development, estimated timelines, interim uses of property awaiting development, review procedures for each phase, and what standards, guidelines, and approval criteria will be used to evaluate each phase.

Response: As stated in the introductory narrative, this master plan establishes a framework for future development, generally describing the pattern of development on
the site. It does not predict specific details of projects that have not yet been sited or funded.

The plan section includes all of the required elements listed here. Tables and descriptions in the written section of the plan outline existing, proposed, and possible development to the extent that information is known. Timelines are likewise generalized to be at some point during the 10 year lifespan of the master plan, and interim uses of the property are the same as the current uses and listed in the existing activities section. Review procedures are listed starting on page 46, in the implementation section of the plan, and the development and design standards, on page 37, also apply to future projects. Graphics expressing the location of the subdistricts regulate different area of the site, and show where future development can be anticipated.

3. Site plan. A site plan, showing the location, size and dimensions of existing and proposed buildings and other structures, the pedestrian, bicycle, and vehicle circulation system, vehicle and bicycle parking areas, and open areas. This information must cover the following:

a. Existing development and improvements, including those that will be removed and those that will remain after development of any proposed new facilities;

b. Proposed development and improvements;

c. Conceptual plans for possible future development and improvements;

d. Existing and proposed pedestrian, bicycle, and transit facilities including pedestrian and bicycle circulation between:

(1) Major buildings, activity areas, and transit stops within the boundaries and adjacent streets and adjacent transit stops; and

(2) Development adjacent to the plan district and the proposed development;

e. Infrastructure improvements. Schematic drawings showing proposed infrastructure improvements, including facilities for water, sewer, stormwater management, and electrical facilities;

f. Existing and proposed drainage patterns;

g. Existing and proposed wetlands and water features;

h. A grading and erosion control plan;
i. Location of swales or created wetlands to treat runoff from the racetrack, parking lots, and other impervious surfaces;

j. Location and description of wildlife habitat areas;

k. Landscaping. A conceptual landscape plan, including proposed tree plantings, fencing, screening and other existing and proposed landscape features; and

l. Any proposed temporary uses or locations of uses during construction periods.

Response: The plans included as Exhibits A through D includes all the required information identified above, as it is relevant to this proposal. As discussed in the narrative, specific footprint sizes and precise locations of proposed development are not certain because they have not been funded or designed. The location of possible development projects is indicated on the site plan by the four regions of the site where new development is likely to occur: Northeast Racetrack Core, Southeast Racetrack Core, Central Racetrack Core, and West End. A transportation plan graphic shows pedestrian, bike, and vehicular circulation routes, and parking areas. The aerial photo and subdistricts map shows open areas. The utility and infrastructure maps show the extent of existing water, stormwater, sewer, and electrical connections. Wildlife areas are generally located within the Resource Conservation subdistrict, which is parallel to the city’s E-zone and is shown on the subdistricts map. Existing landscaping is shown on the aerial photo and key features map. Because no projects are proposed in the short term, no temporary uses of locations of uses during construction periods can be depicted on the maps.

4. Environmental requirements. Environmental requirements must be met as part of the review of the PIR Master Plan. The PIR Master Plan must include information as to how the proposed and possible development will meet the requirements of Chapter 33.430, Environmental Overlay Zones, and the requirements of the Natural Resources Management Plan for Peninsula Drainage District No. 1;

Response: The development and use restrictions of the master plan dictate that very few actions may take place within the RC subdistrict. This subdistrict is identical to the mapped location of the city’s environmental zones at the site. No new projects are proposed within environmental zones as part of the current master plan. However, some projects may be designed and receive funding in time to be implemented within the 10-year master planning horizon. One such project is the Slough Trail, identified in the Pen 1 NRMP. This and any other projects would be subject to the review thresholds outlined in the Resource Conservation section of this plan:

1. Ongoing PP&R maintenance and enhancement practices may continue within the PIR site.
2. Recreational trails, resource enhancement, stormwater treatment actions, as set forth in the Pen 1 NRMP, are processed as a Type 1 environmental review.

3. Any other development within the RC subdistrict is subject to the applicable procedures, standards and criteria of the city’s Environmental Zone, and where applicable, the supplemental mitigation provisions of the Pen 1 NRMP.

In short, the RC subdistrict matches the city’s environmental zones within the PIR site. All natural resources within the RC subdistrict will receive protection equivalent to or greater than the protections established by the Pen 1 NRMP. These protections include the NRMP’s supplemental mitigation requirements and the review of new proposals against the standards and criteria of Chapter 33.430, Environmental Overlay Zones.

5. Operations.

a. A description of the existing, proposed, and possible uses and activities in the plan district;

b. Expected hours of operation of each activity or use existing or proposed in the plan district;

c. Expected number of employees;

d. Information on how operations will limit wildlife disturbance year-round, with extra limits during breeding season (mid-February to the end of May); and

e. Information on on-going activities in the plan district, including maintenance and repair of facilities.

Response: Operations for the site encompass a wide range of activities. Likewise, the hours of operation for these activities are varied, but most occur during daylight hours. The track has a small number of employees who staff the site year-round and for smaller events, with temporary employees brought in to staff events as they occur. Wildlife disturbance is primarily limited by a ban on the largest (i.e., noise varianced) motorsports events during breeding season.

Table 1 the plan narrative lists uses and activities, hours, employees, and disturbance limits.

6. Development standards. Any proposed standards that will control development in the plan district, where those standards are in addition to or instead of development standards in other chapters of the Zoning Code. Standards that are less restrictive than those of the Zoning Code require adjustments.
Response: Development standards are for PIR are listed in Table 5 of the narrative, on page 36. They include provisions for height, setbacks, landscape buffers, and pedestrian connections.

The development standards that would otherwise apply would be in the Open Space zone, in 33.100.200. These standards are very limited, with only one, the building setback standard, applicable to possible future development at PIR. This OS zone setback standard has been adopted by the master plan. Consequently, no standards are less restrictive than those in Zoning Code and no adjustments are required.

7. Design standards or guidelines that will be used to evaluate development in the plan district.

Response: A set of design standards and guidelines is included in the plan, beginning on page 37. Their purpose at PIR is to promote development of high-quality buildings that reinforce the character of the site, where intensive race-related uses exist side-by-side with park-like natural areas. The standards and guidelines promote the history of the area, reflecting both industrial development and natural resources of its Delta Park neighbors. Design review can preserve and enhance the special character and opportunities of the site, through careful building design.

Because smaller buildings and temporary structures should not be subject to a laborious design review process, the standards and guidelines are applicable to new buildings and expansions of existing buildings with 5,000 square feet or more of floor area. Repair, maintenance, or replacement of existing development is exempt.

8. Subdistricts. A description and a map showing the boundaries of subdistricts within the plan district.

Response: This master plan creates three subdistricts which regulate uses and development on the site. Each subdistrict includes setback and other standards that establish building envelopes. These development areas provide limits for buildings and structures within PIR. The character of the PIR subdistricts follows the language in the plan district’s purpose statement. Briefly, the districts are as follows:

- **Racetrack Core** (RTC) is the development zone of the plan district, where new buildings and race-related development may occur.

- **Transitional Open Space** (TOS) provides a landscape transition to resource areas of the site, and allows limited recreational uses.

- **Resource Conservation** (RC) is the site’s natural resource zone. With a few exceptions, most new development is prohibited in this subdistrict.
A map of the subdistricts is included in the plan section of the narrative, on page 21, and also with attachments.

9. An integrated sign program that addresses both temporary and permanent signs, including the size, number, visibility from outside the plan district, visibility from natural areas within the plan district, and, for temporary signs and banners, the length of time they will be used and a method for tracking these time periods.

Response: A sign program that addresses the issues mentioned above is included in the plan narrative on page 43. Portland’s sign code allows for a sign program that is unique to and appropriate for the PIR Plan District (City code 32.34.030.F.2.) The proposed sign regulations for PIR recognize that the site is home to many major special events, and allows for new signage, in developed areas of the site, away from resource conservation zones. The proposed sign program is similar to regulations that were approved in the previous master plan.

