

33. 566 Portland International Raceway Plan District

566

Sections:

- 33.566.010 Purpose
- 33.566.020 Where These Regulations Apply
- 33.566.030 Relationship to Other Regulations
- 33.566.100 Additional Allowed Uses
- 33.566.110 PIR Master Plan Required
- 33.566.200 PIR Master Plan
- 33.566.220 Approval Criteria for a PIR Master Plan
- 33.566.230 Duration of the PIR Master Plan
- 33.566.300 Implementation

Map 566-1 PIR Plan District

33.566.010 Purpose

The purpose of this plan district is 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 key to achieving the purpose of this plan district—to preserve and enhance the special character and opportunities of this unique area—goes beyond simply requiring that development within the racetrack core area not negatively affect the other areas; it requires a careful design and balancing so that, on one hand, the recreational and entertainment uses do not overwhelm the overall natural setting, and the natural setting continues to enhance the recreational and entertainment uses.

33.566.020 Where These Regulations Apply

The regulations of this chapter apply to the Portland International Raceway (PIR) plan district. The boundaries of the plan district are shown on Map 566-1 at the end of this chapter, and on the Official Zoning Maps.

33.566.030 Relationship to Other Regulations

Development in the plan district must also comply with the requirements of Chapter 33.430, Environmental Overlay Zones, and the Natural Resources Management Plan for Peninsula Drainage District No. 1.

33.566.100 Additional Allowed Uses

A racetrack for motor vehicles is an additional allowed use.

33.566.110 PIR Master Plan Required

All development within the PIR plan district must be master planned, except as listed in this section. The PIR Master Plan must be approved before any other development takes place. The PIR Master Plan must be approved under the procedures set forth in Section 33.566.200, PIR Master Plan. The following development and activities are allowed before approval of a PIR Master Plan:

- A. Filling holes outside of environmental zones, as necessary for public safety;
- B. Erecting temporary or permanent fencing outside of environmental zones for purposes of crowd control and safety;
- C. Normal maintenance and repair of the Raceway and associated facilities; and

- D. Regrading and reconfiguring the Moto-Cross Course.

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.
 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.
 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.
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;
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.
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.
7. Design standards or guidelines that will be used to evaluate development in the plan district.
8. Subdistricts. A description and a map showing the boundaries of subdistricts within the plan district.
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.
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.

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.

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:
 - a. Changes in operation that will increase frequency of events;
 - b. Changes in operation or use that will increase the amount of traffic coming to the site;
 - c. Increases in floor area of any use or structure, or the overall floor area on the site;
 - d. Increases or decreases in the amount of parking;
 - e. Proposed changes to the PIR Master Plan boundaries;
 - f. Changes to the uses allowed in the plan district, or any change to the text of the PIR Master Plan; and
 - 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.
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.
 - 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.

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.
- 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);
 2. Lighting must be designed so as to have no adverse impact on environmental zones; and
 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.
- C. Transportation.**
 1. The PIR Master Plan must comply with the Transportation Element of the Portland Comprehensive Plan;
 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;
 - b. Transit availability;
 - c. On-street parking impacts in the surrounding neighborhoods;
 - d. Other neighborhood impacts;
 - e. Pedestrian and bicycle safety; and

- 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;
 - (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
 - 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
 - (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.

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.

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

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.

