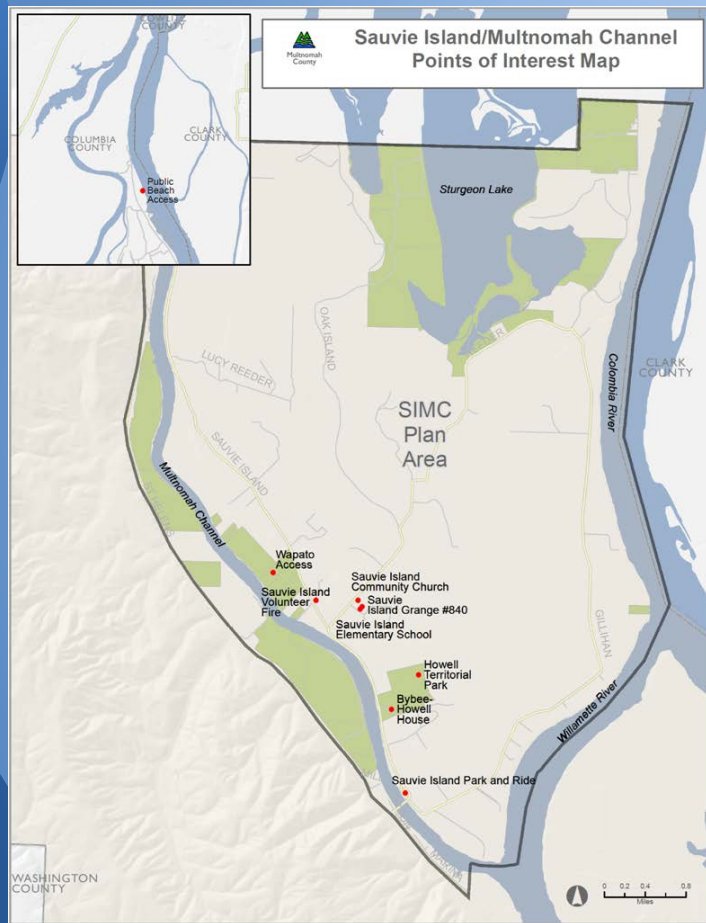


# 2015 Sauvie Island / Multnomah Channel Rural Area Plan and Transportation System Plan Update

# Sauvie Island/Multnomah Channel Plan Area





### 2013: Project Scoping Begins March, 2013

- 2 public open house meetings (*March & April, 2013*)
- PC Hearing Held to Assess Need for Plan Update (*June, 2013*)
- 18 member CAC Appointed by Board (*Oct., 2013*)
- CAC Kickoff Meeting (*Oct., 2013*)
- CAC holds first meeting to consider policy issues (*Oct., 2013*)

### 2014: Focus is Community Advisory Committee Meetings

- CAC holds 13 meetings on Policy choices (*Jan – Nov. 2014*)
  - Subcommittees meet 12 times
- Staff attended Sauvie Island Association Community Fair (*April, 2014*)
- 3 Planning Commission Briefings (*Jan., June & April, 2014*)

### Early 2015: Focus is Planning Commission Hearings

- 8 Planning Commission hearings on SIMC Plan (*Jan. – June, 2015*)
- CAC reconvenes for input on the TSP
- 1 Planning Commission hearing on TSP (*August, 2015*)

### Mid 2015: Focus is Board Action

- Board Briefing (*August 25*)
- Board Hearing (*August 27*)

# Equity

Throughout the process the concept of equity and impacts were raised, especially during transportation policy conversations. This included concerns of impacts of any policies around exploring the development of user fees and impacts to low-income and minority groups and their access to the area.

## Equity Policy

### Policy 1.0

Acknowledge the needs of low-income and minority populations in future investments and programs, including an equity analysis consistent with required federal, state and local requirements.



# Community Vision

The Community Advisory Committee Developed a Community Vision, which includes the following:

“The vision for the Sauvie Island & the Multnomah Channel planning area is to retain its cherished rural character and agricultural productivity, to enhance resource protections, and to reduce and manage cumulative impacts of recreation, visitation, and commercial activities in order to preserve the distinctive character of the island and channel for future generations.”

“The Multnomah Channel is historically significant concerning the early settlement of the area. The marina community is dedicated to preserving and enhancing the channel environment and wildlife habitat on which they live. They desire to see continuation of floating home moorages as a part of the mix of uses on the channel.”