10. Transportation.

a. Information on impacts. Information on the projected transportation impacts of the existing and proposed activities and improvements. These include the expected number of trips (peak and daily), an analysis of the impact of those trips on the adjacent street system, and an analysis of the impact of those trips on the surrounding neighborhoods;

b. A Traffic Management Plan, including mitigation measures. The Traffic Management Plan should be designed to meet the approval criteria in Section 33.566.220, Approval Criteria for a PIR Master Plan. Mitigation measures may include specific programs to reduce traffic impacts such as encouraging the use of public transit, carpools, vanpools, shuttle buses, and other alternatives to single occupancy vehicles or improvements to the street system; and

c. Information on how the PIR Master Plan complies with the Transportation Element of the Portland Comprehensive Plan.

Response: A transportation study prepared by Lancaster Engineering is included with this master plan application. The study includes information on the impacts generated by proposed improvements and a traffic management plan to deal with those improvements and different sizes of events that occur at the site. Findings for how the master plan complies with the Transportation Element of the Portland Comprehensive Plan begin on page 61 of this document in the findings under 33.566.260.C.1. In short, the study found that all nearby intersections are projected to operate acceptably through the planning horizon, the transportation system is capable of supporting all existing and planned new uses, and a management plan is in place that will support future events.
C. Review Procedure and Notice.

1. Review procedure. A PIR Master Plan is processed through a Type III procedure.

2. Additional Notice. In addition to other notification required for the Type III procedure, notice must be sent to all recognized organizations within one mile of the plan district boundaries.

Response: This master plan is being reviewed through a Type III procedure. All required notification standards are being met.

D. Amendments to the PIR Master Plan

1. Amendment required. An amendment to the PIR Master Plan is required for the following, unless it is allowed by the PIR Master Plan:

Response: A primary purpose of this master planning effort is to facilitate the successful operation of a major motorsports facility, while at the same time to protect the special character of and natural resources on the site. To be effective, a master plan must be open to a variety of possible operational and development outcomes, and not result in a need for successive amendments to the plan. An amendment requires a Type III land use review and at least $27,000 in review fees. Unnecessary amendments are to be avoided. Specifically, this section outlines areas in which an amendment would be needed. It is important to note that the clause “unless it is allowed” permits the review to set boundaries on when amendments can be triggered by new development. If the master plan sets the parameter, and new development is within that parameter, no amendment is required because it was allowed by the PIR Master Plan.

a. Changes in operation that will increase frequency of events;

Response: The site is currently in operation 550 event days per year, a figure that reflects the reality that there are often multiple events occurring on the 269 acre site at once. This number fluctuates based on the ability of the racetrack to attract different events from year to year, and more active use in dry weather months. A sample schedule, from 2015, is printed in the plan section. The vast majority of events that occur on the site are those with a relatively small number of participants and spectators, given the size of the site and the infrastructure in place to support them.

The master plan requests approval for up to 800 event days per year, based on the principle that small events have virtually no impact on the site or surrounding properties. This allows PIR the flexibility to open up to a wide variety of possible activities on the site—footraces, vehicle testing demonstrations, cyclocross races, kite
flying jamborees—without needing a cumbersome plan amendment. Any changes in operation above this threshold would require an amendment.

b. Changes in operation or use that will increase the amount of traffic coming to the site;

Response: Attendance at the events discussed in the previous finding has ranged from 200 to 35,000 attendees for a given event. The larger events in years past consisted mainly of racecar/motorsport racing events. Traffic Management Plans in the last master plan and for this one address the potential for extreme traffic conditions. Over the past decade large events – and the +35,000 crowds they drew – have been replaced by smaller but more frequent events. Attendance at typical events ranges from 200 to 2,000 people, while the largest event (the April Auto Swap Meet) may attract up to 15,000 people. As discussed in the transportation report, only two proposed projects, a karting facility and an alternative fuels research center, are anticipated to generate new trips to the site. Normal racetrack operations and events, and facility development that is identified in this master plan is accounted for in the transportation report, and is not subject to an amendment.

c. Increases in floor area of any use or structure, or the overall floor area on the site;

Response: The master plan forecasts the possibility of new development on the site, depending entirely on funding and opportunities that are not currently present. Potential new floor area on the site could be up to an additional 750,000 square feet. This is an upper boundary for the 10 year life of the plan; in all likelihood, the increase will be much smaller. (By comparison, floor area in the last master plan increased by less than 1,000 square feet.) Increases above this level will be subject to an amendment.

d. Increases or decreases in the amount of parking;

Response: The quantity of parking spaces on the site is flexible, since there is paved area on the site is not usually exclusively designated for parking. Rather, paved areas are multi-use and accommodate a range of event staging, vehicle testing, driver training, and parking. The South Paddock has 6.5 acres of paved area, and the North Paddock as 5.5 acres of paved area. As shown in the Transportation Analysis, there is space for 2,000 vehicles in and around the South Paddock. In addition, the North and South Broadacre lots in the northeast corner of the site can accommodate 3,000 vehicles during major race events. Likewise, parking is historically permitted throughout the grassy unpaved areas of the site, only during major events.

For the rare major event where parking demand exceeds supply, a management plan is in place to make use of 4,000-plus off-site spaces. The Expo Center (3,000 available spaces), and Portland Meadows (1,500 spaces) handle spillover parking for the largest
race events. Shuttle buses transport race attendees from these off-site lots to the main entrance to the racetrack.

Existing parking for PIR is adequate to accommodate demand. For the vast majority of events at PIR, no special measures for parking management are necessary because of supply of spaces is more than enough to meet demand. Likewise, some areas such as South Broadacre, which are used for parking at very large events, may be developed with new buildings. Even after the possible development of these buildings, the site will have sufficient parking to accommodate everyday needs and occasional large events. Effectively, the range of on-site parking allowed in this master plan is between 100 or so spaces for non-event times, and 5,000 spaces for major events. Reductions below 100 spaces or expansions above 5,000 spaces will require an amendment.

e. Proposed changes to the PIR Master Plan boundaries;

Response: Any change to the plan boundary, that is, the 269 acre area within which master plan rules apply, is subject to a plan amendment.

f. Changes to the uses allowed in the plan district, or any change to the text of the PIR Master Plan; and

Response: The use table for the plan district is expressed in Table 4 on page 28. Changes to allowed uses, or to the text of the plan, will require an amendment.

g. Proposed development, operations, or activities which were reviewed, but were denied because they were found not to be in conformance with the PIR Master Plan.

Response: Development, operations or activities that are denied as a result of this plan process will be subject to a plan amendment, should they be requested again in the future.

2. Review procedures. The review procedures specified in this Paragraph apply to amendments to the PIR Master Plan, unless the PIR Master Plan specifies another review procedure.

a. Changes D.1.a through D.1.d.

(1) Changes of more than 10 percent to the elements listed in D.1.a through D.1.d are reviewed through a Type III procedure;

(2) Changes of 10 percent or less to the elements listed in D.1.a through D.1.d are reviewed through a Type II procedure;
b. Changes D.1.e through D.1.g. The changes listed in D.1.e through D.1.g are reviewed through a Type III procedure.

Response: As noted, increases are permitted up to the limits set out in the findings for these factors (i.e., “unless it is allowed by the PIR Master Plan”). Further increases are subject to Type II or III plan amendments, depending on the scale of increase and what kind of change is proposed.

c. Additional notice. In addition to other notification required for the Type II and III procedures, notice must be sent to all recognized organizations within one mile of the plan district boundaries.

3. Approval criteria. The approval criteria for an amendment to the PIR Master Plan are the same as the approval criteria for the adoption of a new PIR Master Plan.

Approval Criteria

33.566.220 Approval Criteria for a PIR Master Plan

The PIR Master Plan will be approved if the review body finds that the applicant has shown that all of the following approval criteria are met:

A. Generally. The proposed PIR Master Plan will enhance the special qualities of the plan district, and is consistent with the purpose of the plan district.

Response: The purpose of the plan district is expressed in 33.566.010:

“to preserve and enhance the special character and opportunities of this unique area. This plan district recognizes existing uses and their impacts, and works to minimize the impacts of future development. The PIR plan district is part of West Delta Park. West Delta Park, and the plan district in particular has a unique and varied character. The activities currently occurring in the park, coupled with the characteristics of the land itself and the location, are unlike any other park in the region.

The natural setting of this plan district is a broad open, natural area with unusual expansive vistas of the Columbia River flood plain. In contrast, many of the City’s other large areas of Open Space zoning contain hilly and forested terrain.