33.566.300 Implementation

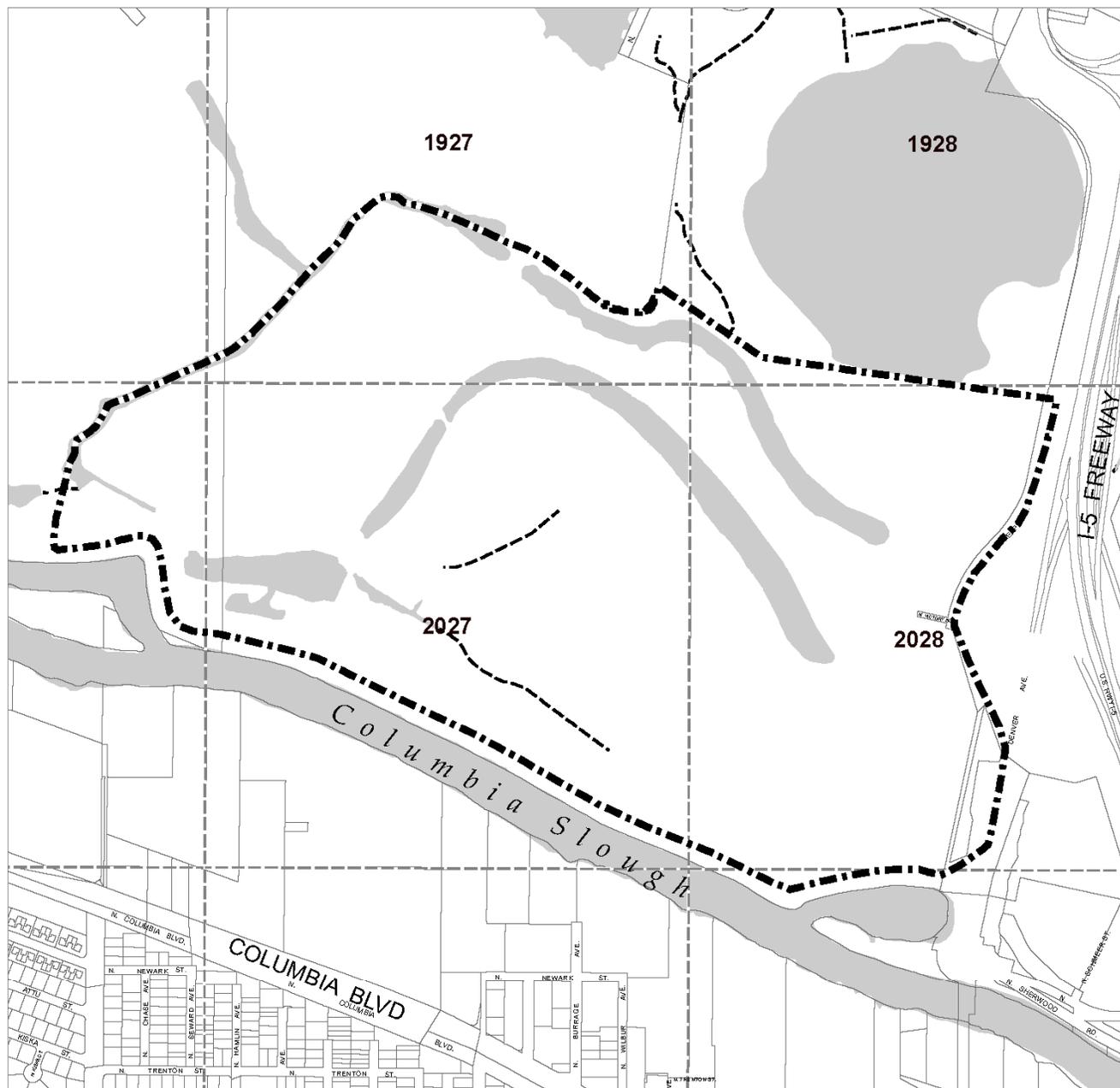
After a PIR Master Plan has been approved, all development must comply with the plan's provisions as well as all other applicable provisions of this code, unless exempted by the plan.

(Added by Ord. No. 172978, effective 1/22/99. Formerly Chapter 33.564; renumbered by Ord. No. 178961, effective 6/13/05.)

Portland International Raceway Plan District

Map 566-1

Map Revised July 8, 2016



Plan District Boundary



Streams

Map Note: Small numbers within boxes represent Portland quarter section index



0 600 1,200



Scale in Feet

Bureau of Planning and Sustainability
Portland, Oregon