# Rural Character

The Community Advisory Committee Developed a Definition of Rural Character, which includes the following:

“Sense of place: The community and visitors to the island and channel value and are inspired by open farmland, open waterways and vistas, nature, wildlife, habitat and the serene and quiet quality of rural life. Community members are committed to retaining and improving the environmental quality of land, water and sky for future generations and all life forms.”

“True rural community: An outstanding example of a supportive rural community, where we are all each other’s neighbors, regardless of distance. While interests are diverse, they enjoy each other’s company and are there to help one another in times of need.”

# Threats to Rural Character

The Community Advisory Committee has included a list of threats to the the community's rural character:

Threats to rural character include, but are not limited to:

- (a) Increased visitation in numbers that often exceed capacity
- (b) Excessive entrepreneurial events and mass gatherings unrelated to agricultural activity
- (c) Promotion of the SI/MC area as a premier recreation destination, beyond its carrying capacity
- (d) Lack of recognition/understanding of the ineffable quality of rural life
- (e) Lack of enforcement.

# Plan Policies

Policies are grouped by topic area:

1. Agriculture & Agri-Tourism
2. Multnomah Channel - Marinas & Floating Homes
3. Natural and Cultural Resources
4. Public & Semi-Public Facilities
5. Transportation



# Agricultural & Agri-Tourism Policies

## Goal:

To preserve all agricultural land on Sauvie Island and maximize its retention for productive farm use.

## Policies:

### **\*Policy 1.3**

Develop and adopt a tiered review process for farm stand operations on EFU land distinguishing between operations that include promotional activities and those that do not. Farm stands that occupy one acre or less (including parking) and do not include promotional activities or events shall be reviewed through the County's Type I process, based on objective standards. Farm stands that occupy more than one acre or include promotional events or activities shall be reviewed under the County's Type II application process. Until implementing code is adopted, the following shall apply:

**(a)** Proposed farm stands that would occupy more than one acre or include promotional events or activities shall be sited in order to limit the overall amount of acreage proposed for the farm stand structures and events consistent with the following standards:

Continued:

# Agriculture & Agri-tourism Policies Continued

## Policy 1.3 Continued:

- (1) The amount of land identified for the farm stand structures and associated permanent parking shall not exceed two acres.
- (2) The amount of land identified for farm stand promotional activities shall be the minimum necessary to accomplish the objective of supporting farming operations on the property. Absent compelling need for additional area, the area identified for promotional events, including corn mazes and event parking, shall not exceed five percent or five acres of the property on which the farm stand is located, whichever is less.
- (3) An applicant may seek approval to accommodate temporary parking on additional acreage during September and October of a calendar year on areas that have already been harvested or used for pasture during the current growing season. The temporary parking area shall not be graveled or otherwise rendered less productive for agricultural use in the following year.
- (4) An applicant owning or leasing multiple properties in farm use on Sauvie Island shall be limited to only one Type II farm stand.
- (5) Multnomah County may require consideration of alternative site plans that use less agricultural land or interfere less with agricultural operations on adjacent lands.
- (6) Farm stand signage shall comply with county sign ordinance standards to maintain and complement the rural character of the island.

# Agriculture & Agri-tourism Policies Continued

## **\*Policy 1.5**

Develop and adopt a unified permitting process for review of mass gatherings and other gatherings. Establish more restrictive permitting thresholds for the number of visitors and the frequency or duration of events than the maximums authorized by state law.

**(a)** Provide appropriate public notice of applications for gatherings and coordinate these activities with affected local public agencies.

**(b)** Require through conditions that noise levels associated with gatherings comply with state and local noise ordinances to maintain the rural character of the island.

## **\*Policy 1.6**

Do not adopt the agri-tourism provisions of ORS chapter 215 due to the island's limited road infrastructure and already high levels of visitation.

# Agriculture & Agri-tourism Policies Continued

## **Policy 1.8**

Fee-based promotional activities at farm stands shall be limited to those that promote the contemporaneous sale of farm crops or livestock at the farm stand and whose primary purpose is significantly and directly related to the farming operation.

**(a)** Permitted farm stand promotional activities include harvest festivals, farm-to-plate dinners, corn mazes, hayrides, farm animal exhibits, cow trains, small farm-themed gatherings such as birthday parties and picnics, school tours, musical acts, farm product food contests and food preparation demonstrations, and similar activities consistent with this policy.