The plan district is zoned for Open Space, a zone with a number of purposes. The PIR plan district helps to implement those purposes by:
• Preserving and protecting public open and natural areas;
• Providing opportunities for outdoor recreation
• Providing contrasts to the built environment;
• Preserving scenic qualities;
• Protecting sensitive or fragile environmental areas; and
• Preserving the capacity and water quality of the stormwater drainage system.

Geographically, West Delta Park is a transition area between the natural areas of Smith and Bybee Lakes to the west and the freeway-oriented “special event” uses to the east: the East Delta Park sports complex, Portland Meadows, Portland Speedway, and the Expo Center. Within the park, the character of the land similarly changes as one moves from west to east: the Heron Lakes Golf Course has more wildlife and other environmental resources than the Portland International Raceway (PIR), while PIR is a more developed use and absorbs large crowds for special events. The regulatory framework for the PIR plan district recognizes a mix of open space and major special event uses. Within the plan district are several distinct areas, or subdistricts:

• Environmental resource areas accommodate a rich array of wildlife, providing opportunities for food, shelter, and breeding. Because these areas include many sloughs and wetlands they are particularly valuable to the region. The primary purpose of these areas is to support wildlife, with only passive or unintrusive recreational uses.

• The natural, grassy, open areas provide food and some shelter for wildlife, and also help to accommodate the occasional larger recreational events. Primarily, however, these areas provide a special experience of an open, undeveloped, and natural setting for those who are within it, or those who are viewing it from the racetrack core area.

• The racetrack core area provides both recreational and entertainment opportunities for the region. This is the part of PIR that is used most regularly for recreation, and is the part where development and year-round activity can be the most intense. This area includes the paved and grass area in the southeastern corner, the infield area including the paddock and moto-cross track, the road connecting the north entrance to the paddock, and the racetrack itself. The racetrack is used for major racing events, and also for many functions of local motor sports clubs and service organizations. This area provides an opportunity for active, intense, and vibrant uses, while preserving and enhancing the natural setting and highlighting the experience of the transition between them. Part of the experience for those within this area is the sights, sounds, and
excitement that are inherent to a racetrack; part of the experience is the contrast with the natural setting that serves as a backdrop to this area.”

The PIR Master Plan balances protection of natural resources with the primary use on the site, intensive racetrack-related activities. Likewise the facility hosts non-motorized activities like foot and bicycle races. The broad open areas of West Delta Park make the PIR site unique both as a natural resource and a raceway site are maintained by the master plan. Existing and proposed development “preserves and enhances” the special qualities of the district by improving and upgrading race related facilities while minimizing impacts on natural areas.

A Resource Conservation subdistrict is parallel to the city’s environmental zoning and will be protected as part of the master plan. Future projects that directly impact natural areas will go through the environmental review process. Planting and landscaping in the transition areas between protected resources and new development will buffer these areas, while enhancing the race experience for spectators and participants. The screening provided by new and existing vegetation also improves views from the 40 Mile Loop trail, helping to preserve the scenic qualities of the plan district.

The subdistricts concept confines intense race-related development to specific areas in the northeast, southeast, central, and west end of the Racetrack Core Subdistrict. Concentrating active race-related uses and segregating them from the protected natural areas on the site has two main benefits. First, it allows for more efficient use of space and interaction between race participants and spectators in the developed areas. Second, it protects the natural areas from intrusion that might disturb sensitive or fragile plant or wildlife habitat.

B. Environmental Requirements. The proposed PIR Master Plan, and development proposed within it, must meet the following requirements:

1. The timing, frequency, and location of large spectator events in the plan district must be controlled to limit wildlife disturbance year-round, with extra limits during breeding season (mid-February to the end of May). Aspects to be controlled include: size, timing (time of day, time between events, numbers of events per day), and location (directing spectators and activity away from certain areas);

Response: The largest spectator events at PIR take place during the summer. The events are organized races or shows that occur in the daytime and draw substantial crowds. However, these events are limited to no more than four per year because of a noise agreement with the City of Portland. Major events that draw substantial crowds and have the biggest potential to impact wildlife do not occur during the breeding season for most wildlife species. PIR does not schedule major motorsports racing events before June 1. Events that occur during the winter and spring months are less frequent,
and have fewer participants and spectators. A schedule of events for 2015 is included on page 27.

The use table and development standards in this plan restrict racetrack activities to areas identified for that use. Racing and its associated impacts are not conducted in environmentally sensitive areas. Spectators are not allowed to encroach on the resource protection zones. This practice prevents direct disturbance of wildlife habitat.

2. Lighting must be designed so as to have no adverse impact on environmental zones; and

Response: The majority of uses at PIR occur during daylight hours and have no need for lighting. For those events that occur at night, lighting is oriented toward the activity taking place within the racetrack core district and away from resource areas. New or replacement lighting must be shielded in such a manner to focus light on the racetrack uses. This is included as a PIR development standard for all new construction. Because of the infrequency of nighttime events, and the focus of lighting on developed areas, lighting at PIR will have no significant adverse impact on environmental zones. New lighting consistent with the master plan development standards does not require any additional land use review.

3. The requirements of Chapter 33.430, Environmental Overlay Zones, and the requirements of the Natural Resources Management Plan for Peninsula Drainage District No. 1 must be met.

Response: The development and use restrictions of the master plan dictate that very few actions may take place within the RC subdistrict. This subdistrict is identical to the mapped location of the city’s environmental zones at the site. No new projects are proposed within environmental zones as part of the current master plan. However, some projects may be designed and receive funding in time to be implemented within the 10-year master planning horizon. One such project is the Slough Trail, identified in the Pen 1 NRMP. This and any other projects would be subject to the review thresholds outlined in the Resource Conservation section of this plan:

1. Ongoing PP&R maintenance and enhancement practices may continue within the PIR site.
2. Recreational trails, resource enhancement, stormwater treatment actions, as set forth in the Pen 1 NRMP, are processed as a Type 1 environmental review.
3. Any other development within the RC subdistrict is subject to the applicable procedures, standards and criteria of the city’s Environmental Zone, and where applicable, the supplemental mitigation provisions of the Pen 1 NRMP.
In short, the RC subdistrict matches the city’s environmental zones within the PIR site. All natural resources within the RC subdistrict will receive protection equivalent to or greater than the protections established by the Pen 1 NRMP. These protections include the NRMP’s supplemental mitigation requirements and the review of new proposals against the standards and criteria of Chapter 33.430, Environmental Overlay Zones.

C. Transportation.

1. The PIR Master Plan must comply with the Transportation Element of the Portland Comprehensive Plan;

Response: The following policies of the Transportation Element of the Portland Comprehensive Plan are relevant to the Portland International Raceway Master Plan. They are addressed individually.

Policy 6.2 Regional and City Travel Patterns

Interregional traffic should use the regional transit and trafficway system. Major City Traffic Streets, District Collectors, and Neighborhood Collectors should not be designed or managed to serve as alternate routes for regional trips. Collectors should serve as the distributor of local traffic to and from the Major City Traffic Streets. Local Service Traffic Streets should not carry excess traffic from Collector Streets or experience high traffic volumes or speeds.

Response: PIR is a regional facility that, for major events, draws traffic from throughout the area. The main route for regional traffic to access the site is Interstate 5 which is classified as a Regional Trafficway. For major events, I-5 accommodates 60 to 70 percent of the incoming and outgoing traffic. In addition, the racetrack is surrounded and regionally accessed by several Major City Traffic Streets which manage balance of traffic to and from the raceway. These streets include Portland Road, Columbia Blvd., Marine Drive, Denver Avenue and Martin Luther King, Jr. Blvd. Only during the few major events per year where daily attendance exceeds 7,000 is there be significant use of the Major City Traffic Streets to reach PIR. No “District Collectors,” “Neighborhood Collectors,” or “Local Service Streets” face significant congestion pressure during major events at PIR.

Policy 6.4 Coordinate Land Use and Transportation Planning

Coordinate land use planning with transportation planning. The Transportation Element of the Comprehensive Plan will guide the land use planning and transportation project development process. In reviewing land use requests done as Goal Exceptions, Comprehensive Plan Map Amendments, Zone Changes in Compliance with the Comprehensive Plan, Conditional Uses and Master Plans, the Transportation
Goal and Policies 6.1 through 6.29, the District Policies, the Classification Descriptions, and the Maps are used as mandatory approval criteria.

