

**17. Written Summary of Project's  
Consistency with Related City  
Master Plans**

## **Summary of Consistency with Related City Master Plans**

This project aligns with the goals of the City Master Plan based on the following:

### *Working Waterfront Referendum (1987)*

The City of Portland allotted a \$4 million bond towards the development of a shipborne cargo facility. This project expands upon that facility to increase production of shipborne cargo for the City.

### *Waterfront Alliance Report (1992)*

Four waterfront zones were created in this report which was ultimately adopted as an element into the City's comprehensive plan. This project falls within the Waterfront Port Development Zone (formerly the West Port Development Zone) which according to the report is intended to "accommodate intermodal transportation of goods to and from Portland and the region." This project increases operational efficiency for the IMT which will help retain current business from Eimskip as well as attract new shipping business in the future, aligning with the goals of the Waterfront Port Development Zone.

### *Portland's Plan 2030 (2017)*

This project also aligns with Portland's newest edition of their Comprehensive Plan which was approved by City Council in 2017. This plan specifically calls out a \$7.5 million-dollar grant for the IMT, which this project is funded from. Additionally, the plan says that the City will "prioritize and promote Portland's unique mix of water-dependent, marine-related uses and compatible non-marine uses", "Maintain and modernize infrastructure to support the working waterfront and port capabilities", and "Recognize and reinforce waterborne transport of goods and people as foundational to our community." This project aligns with all three goals.