**(b)** Unless authorized at farm stands by statute, administrative rule or an appellate land use decision, fee-based weddings, corporate retreats, family reunions, anniversary gatherings, concerts, and amusement park rides, and other activities for which the primary focus is on the underlying cause for the gathering or activity rather than the farm operation, are prohibited.

# Marinas & Floating Homes Policies

## Goal:

To support lawfully authorized marinas and moorages and floating residential units along Multnomah Channel that meet health and safety concerns, minimize environmental impacts and comply with state land use requirements.

## Policies:

### **\*Policy 2.1**

Multnomah County recognizes the 17 existing moorage and marina facilities in the Multnomah Channel within the area designated in Comprehensive Plan Policy 26 as appropriate for marina development. Existing marina and moorage facilities may be reconfigured within their respective DSL lease areas. No new floating homes will be approved beyond the existing approved number of dwelling units.



# Marinas and Floating Homes Policies Continued

## Policy 2.1 Continued

**(c)** Adopt building, plumbing, electrical and mechanical standards for floating structures.

**(d)** As directed by Portland's Bureau of Environmental Services and/or Oregon's Department of Environmental Quality, marina and moorage owners must provide for safe and easy collection and disposal of sewage from marine uses in Multnomah Channel.

**(e)** The number of floating homes, combos and live-aboards at a marina or moorage facility shall not in combination exceed the number of floating residential units for which the facility has obtained county land use approval.

Where the number of existing floating residential units at a marina or moorage facility exceeds the number of floating residential units that the County has approved at that marina or moorage on the effective date of this 2015 SIMC Rural Area Plan, then within one year following that date the marina or moorage owner shall provide the County with a plan to bring the facility into compliance over the coming years.

# Marinas and Floating Homes Policies Continued

## **Policy 2.4**

Allow live-aboards to be used as full time residences within a marina or moorage and count the live-aboard slip in the total number of residences approved for the marina or moorage. This option requires Community Service (CS) approval and requires that boats meet health, safety, and environmental standards (i.e. electrical, water and sanitation) for occupied boats docked in a marina or moorage.

## **Policy 2.5**

Consider standards to allow temporary use of live-aboard boats within marinas and moorages. This option requires that boats meet health, safety, and environmental standards (i.e. electrical, water and sanitation) for occupied boats docked in a marina or moorage.

# Natural & Cultural Resources Policies

## Goal:

To protect and restore natural and cultural resources and conserve scenic and historic areas and open spaces on Sauvie Island and Multnomah Channel and maintain their rural character.

## Policies:

### Policy 3.4

Update the inventory of surface water resources and associated riparian areas in compliance with Goal 5 requirements. Apply the Significant Environmental Concern overlay to significant wetlands (SEC-w) and streams (SEC-s) in the planning area.

### Policy 3.5

Where possible, streamline and simplify the Multnomah County Code to provide and encourage fish and wildlife habitat restoration and enhancement projects on public and private lands conducted by natural resource public agencies such as Metro, Multnomah Soil and Water Conservation Districts and Oregon Department of Fish and Wildlife.

# Natural and Cultural Resources Policies Continued

## **Policy 3.9**

Coordinate with Native American tribes and the Oregon State Historic Preservation Office (SHPO) to adopt a program to inventory, recover and protect archaeological and cultural resources and prevent conflicting uses from disrupting the scientific value of known sites. Adopt a process that includes timely notice to tribes and SHPO of applications that could impact cultural resource sites, and develop standards to evaluate comments received from the tribes and SHPO.

## **Policy 3.10**

Require reporting of the discovery of Native American artifacts and other cultural resources to SHPO and the Native American tribes.

## **Policy 3.11**

Where development is proposed on areas of cultural significance, encourage evaluation of alternative sites or designs that reduce or eliminate impacts to the resource.

# Natural and Cultural Resources Policies Continued

## **Policy 3.14**

Direct the Multnomah County Vector Control staff to coordinate with Oregon Department of Fish and Wildlife, using that agency's map of sensitive areas and their Vector Control Guidance for Sensitive Areas to identify important habitat for sensitive species like red-legged frogs and native turtles where an altered protocol should be used. The county's vector control staff is encouraged to act as a resource in efforts to educate and collaborate with landowners about natural means of mosquito control.

## **Policy 3.15**

Recommend that any fill generated as a result of dredging activities be located on Sauvie Island only under the following conditions:

- (a)** To assist in flood control.
- (b)** Not on designated wetlands.
- (c)** Not on high value farmland unless placement of such fill improves a farm's soils or productivity.
- (d)** In areas where it will not negatively impact wildlife habitat.