Response: This policy ensures that the Transportation Element guides the land use planning and project development process. PIR is the only facility of its type within the entire Portland metropolitan region. Its land uses and transportation challenges are unique to the area. The success and popularity of the facility has partly been due to its location near major transportation corridors. Existing and proposed uses at the site make full use of the area’s transportation infrastructure. The master plan requests no changes to the existing street classification descriptions or underlying zones. Traffic Management Plans for different-sized events pinpoint traffic and access issues and include mitigation measures that have been implemented.

Policy 6.7 Public Transit

Develop transit as the preferred form of person trips to and from the Central City, all regional and town centers, and light rail stations. Enhance access to transit along Main Streets and transit corridors. Transit shall not be viewed simply as a method of reducing peak-hour, work-trip congestion on the automobile network, but shall serve all trip types. Reduce transit travel times on the primary transit network, in the Central City, and in regional and town centers, to achieve reasonable travel times and levels of reliability, including taking measures to allow the priority movement of transit on certain transit streets. Support a public transit system that addresses the special needs of the transportation disadvantaged.

Response: A new MAX light rail station is located directly adjacent to PIR at its eastern edge. This allows an excellent opportunity for accessing the site via public transit. Significant numbers of PIR users at large events arrive at the site by MAX.

Policy 6.11 Pedestrian Transportation

Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment and transit.

Response: Because of the constraints of its location—bounded by an interstate highway, a golf course, and numerous natural barriers such as the Columbia Slough—attendees of PIR events do not often come to the site on foot. The nearest city-designated walkway is on Expo Road to the north of the site. Though it is separated from the raceway facility by a safety fence, the 40 Mile Loop trail runs along the southern edge of the site and offers a pedestrian path near the site. The newly reconstructed North Denver Avenue will have a new sidewalk that can connect to PIR.
Once people arrive on site, an internal system of exclusive and shared pedestrian ways allows for extensive movement around raceway facility. During larger events, thousands of pedestrian spectators use the site and move between vantage points both inside and outside of the track loop. A circulation plan, within the transportation report, shows the various connections.

**Policy 6.12  Bicycle Transportation**

*Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.*

**Response:** The Columbia Slough Trail, which extends along the southern side of the site, is a biking and walking trail that extends beneath I-5 and connects North Denver and Vancouver Avenues. This trail is part of the larger 40-Mile Loop trail, a greenway trail network that connects a number of parks and neighborhoods around Portland. To the north of the site, the Marine Drive Multi-use Path extends east-west along the south shore of the Columbia River. This trail connects to the I-205 Multi-Use Path and the Columbia Slough Trail. Cyclists may access the PIR Main Access Road from the Marine Drive Path via N Force Avenue and N Vanport Road. These two roads do not have dedicated bicycle infrastructure but are generally lower-traffic facilities that could be comfortably shared by drivers and experienced cyclists.

Vanport and Victory Streets, and Force and Expo Avenues are designated City Bikeways and provide connections as an opportunity for bicycle access the PIR site. When N Schmeer Road is closed to car traffic following completion of several ODOT projects on Denver Avenue, the current site exit at N Schmeer Road will be closed to car traffic as well and will serve exclusively as a bicycle and pedestrian access point. As part of PIR’s current programming, bicycle racing, both track and cyclocross, is done at...
the racetrack. PIR is bordered on three sides by city bikeways, but because PIR is not adjacent to developed residential areas, bicycle use on and around the raceway tends to be more for recreational purposes than for traveling to PIR. Only during major events (and bicycle races) do substantial numbers of people use bicycles to come to PIR. Nevertheless, PIR will encourage bicycle access to the site by installing end-of-trip facilities along with new buildings.

**Policy 6.13  Transportation Demand Management**

Require the use of transportation demand management techniques such as carpooling, ridesharing, flexible work hours, telecommuting, parking management, and employer-subsidized transit passes to mitigate the impact of development-generated traffic in land use reviews. Require a percentage of employee parking spaces to be set aside for preferential carpool/vanpool parking.

**Response:** A Transportation Management Plan was developed for the PIR Master Plan and is included in the transportation analysis. This is oriented around event size, with larger events triggering more significant interventions. Regular, non-event trip generation and parking demand is so low at the site that TDM measures are not practical. For major events, PIR takes into consideration the need for shuttle buses and parking management. Details are provided in the transportation report.

**Policy 6.14  Parking Management**

To achieve environmental and transportation policy objectives, the parking supply shall be managed to take into account both transportation capacity and parking demand. Implement measures to achieve Portland’s share of the mandated 10 percent reduction (per the Transportation Rule) in parking spaces per capita within the metropolitan area over the next 20 years. Through the land use process, these measures should include restrictions on the development of new spaces and the redevelopment of existing parking spaces for other uses.

**Response:** Existing parking for PIR is adequate to accommodate demand. For the vast majority of events at PIR, no special measures for parking management are necessary because of supply of on-site spaces is vastly more than demand. As shown in the Transportation Analysis for the Master Plan, there is space for 2,000 vehicles in and around the South Paddock, and 3,000 more spaces in the Broadacre Lots. The location of parking areas is shown in the Transportation Analysis. Site parking is dispersed among several areas, focusing on the multi-use paved area at the southeast corner of the site, within the track loop on the North Paddock and near the dirt motorsports area. The 20 acre Broadacre Lots area is rarely used for parking except as the main area for race spectators during major events.
For the rare major events (i.e., not since 2006) that draw thousands of daily attendees, a parking management plan is in place to make use of the 4,000-plus spaces available off site. The Expo Center (3,000 available spaces), and Portland Meadows (1,500 spaces) handle spillover parking for the largest events. Shuttle buses transport race attendees from these off-site lots to the main entrance to the racetrack.

**Policy 6.25  Access Management**

The City will work with ODOT on a case by case basis as they develop access management agreements for state highways within the City. Local street connections to arterials from new subdivisions should be designed with adequate spacing to provide for local access to the arterial, while at the same time minimizing conflicts with through traffic.

**Response:**  PIR has worked with ODOT and with the City of Portland to improve the site-specific access and traffic management for major events at PIR. The ODOT managed Interstate 5 is a critical component of the traffic pattern for PIR and the primary access route for most race event attendees. Existing measures to mitigate adverse impacts are included in the annual Traffic Management Plans for major events at PIR. Existing and proposed traffic management procedures for major events accommodate ODOT issues.

**Policy 6.26  Adequacy of Transportation Facilities**

Ensure that amendments to the Comprehensive Plan or land use regulations which change allowed land uses, including goal exceptions, map amendments, zone changes, conditional uses, and master plans, and which significantly affect a transportation facility, are consistent with the identified function, capacity, and level of service of the facility.

**Response:**  Proposed development identified in the PIR master plan will not significantly affect surrounding transportation facilities, and will not result in a significant change to traffic conditions associated with PIR events. As stated in the Transportation Analysis, “all study area intersections currently operate acceptably during the weekday morning, weekday evening, and Saturday mid-day peak hours and will continue to operate acceptably upon completion of the proposed development.”

Events that draw enough spectators to require specialized transportation management measures are the exception to the rule, accounting for a small fraction of all events held throughout the year at PIR. Site-generated traffic for the vast majority of the event dates at PIR is so minimal that existing facilities have more than adequate capacity to accommodate it.
In the “District Policies and Maps” section of the Transportation Element, the North District contains two policies that might apply to PIR. They are identified, along with a brief commentary, as follows.

Policy 2 Columbia Boulevard

Columbia Boulevard should serve as a bypass of, and limited access route to, residential neighborhoods. Improvements to Columbia Boulevard should protect residential neighborhoods from traffic impacts.

Response: Columbia Boulevard is not a major access route to and from PIR, and there is no direct access from it to the site. It is possible that Columbia Boulevard may be used as a secondary point of access (to get to Denver Ave. and I-5) during some events. Traffic impacts on streets that distant from the site would be nearly impossible to associate with PIR. Furthermore, since most traffic on Columbia Boulevard is oriented toward adjacent businesses and employment centers, peak flows would occur in a morning and evening weekday pattern. Since major events at PIR occur on weekends and at different times from the peak periods on Columbia Boulevard, there would be a minimum of conflict between traffic types on Columbia Boulevard and visitors to the PIR site.

Policy 8 Bikeway Connection

Develop east/west and north/south routes to serve commuter and recreational bicyclists and provide connections to Northeast bikeways.

Response: Under existing conditions, the nearest major off-street bikeway is along Marine Drive, north of the site. Vanport and Victory Streets, and Force and Expo Avenues are designated City Bikeways and provide connections as an opportunity for bicycle access the PIR site. Additionally, the 40 Mile Loop trail south of the site is occasionally used by cyclists. The new ODOT project to rebuild Denver Avenue will create a bike facility immediate west of the PIR property boundary. On a very large scale, PIR is surrounded by bikeways. However, since there is not a concentration of residential or business activity immediately adjacent to PIR, most of the bicycle traffic on these streets is recreational rather than commuter. The PIR master plan supports these bikeways and the connections they provide to the site.

2. The transportation system must be capable of safely supporting the proposed development as well as existing uses in the area. Evaluation factors include:

a. Access to arterials from the site, and from surrounding neighborhoods;

   a. Access to arterials from the site, and from surrounding neighborhoods;
Response: PIR is immediately adjacent to North Denver Avenue, a Major City Traffic street, and Interstate 5, a Regional Trafficway. These arterials are the connections to the site and from surrounding neighborhoods. As shown in the transportation analysis, proposed development will not result in a significant change to existing traffic conditions. Currently, access to Denver and to I-5 at the entrance to the site is adequate to serve existing uses, and all intersections operate at levels defined as acceptable by the City of Portland, even during peak periods. The infrequent strain on the transportation system caused by very large events at PIR is mitigated by an active traffic management plan that is outlined in the transportation analysis.

b. Transit availability;

Response: A new Interstate MAX light rail line with a transit station is directly adjacent to PIR at its eastern edge. This provides excellent access to the site via public transit. Significant numbers of racetrack users, especially for major events, arrive via MAX. The service is more than adequate to serve proposed development on the site.

c. On-street parking impacts in the surrounding neighborhoods;

Response: No on-street spaces are available for parking on streets immediately adjacent to PIR. Typically, on site parking within PIR is more than adequate to accommodate visitors. Neighbors have reported that for major events, people sometimes park in Kenton and ride the MAX to PIR. While this may be true, PIR can’t mitigate parking impacts at for every neighborhood along the MAX line. Large events where on-site parking is not sufficient to absorb all the parking demand are rare, and growing increasingly so. Master Plan proposed development is anticipated to have minor impact to on-street parking in surrounding neighborhoods.

d. Other neighborhood impacts;

Response: PIR’s immediately abutting land uses are not neighborhoods as such; they are large scale infrastructure, developments, and natural areas: the Columbia Slough to the south, a golf course to the west, an Interstate highway to the east, and the Expo Center to the north. Since the master plan does not propose a significant intensification of the racetrack use, impacts on surrounding neighborhoods will be minor. The most noticeable impacts on residential neighborhoods could be noise and parking. Parking is managed in lots both on-site and occasionally off-site as outlined in the traffic management plan. Noise levels, and variances to the city’s noise ordinance, are managed through an agreement with the city that incorporates neighborhood concerns.

e. Pedestrian and bicycle safety; and
Response: On site facilities for pedestrians are extensive since, during major events, walking around the site is in itself part of the raceway experience. Safety is of the utmost importance within the raceway facility; race facilities are strictly segregated from spectator facilities through fencing and walls. Pedestrian paths within the boundaries of the site are clearly delineated. Bicycle access to the site from adjacent paths and properties is good. The reconstruction of North Denver Avenue which is currently underway by ODOT will significantly improve pedestrian and bicycle facilities adjacent to the site.

f. **Street capacity and level of service.** The traffic analysis and Traffic Management Plan must meet the following:

   (1) **ODOT level of service standards will be maintained during peak hours in the transportation system including the I-5/Victory Boulevard interchange to the Hayden Meadows Drive.** If typical weekday commuter peak hour conditions will operate below the ODOT standards, mitigation must be implemented to restore acceptable operations;

Response: The transportation analysis that is part of this master plan shows that level of service standards are met during typical weekday commuter peak hour conditions. The transportation analysis shows the performance of nearby intersections under typical PIR conditions including the Friday p.m. peak hour. All intersections operate acceptably under these conditions.

   (2) **Traffic management plans will be used during any event with daily attendance in excess of 20,000 visitors.** The plan will:

   - Require scheduling the event to coincide with the off-peak of the commuter system; and

Response: The traffic management plan included as part of the transportation analysis for the master plan calls for active management of any event with more than 6,000 daily attendees. It should be noted that events of this size account for only a tiny percentage of those held at PIR, only two of the hundreds of events held at the site in 2014, for example. An event with daily attendance larger than 15,000 people has not occurred since 2006. The largest events at both these attendance levels are typically held over the course of a weekend, with the highest daily attendance occurring on Sunday, an off peak time for the transportation system.

   - **Maintain traffic operations within capacity (volume-to-capacity less than 1.0) during the event.** The volume-to-capacity of the I-5/Victory Boulevard interchange to the Hayden Meadows Drive transportation network shall not exceed 1.0 for more than one consecutive hour during event peaks; and
Response: Historically, traffic operations are within capacity even during events in excess of 20,000 daily visitors. Data collected from a 2001 LeMans race showed acceptable operating conditions during the peak hour. As noted, the last event close to this size was nine years ago. During large events, traffic control personnel direct traffic at congested intersections to bring them up to an acceptable level of service.

(3) A program for regular monitoring of events with more than 20,000 daily visitors must be instituted. The monitoring program must be conducted to identify level of service and volume-to-capacity on the transportation system including the I-5 freeway mainline, and impacts in the surrounding neighborhood.

Response: A program for managing traffic to PIR outlined by the 2003 master plan approval and is augmented by management measures in this application submittal. Any event with more than 6,000 daily attendees will be actively managed by traffic control personnel to insure the acceptable functioning of the street system. Over the years, this traffic management system has been adjusted and refined based on input from ODOT and City of Portland officials. Protocol for specific event has been “fine-tuned” to fit with specific needs. PIR staff will monitor events with more than 20,000 daily visitors and adjust staffing levels and procedures to keep traffic flowing at acceptable levels and to reduce any impacts on surrounding neighborhoods.

D. Design. Design guidelines and standards in the PIR Master Plan must ensure that:

1. All development in the plan district will enhance the special character of the plan district, and the special character of each subdistrict of the plan district, as described in Section 33.566.010, Purpose, and in the PIR Master Plan itself;

2. An environment will be created which is attractive, safe, and pleasant for pedestrians, including consideration of such elements as the orientation of main entrances, the design of the ground floor—or pedestrian level—of all structures, and provision of amenities such as seating and viewing opportunities;

3. There will be smooth and attractive transitions between the plan district and adjacent areas, and between subdistricts of the plan district. Gateways to the plan district and to subdistricts will be well designed when considering location, appearance, landscaping, and compatibility with the adjacent area;

4. The visual impact of structures visible from natural areas will be minimized;

5. The negative effects of human visitation to natural areas will be minimized;

6. The design of areas and structures used for the racetrack use, including accessory uses, will not overwhelm the overall, natural setting of the plan district; and
7. The design, landscaping, and location of surface and structured parking will minimize negative effects on the natural setting and the pedestrian environment.

Response: The design guidelines and standards found in narrative section of this plan are part of a broader regulatory framework that ensures that the objectives set forth in are met. The appearance of new development at PIR is the result of many rules, working together: subdistrict boundaries, resource protection rules, development standards, and design standards and guidelines. Taken together, they meet the design review objectives outlined above. Design guidelines and standards alone may not guarantee that each objective listed in the above criterion is met; rather, they build upon the overall regulatory framework.

The regulatory framework of subdistricts and standards described above makes basic relational decisions about development well before the design of a specific building is even considered. Subdistricts and the corresponding standards provide a broad-brush regulatory framework for meeting the objectives; the design review process controls details at a smaller scale.

The PIR Design Review process is applicable in the RTC and TOS subdistricts. It would not apply in the RC subdistrict because development is extremely restricted in this subdistrict, and because buildings are not allowed at all in the RC subdistrict.