# Facilities Policies

## Goal:

To coordinate and collaborate with service providers and affected agencies to provide an appropriate level of public services to Sauvie Island and Multnomah Channel consistent with their Rural Character.

## Policies:

### Policy 4.1

Cooperate with the Sauvie Island Drainage Improvement Company and state and local agencies to address drainage, flood control, and roadway functions of existing levees while restoring natural systems where appropriate.

Provide notice to the Drainage Company of any proposed code amendment or development on lands on and/or adjacent to Drainage Company infrastructure.

### Policy 4.4

Coordinate with the Sauvie Island Rural Fire Protection District (RFPD) on emergency/disaster preparedness planning and evacuation plans for Sauvie Island residents.

# Transportation Policies

## Goal:

To provide a safe and efficient transportation network for all modes of travel that serves Multnomah Channel and Sauvie Island and reduces congestion on Sauvie Island roadways.

## Policies:

### Policy 5.1

The Multnomah County Bicycle and Pedestrian Advisory Committee should maintain continuous Sauvie Island representation to the extent possible.

### Policy 5.2

Identify and implement short- and long- term solutions to safely accommodate bicyclists, pedestrians, and motor vehicles on Sauvie Island including on-road bikeways, separated multi-use paths, and funding options.

# Transportation Policies Continued

## **Policy 5.4**

Consider context sensitive design when reviewing rural roadway standards to determine appropriate paved shoulder widths to preserve the rural character of roads. Shoulder widening should aim to achieve a minimum 3 foot paved width.

## **Policy 5.5**

Coordinate with ODOT Rail and Public Transit Division to promote appropriate safety devices at crossings.

# Transportation Policies Continued

## **\*Policy 5.6**

Coordinate with the Oregon Department of Fish and Wildlife (ODFW) and Columbia County to manage and reduce demand on the Sauvie Island transportation system, especially during peak use periods, by making more efficient use of capacity on the system through strategies such as user fees, shuttles, and parking management programs. Strategies may include, but are not limited to:

- (a)** Encourage and support action by the Oregon Fish and Wildlife Commission to increase daily fees during peak use periods to an amount that will effectively reduce the traffic burden on Sauvie Island roads and reduce adverse wildlife impacts resulting from heavy traffic, noise and dust.
- (b)** Encourage Columbia County and the Columbia County Sheriff to prohibit parking on county roads outside designated parking areas and to post and enforce its parking restrictions.
- (c)** Encourage the use of ride sharing, and support safe and convenient park-and-ride facilities for carpools and transit service in convenient and appropriate off-island locations.
- (d)** Explore options for shuttle support and traffic reduction strategies such as traffic fees and parking management programs.
- (e)** Coordinate with transit agencies and service providers to identify existing transit deficiencies and the improvements necessary to increase accessibility to transit service by potential users.

# Transportation Policies Continued

## **\*Policy 5.9**

Implement a range of Transportation Demand Management (TDM) policies encouraging existing businesses and requiring new development (beyond single family residential use and agricultural uses) to help reduce vehicle miles traveled (VMT), maximize use of existing facilities and alleviate congestion on US 30 and county roads caused by seasonal and special event traffic. Support the use of bicycle transportation alternative to automotive use without encouraging purely recreational bicycle activities that may increase this level of vehicle conflict on roadways.

## **Policy 5.13**

Encourage the Multnomah County Sheriff's Office to explore increased patrols and service to the island and keep the Sheriff's Office apprised of identified peak periods (days and seasons).



## Transportation System Plan

Multnomah County, Oregon

# SAUVIE ISLAND AND MULTNOMAH CHANNEL RURAL AREA TRANSPORTATION SYSTEM PLAN

August 2015

Prepared for:

### **Multnomah County**

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Prepared by:

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Project Number	Project/Program Name	Project/Program Description	Estimated Cost	Priority
1	Sauvie Island Road Multi-Use Path	Construct multi-use path parallel to sections of Sauvie Island Road located on the levee.	\$\$	Near-term
2	Advisory Bike Lane Study	Conduct engineering study to identify potential locations for an advisory bike lane pilot test and verify adequate sight distance.	\$	Near-term
3	Advisory Bike Lane Pilot Project	Implement advisory lane pilot test project. The project will temporarily implement an advisory lane and be monitored for compliance and use.	\$	Near-term
4	Sauvie Island and Multnomah Channel (SIMC) Bike Map	Work with Sauvie Island Community Association (SICA) and other Sauvie Island stakeholders to develop a bike map that includes wayfinding and education	\$	Near-term
5	Gillihan Road Curve Improvements	Provide warning signs and delineation posts on curves along the loop roads.	\$\$	Near-term
6	Gillihan Road/Reeder Road Intersection Improvement Study	Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control at the intersection of Gillihan Road and Reeder Road.	\$	Near-term
7	Gillihan Road/Reeder Road Intersection Upgrades	Implement a three-way stop control at the intersection of Gillihan Road and Reeder Road.	\$\$	Near-term
8	SIMC Wayfinding Upgrades	Install additional wayfinding to provide guidance to motorized and non-motorized users to areas of interest such as types and location of recreation, parking, and other key destinations.	\$	Near-term
9	Share the Road Improvements	Install warning/advisory signs are to inform motorists of bicycles and farm equipment sharing the road along facilities (all roads under existing conditions)	\$\$	Near-term
10	Gillihan Road Signage Improvements	Install speed limit signs on unsigned sections of Gillihan Road.	\$	Near-term
11	Sauvie Island Mobile Speed Radar Implementation	Obtain a mobile speed radar unit for Sauvie Island that can be relocated at regular intervals.	\$	Near-term
12	US 30/Sauvie Island Road Intersection Upgrades	Upgrade the traffic signal controller at the intersection of US 30 and Sauvie Island Road.	\$\$	Near-term

Project Number	Project/Program Name	Project/Program Description	Estimated Cost	Priority
13	US 30/Sauvie Island Road Intersection Signal Study	Conduct study of signal timing at the intersection of US 30 and Sauvie Island Road for possible truck extensions, westbound detection issues, and optimization of green and red time.	\$	Near-term
14	Parking Information Distribution Study	Study to determine the most effective and feasible method to implement distribution of parking information.	\$	Near-term
15	Permitting Study	Work with ODF&W to implement an increased parking permit fee and/or limit number of permits. Include bicycle permitting.	\$	Near-term
16	Sauvie Island Park-n-Ride and Shuttle Service Study	Study to determine location of off-island park-n-ride lots and plan for on-island shuttle service for events.	\$	Near-term
17	Event Permit Calendar	Develop event permit calendar and implement use.	\$	Near-term
18	Daily Trip Study	Study to explore a daily trip cap.	\$	Near-term
19	Ticket and Permit Enforcement Study	Study the implementation of increased permits and enforcement of permits; including illegally parked vehicles, beach day use permits, and existing permit compliance.	\$	Near-term
20	Sauvie Island Bridge Toll Study	Study the implications of a Sauvie Island Bridge toll for non-residents.	\$	Near-term
21	SIMC Travel Demand Management Plan	Develop a Travel Demand Management Plan for the island that further explores each of the potential TDM strategies and explores and identifies a potential Transportation Management Association (TMA) for Sauvie Island. Elements of the TDM plan should include input from projects 14-20.	\$\$	Near-term
22	Sauvie Island Road/Reeder Road Intersection Improvement Study	Conduct an engineering/safety study to determine impacts and safety considerations for implementing three-way stop-control and channelized right-turn for northbound traffic at the intersection of Sauvie Island Road and Reeder Road.	\$	Near-term
23	SIMC Rail Study	Conduct rail corridor study to identify feasible local street connections and railroad crossing consolidation and upgrades. Project will include coordinate with owners of the private rail crossings.	\$\$	Mid-term
24	Loop Road Shoulder Improvements	Provide 3-4 foot paved shoulders on the loop roads including Reeder Road, Sauvie Island Road, and Gillihan Road.	\$\$\$	Mid-term
25	Sauvie Island Speed Photo Radar Implementation	Implement permanent speed photo radar signs at several locations on Sauvie Island.	\$\$	Mid-term
26	Sauvie Island Speed Photo Radar Ticketing Implementation	Implement photo radar ticketing at several locations on Sauvie Island	\$	Mid-term
27	Sauvie Island Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Sauvie Island Road from Reeder Road to the Columbia County line.	\$\$\$	Long-term
28	Reeder Road Shoulder Improvements	Provide 3-4 foot paved shoulders on Reeder Road from Gillihan Road to the Columbia County line.	\$\$\$	Long-term

\$ = \$0 - \$100,000;  
 \$\$ = \$100,000 - \$500,000;  
 \$\$\$ = > \$500,000

Near-term = 0-5 years  
 Mid-term = 6-10 years  
 Long-term = 11-20 years