Most buildings will be constructed within paddocks (multi-use paved areas) that function more like county fairgrounds than like an urban streetscape or neighborhood. Outside of the existing MAX park-and-ride lot, PIR has no single-purpose parking lots. Vehicle parking, concessions, spectator areas and racing facilities co-exist on multi-purpose paved areas, and uses vary depending upon the type of event being staged. Development standards ensure that these flexible use areas are appropriately located, that there is an adequate landscape buffer separating active recreational use areas from more sensitive Resource Conservation areas, and that conflicts between the two are adequately mitigated. For these reasons, the design review process focuses on building design – not on the design of surrounding development.

Each of the seven PIR Plan District criteria listed above is re-quoted below, following by an explanation of why proposed design standards and guidelines, when combined with the underlying regulatory framework, meet the stated objective.

1. All development in the plan district will enhance the special character of the plan district, and the special character of each subdistrict of the plan district, as described in Section 33.564.010, Purpose, and in the PIR Master Plan itself;
Response: The special character of the plan district is enhanced by defining three subdistricts in a manner consistent with the purpose of the PIR Plan District. The special character of PIR is a function the juxtaposition of a major motorsports racing facility and sensitive natural resource areas. The RC subdistrict and its corresponding limit on development ensures that significant scenic, water and habitat resources identified by the city are protected. The RTC subdistrict concentrates intensive racetrack related development in areas prescribed. The TOS subdistrict provides grassy open areas that accommodate temporary uses during major events, such as parking, spectator viewing areas, and concessions. The remainder of the year, TOS land acts much like park land.

In addition to use limitations, the development standards help to ensure that the “special character” of each subdistrict is maintained, as prescribed in the purpose section of the PIR Plan District. As noted above, the RC subdistrict allows only uses such as habitat and wetlands restoration, trails, and drainage facility improvements. Permanent development in the TOS subdistrict is likewise extremely limited. The RTC subdistrict, appropriately is intended for intensive racetrack related uses and development and has the least restrictive development standards.

To ensure that the unique racetrack character of PIR is maintained and enhanced, Design Review standards and guidelines call for a distinct architectural style that safely and efficiently meets the needs of a major racing facility. These rules apply to buildings and development greater than 5,000 square feet that are routinely open to the public.

2. An environment will be created which is attractive, safe, and pleasant for pedestrians, including consideration of such elements as the orientation of main entrances, the design of the ground floor—or pedestrian level—of all structures, and provision of amenities such as seating and viewing opportunities;

Response: A pedestrian system shown on the circulation plan provides access to all facilities at PIR. The PIR Proposed Pedestrian and Vehicle Circulation Plan shows existing and planned pedestrian facilities. The 40-Mile Loop Trail is improved and runs in an east-west direction along the top of the southern dike, outside the PIR security fence.

The design standards include rules related to the design of main building entrances, connections to the pedestrian circulation system, and main façade window treatment. Also, the rules set forth standards for the provision of pedestrian amenities for buildings located within a certain distance of the RC subdistrict.

3. There will be smooth and attractive transitions between the plan district and adjacent areas, and between subdistricts of the plan district. Gateways to the plan
district and to subdistricts will be well designed when considering location, appearance, landscaping, and compatibility with the adjacent area;

Response: Smooth and attractive transition between the PIR Plan District and adjacent areas is assured primarily by the location of subdistricts and pre-existing natural and built features. The master plan locates the RC subdistrict around the perimeter of the site everywhere except on the east side. Because building development is essentially prohibited in this subdistrict, it creates a natural buffer to adjacent areas. The only area of the site where this is not the case is to the east, along N Denver Avenue, where there is an existing sight-obscuring berm and wall and is the most developed area that abuts the site. ODOT’s replacement of the N Denver Wall will improve the appearance of this portion of PIR.

Transitions between subdistricts internal to PIR are more subtle. Development standards require landscaped buffers between new development and intensive racetrack development (RTC subdistrict) and protected natural resources areas (RC subdistrict).

PIR Design Review guidelines and standards further address this criterion. Buildings must provide a smooth transition to PIR’s natural setting, through changes in building materials and shape, window and door treatment, outdoor structures and landscaping. Buildings open to the public must provide varied building facades and clear main entrances. Materials and landscaping must soften the appearance of buildings when viewed from protected natural areas. Glare and noise impacts to protected natural areas are controlled by development standards and noise rules.

4. The visual impact of structures visible from natural areas will be minimized;

Response: PIR interprets “natural areas” here to mean existing or planned trails near the edge of the RC subdistrict, or from the 40-Mile Loop Trail. Outside of these trails, human presence in protected resource areas would be restricted by code, and is prohibited by the master plan.

This criterion is met through many of the same provisions described under factor 3, above. The RC and TOS subdistricts limit development and provide open space buffers to the more intensively-used RTC subdistrict. Development standards ensure that visual buffers occur when buildings are proposed close to the RC subdistrict. Finally, Design Review standards and guidelines ensure that the design of buildings will further minimize visual impacts from trails adjacent to protected natural resource areas.

5. The negative effects of human visitation to natural areas will be minimized;
Response: The master plan recognizes the inherent conflict between encouraging public and visual access to protected natural areas on the one hand, and limiting the impacts from “human visitation” on the other. The PIR Master Plan concentrates intensive development within the RTC subdistrict. Keeping major attractions away from natural areas has the effect of reducing impacts on natural areas from human visitation.

The PIR Circulation Plan shows pedestrian walkways and shared pedestrian-vehicle connections at the perimeter of the sloughs running through the site. These pathways existed prior to the creation of the plan district. Any future improvements to these walkways will direct pedestrian activity near, but not within, protected natural areas. In the past, PIR has considered the possibility of constructing fencing at the edge of protected natural areas. However, fencing also restricts the free movement of wildlife around the site, and is therefore not recommended.

Design review standards require outdoor seating and viewing areas, as well as ground floor windows that may face natural areas. These amenities will provide opportunities to appreciate the natural areas from designated locations, which should reduce more impactful human visitation impacts.

6. The design of areas and structures used for the racetrack use, including accessory uses, will not overwhelm the overall, natural setting of the plan district; and

Response: This criterion must be read in the context of the overall purpose of the PIR Plan District, which is to achieve a “balance” between resource protection and motorsports racing objectives. This criterion is met primarily by concentrating racetrack related development in the RTC subdistrict, and by limiting racetrack related uses and development in the TOS subdistrict. This standard by itself ensures that racing related development does not “overwhelm” the natural setting of the plan district. Land and water within the RC subdistrict is fully protected by its use limitations and its restrictive development standards.

As noted above, the development standards of the RTC and TOS subdistricts include setback, height, buffer and landscaping standards that further ensure that racetrack related development will not “overwhelm” the facility.

PIR’s design guidelines and standards further limit the intensity of racetrack related development in the TOS and RTC subdistricts, by requiring landscaping, outdoor seating areas, pedestrian walkways, lighting restrictions, and building materials that complement, rather than “overwhelm” the natural setting at PIR.

7. The design, landscaping, and location of surface and structured parking will minimize negative effects on the natural setting and the pedestrian environment.
Response: Paved parking areas at PIR serve several other uses (e.g., race event staging, concessions, bicycle racing, public gatherings, police training, recreational autocross, Pro Drive) and are located in the RTC subdistrict, which reduces negative effects on the natural setting and pedestrian environment. The TOS subdistrict does not permit paved parking. Unpaved grassy areas are used for major event parking and staging.

The circulation plan shows how the pedestrian system provides a combination of separate pedestrian walkways and shared pedestrian-vehicle connections. Defined pedestrian walkways will be required whenever new multi-use paved areas are constructed, thus minimizing negative effects on the pedestrian environment.

PIR is also committed to addressing the requirements of the Portland BES Stormwater Management Manual in the construction of new impervious surface areas (including multi-use paved areas). As part of the expansion of paved area in the South Paddock, both the newly paved area and the existing South Paddock pavement will be brought up to current BES standards for water quality.

PIR’s subdistrict development standards also limit the negative of effects of parking (multi-use paved) areas by requiring landscaped setbacks from the RC subdistrict, restricting new paving and requiring landscaping between buildings and paved areas.

PIR’s design guidelines and standards further limit the intensity of racetrack related development in the TOS and RTC subdistricts, by requiring landscaping, outdoor seating areas, pedestrian walkways, native vegetation plantings, lighting restrictions, and building materials that complement, rather than “overwhelm” the natural setting at PIR.

E. Public Services. Public services for water, police and fire protection and sanitary sewer are capable of serving the proposed improvements or will be made capable by the time the development is completed.

Response: Currently available public services for water, police and fire protection, and sanitary sewer at PIR are at sufficient levels for all existing and future events. Existing water and sanitary sewer infrastructure have been constructed to accommodate the demand from even the largest racetrack events. PIR staff work directly with Portland Police and Fire Departments for police and fire protection on an event-specific basis to provide adequate levels of service.

The existing infrastructure for water and sewer and existing arrangements for police and fire protection will be adequate to support the future range of activities and uses at PIR. As specific improvements are made, PIR will upgrade the public services to meet city code standards.
F. Stormwater Management. Stormwater must be managed on site and have no negative impact on nearby sloughs, wetlands, or groundwater. Primary treatment for water quantity and quality including temperature must occur prior to stormwater entering existing wetlands or sloughs. The PIR Master Plan must include provisions to manage stormwater quality and quantity for each improvement made to the site.

Response: The existing stormwater system consists mainly of two collection systems, one south of the main straightaway and one north of the pit area. The area on the south side of the track collects stormwater runoff and leads to an outfall in the Southern Slough. The collection system north of the pit area leads runoff into the Inside Slough.

Stormwater management on site otherwise consists of culverts collecting and directing open channel systems to the sloughs. The storm system within the track area is controlled by the Multnomah County Drainage District owned pump station at the southwest end of Forebay Slough. The pump collects water from the sloughs around the track and pumps it to the Columbia Slough.

The master plan includes provisions for on site collection of runoff and primary treatment of the collected surface water, before it is released to the surrounding sloughs and wetlands. Stormwater management facilities are tied to improvements and development projects, particularly within the racetrack core subdistrict. PIR will construct and upgrade systems for stormwater management as specific projects are undertaken. In all cases, development projects at PIR will follow the Bureau of Environmental Services’ Stormwater Management Manual.

G. Noise. The PIR Master Plan, and the activities that occur within the plan district must meet the requirements of Title 18, Noise Control.

Response: Noise from race activities has been managed in collaboration with the city for decades. A policy for addressing noise from the facility requires a balance between valuing the livability of North Portland and the value of the raceway as a legitimate recreational and economic resource for the city. Beginning in 1986, a task force of neighborhood residents, businesses, race track users, race promoters, the noise review board and an independent chair worked for two years to formulate recommendations.

In 1989 the Portland City Council approved Resolution 34626, “PIR Task Force Recommendations” based on these recommendations and public input. (The full text this resolution is contained in an Appendix.) One element of the resolution is a multi-year variance for the raceway for four events per year. The 2015 schedule plans for only two of the allowed four events. All other of the nearly 600 events held at PIR are in full compliance with the city’s noise control ordinance. In fact, most of the events that take place at PIR have no recordable noise impacts at all at the PIR property line.
The city council resolution recognized that noise and motorsports are inseparable, and that a broad approach to mitigating and examining impacts to adjacent areas was the best solution. The recommendations of the task force, which have been followed by PIR, are a mix of strategies, including modifying the times that racing activities can occur. PIR has also established a limit of 105 decibels at trackside. Racing organizations are required to “black flag” or eliminate cars from competition if they violate this level.

PIR operates a fixed microphone, 50 feet from the track, just past the “B” bleacher on the front straight. This spot was chosen by an independent noise consultant to best capture highest sound levels from the various kinds of events held at PIR. The microphone is attached to a digital sound monitor. The data is then captured on a computer. All the noise files are held, and given to the City’s Noise Control Officer on request.

In addition to the fixed monitor, user groups are required to have a person in charge of events to monitor sound levels and remove vehicles from the track that exceed the limit (actually they use 103 dBA, rather than the code 105 dBA). Typically a vehicle that exceeds the limit is taken off the track and given a chance to make modifications or repairs to be below the limit. A second violation will mean a car will be removed from the competition or event for the rest of the day.

H. Implementation. The PIR Master Plan must set out how specific development and use proposals will be reviewed, including review procedures and what standards, guidelines, and approval criteria will be used to evaluate each proposal.

Generally, the more specifically a development or use is described in the PIR Master Plan, the lower the level of further review necessary. If no discretion is needed to determine if a proposal complies with the PIR Master Plan, the proposal may be reviewed administratively.

Response: All projects at PIR are subject to city review through the master plan process, and all development must be master planned. Projects may be subject to additional review depending on where they are located, what they propose, how closely they were reviewed in the master plan, and if they vary from master plan approved design, development, and use standards. The procedures for review are described in detail in the Project Implementation section of the plan, on page 46.

Location of a project in the environmental zone for a possible project based on future applications will require full compliance with Chapter 33.430. All other proposed and possible projects must comply with the use regulations and development standards set forth in this master plan. In addition, new buildings must comply with the design standards or guidelines listed on page 37. Because the exact location of proposed and possible projects for the 10-year planning period are approximate, any change in
location that is wholly within the RTC Subdistrict is permitted so long as the project is consistent with the applicable development and/or design standards and guidelines.

**Plan Check Required**

This level of review is limited to those projects where master plan development, design, and environmental standards are met, and there is no discretionary review.

**Staff Review with Public Notice Required – Type II**

This level of review is reserved for projects that require further review by staff and the public. Included in this category are projects that, while not foreseen on the planned project list, nevertheless meet development and design standards set out in the master plan. Projects subject to city environmental review fall into this category. Also, this level of review is applicable to projects which require modifications to master plan development, design, or environmental standards.

**Public Hearing before the Land Use Hearings Officer Required – Type III**

This level of review is limited to major changes to the master plan. This review is for amendments to the master plan and new uses not approved by the master plan.

**Duration and Implementation**

**33.566.230 Duration of the PIR Master Plan**

*The PIR Master Plan must include proposed uses and possible future uses that might be proposed for at least 3 years and up to 10 years. The PIR Master Plan must be updated no more than 10 years after initial approval. If the PIR Master Plan is not updated at that time, no further development will be allowed until the PIR Master Plan is updated.*

*When the PIR Master Plan is amended or updated, the application for amendment or revision must include a discussion of when the next update will be required.*

**Response:** This application is for a new master plan. The previously approved master plan ran for its full 10 year period, from October 2003 to October 2013.

**33.566.300 Implementation**

*After a PIR Master Plan has been approved, all development must comply with the plan's provisions as well as all other applicable provisions of this code, unless exempted by the plan.*
**Response:** Future development will comply with plan provisions and any applicable section of the city code.

**Adjustment (33.805): Multi-Use Area Paving**

Possible future projects on the PIR site include the expansion of existing paved areas in the South Paddock, and new paving in the Broadacre lots. In the South Paddock, larger paved areas would provide more room for pavilions, concessions, driver training, and spectator circulation. The Broadacre multi-use area would be paved in concert with the development of new buildings and would provide a vehicle dynamics area (slalom courses, skid cars, etc.) for driver training. These areas would meet applicable BES stormwater management standards, which include water quality facilities. In addition, newly paved areas will be buffered by landscaping from the Resource Conservation subdistrict, following standards of the master plan.

Parking is only one use among many in paved multi-use areas. The driver training, pavilion, and pedestrian circulation use of these paved areas requires open pavement. Consequently, parking area standards that call for curbs, tire stops, trees and shrubs, and extensive striping are not appropriate. Installing this infrastructure would defeat the purpose of paving the area in the first place. Specific parking area standards incompatible with the purpose of a multi-use area are:

- curbs (33.266.130.D.3),
- interior landscaping (33.266.130.G.3.a.[1]), and
- striping for aisles and spaces (33.266.130.D.2).

Existing multi-use paved areas in the South and North Paddocks are exempt from these standards (*i.e.*, non-conforming upgrades) because they are “recognized” uses. The Hearing Officer, in the 2003 decision for the last master plan, determined that the City did not have authority to mandate updates or conditions on previously approved (by the creation of the PIR Plan District) uses. This was addressed previously in the plan on page 5 of this document. However, all new development is subject to the rules of the master plan. Because the possible paving expansions in the South Paddock and Broadacre lots are new development, they are subject to parking area standards, and therefore require adjustments.

Specifically, PIR Master Plan development standards which are “less restrictive” than current code standards “require adjustments.” (33.566.200.B.6) An adjustment is requested to the layout standards contained in 33.266.130. The approval criteria for adjustments are found in 33.805.040 and are addressed in the findings below.
As historic context, the Hearings Officer in 2003 approved PIR’s request for an adjustment to these standards for new multi-use paved areas. Though they were approved in the master plan, none of the paving expansions were actually constructed. The 2003 approval included an adjustment for proposed expansion of paving in the North Paddock. Because that project is no longer anticipated to occur, it is not included in this request. The applicant notes that this adjustment request is essentially to renew the previous approval for the next 10 years, and the findings are nearly the same as in the previous application.

A. Granting the adjustment will equally or better meet the purpose of the regulation to be modified.

Response: The purpose of the parking area regulation to be modified is stated in 33.266.130.A and reads,

The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and
- Decrease airborne and waterborne pollution.

The adjustment to these parking lot regulations equally meets the purpose of this section through operations and stormwater facility upgrades. The purpose statement points to “safe circulation” and “convenient entry and exit” for motor vehicles. For the infrequent times that these multi-use areas would actually be used like a typical parking lot, this goal will be satisfied by operations for vehicle and spectator management, supervised by racetrack employees. Space within the multi-use areas is allocated for a variety of uses: vehicle parking, pedestrian ways, pavilions, displays, and other uses. During large events, temporary barriers, ropes, and other traffic control devices define locations for motor vehicle parking and maneuvering. Permanent barriers (curbs, for example) will define the outer edge of the paved multi-use areas.

The purpose section’s intent to effectively manage the stormwater runoff from the newly paved areas will be met through compliance with BES Stormwater Management Manual regulations in effect at the time of development. PIR will provide a stormwater
management plan consistent with Bureau of Environmental Services standards. The content of the stormwater plan will depend on the final configuration of the paved area, and on the technical constraints of the PIR site. The stormwater plan for the new areas of paving will be submitted for BES approval prior to issuance of building permits. Stormwater will be further mitigated by perimeter landscaping that will be installed around the edges of multi-use paved areas. This perimeter landscaping will be in excess of what is required by the parking area layout standards (33.266.130.E), and consistent the buffering standards proposed in the master plan. The perimeter landscaping for new paving will also provide a physical barrier between the multi-use paved areas and adjacent natural features.

B. If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area.

Response: The proposal is in the OS zone. The proposed adjustment is “consistent with the classification of the adjacent streets” in the area as evidenced by the transportation analysis contained elsewhere in this document. The nearest street to the multi-use areas is North Denver Avenue, which is classified as a Major City Traffic Street. This section of North Denver is also a Regional Transitway and Major City Transit Street, a City Bikeway, a City Walkway, and within a Truck District. Allowing multi-use areas to forgo certain parking lot development standards will have no impact on these classifications as they are described in the Portland Comprehensive Plan. Therefore, the action is consistent with these classifications.

The “desired character of the area” can be defined as it is described in the purpose section of the PIR Plan District (33.564.010) which directly explains existing and expected character of the PIR site. This statement emphasizes that there must be “a careful design and balancing” between the racetrack related uses and the natural setting. Moreover, the purpose section of the plan district points to the character of the racetrack core, where the multi-use areas are located, as “the part of PIR that is used most regularly for recreation, and is the part where development and year-round activity can be most intense.” Areas proposed for future paving expansion are described as the most intensely developed land in West Delta Park, and therefore best suited for further development: “Within the park, the character of the land similarly changes as one moves from west to east: the Heron Lakes Golf Course has more wildlife and other environmental resources than PIR, while PIR is a more developed use and absorbs large crowds for special events.”

By focusing activity at PIR on the eastern side of the site, the master plan and this adjustment request achieve the careful design and balancing between racetrack activity and natural areas. Vehicle safety training and other activities that take place in the
paved multi-use areas are integral to the racetrack and major event entertainment activities that are the primary use on the site. Strict adherence to the standards requiring interior landscaping, curbs, and striping would eliminate many of the uses of a multi-use paved area. This would not be consistent with the character of the PIR as a whole, and especially not with the character of the intensely developed racetrack core area referred to in the purpose section. Granting the adjustment insures consistency with the purpose by allowing the continued use and expansion of multi-use paved areas in the place where they are most appropriate.

C. If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone

Response: Only one adjustment is being requested, to the parking area standards of 33.266.130.

D. City designated scenic resources and historic resources are preserved

Response: There are no city designated scenic or historic resources on the site. This criterion does not apply.

E. Any impacts resulting from the adjustment are mitigated to the extent practical

Response: Possible impacts from the adjustment include the possibility that vehicles will not be able to circulate safely or efficiently without the striping or landscaped berms to guide them, that there will be an increase in untreated stormwater runoff, or that the paved areas will have an unattractive appearance.

The possible safety and circulation impact will be mitigated through a careful system of operations that is already tested and in place, and has been successful. For the infrequent times that these multi use areas are actually used like a typical parking lot, safety and efficiency in parking and vehicle circulation will be satisfied by racetrack employee-supervised vehicle and spectator management. As happens currently, and is described in the transportation section of the master plan, space within the multi-use areas is carefully allocated for vehicle parking, pedestrian ways, pavilions, displays, and other uses. Temporary barriers, ropes, and other traffic control devices define the locations for motor vehicle parking and maneuvering. Permanent barriers (curbs, for example) define the outer edge of the paved multi-use areas.

Regarding increased, untreated stormwater runoff that may result as a consequence of the new pavement, the overall PIR site has an abundance of grassy, pervious surface that is available to naturally absorb and filter rainwater. Surrounding landscaping offsets many of the potential impacts.
PIR recognizes that converting existing dirt or grassy areas to paved surfaces could have a potential negative impact on the quality of stormwater runoff. Consequently, the stormwater plan for the new areas of paving will be submitted for BES approval prior to issuance of building permits. Stormwater will be further mitigated in the Broadacre area by perimeter landscaping that will be installed around the edges of the paving. This perimeter landscaping will be in excess of what is required by the parking area layout standards, and consistent the buffering standards proposed in the master plan. The perimeter landscaping for new paving will also provide shade, and a physical barrier between the multi-use paved areas and adjacent natural features.

The final design and location of the multi-use paved area will be determined, in part, by BES stormwater management standards. Improvements to stormwater facilities that occur together with new paving will meet a key purpose of the applicable standard, “to provide for the effective management of stormwater runoff.”

Aesthetic impacts of granting the adjustment are insignificant. The site as a whole is rich with vegetation, trees, and natural areas of open water. In fact, the natural setting of PIR is one of the key attractions for the facility. The areas proposed for new paving consist of either sod or packed dirt, and are located in the racetrack core which is generally developed, and away from the natural areas protected under the master plan. As described, the perimeter of the new multi-use paved areas will contain landscaping in excess of what is required by the parking area layout standards. Finally, the multi-use paved areas are located in the part of PIR where development is most visually compatible, and not adjacent to any residential areas. The conversion of the open dirt or grassy areas to paving will not have a negative aesthetic impact.

In the 2003 approval for this adjustment, the Hearings Officer imposed a condition to provide landscaping to mitigate for new paved area. This condition required that, at the time of a future expansion of both the South Paddock and Broadacre paved areas, a five foot width of landscaping be planted along the edge of the new paving. In the South Paddock, this buffer would be located as the south edge of the pavement, between the access road and the new paving. In the Broadacre lot, it would be along the north edge of the new paving. These landscape strips would consist of trees every 30 feet, shrubs to form a three foot high continuous screen within three years of installation, and groundcover to fill the area. If necessary, the applicant would accept a similar condition of approval for the adjustment request as part of this master plan.

Overall, there are only minor impacts from an adjustment to the interior landscaping, striping, and curbing requirements of the parking area standards for multi-use paved areas. Circulation can be effectively managed through operations, stormwater will be managed through a BES approved mitigation plan, and aesthetic impacts are mitigated through perimeter landscaping and site location.
F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable

Response: The proposal is not in an environmental zone. This criterion does not apply.