



Bureau of Planning and Sustainability

Innovation. Collaboration. Practical Solutions.

DATE: January 8, 2015
TO: PDX Community Advisory Committee
FROM: Deborah Stein, Principal Planner and PDX CAC Member
CC: Eric Engstrom, Principal Planner; Steve Kountz, Senior Planner
SUBJECT: Incorporating Airport Futures into Portland's 2035 Comprehensive Plan

In January 2015, the City of Portland's Planning and Sustainability Commission will begin a series of work sessions to discuss and deliberate on issues raised through public testimony received to date on the Proposed 2035 Comprehensive Plan. The Port of Portland raised an important question: *how should the Comprehensive Plan acknowledge agreements reached through the Airport Futures planning process?* The Airport Future agreements, codified in 2010, provide guidance and certainty about the long range future of PDX. These agreements are the product of an extraordinarily deliberative and collaborative process in which several members of our PDX CAC were involved.

After this issue was raised by the Port of Portland, Port and City staff sat down together to develop language that we now jointly offer to the Planning and Sustainability Commission as a set of amendments to the Proposed Plan. This language is attached to this memo.

Recommendation: I propose that the PDX CAC endorse the attached language and forward a recommendation to the City of Portland Planning and Sustainability Commission asking them to incorporate this language into their Recommended Draft Plan.

Background: The Airport Futures Plan, adopted in 2010, added an airport goal and several policies to the City's current Comprehensive Plan. As the Proposed 2035 Comprehensive Plan was being drafted, there was a decision to slim down the goals and policies and only address issues at a high level. This meant that references to specific area and neighborhood plans and associated policies were not included in the new draft, even though these adopted policies continue to be in effect (unless specifically in conflict with new policies in the 2035 plan).

City and Port staff agree, however, that retention of Airport Futures policy direction in the 2035 Comprehensive Plan is a reasonable exception. The Central City Plan is already proposed as a prominent exception. The Airport Futures Plan is up-to-date and addresses the 2010-2035 planning horizon, matching that of the new Comprehensive Plan. The airport is a unique land



use and major regional facility with distinctive development and regulatory issues, and the current version of the proposed draft policies arguably do not adequately address this exceptional facility. Additionally, the Airport Futures Plan policies that guide various implementation programs (e.g., airport facility planning, noise impact overlay, plan district, wildlife hazard management) were added to the Comprehensive Plan in 2010 and not incorporated into the area plan, so this policy direction would be eliminated if not included in the updated 2035 Comprehensive Plan.

I'm sorry I am unable to attend the January 15th PDX CAC meeting, but I have asked my colleague, Steve Kountz, to attend in my place to update you briefly on the 2035 Comprehensive Plan and answer any questions you may have about these policies or other elements of the proposal.



Proposed Amendments to the Portland 2035 Comprehensive Plan (Proposed Draft) - PORTLAND INTERNATIONAL AIRPORT

December 26, 2014

Proposed changes are shown below. Existing comprehensive plan policies are not underlined. Additions are underlined and deletions are struck-through.

New Airport Section of Chapter 8. Public Facilities and Services

GOAL ~~11.J~~ 8.N. Promote a sustainable airport (PDX) by meeting the region's air transportation needs without compromising livability and quality of life for future generations. [This is existing Goal 11.J.]

Airport

The Port of Portland manages the Portland International Airport as a regional, national, and international air transportation hub. The Port partnered with the City of Portland, City of Vancouver (WA), and Multnomah, Washington, Clackamas and Clark Counties to prepare the Airport Futures Plan (2010) and guide airport development to 2035. Policy direction set in this project include Goal 8.N and the following public facility policies. Additional related policies include 9.37, 7.54, and 4.28.f.

~~11.59~~ 8.44. Regulations. Implement the Airport Futures Plan through the implementation of the Portland International Airport Plan District ~~and by including the Airport Futures Plan as part of this Comprehensive Plan.~~

Objectives:

- A.** Prohibit the development of a potential third parallel runway at PDX. Ensure a transparent, thorough, and regional planning process if the Port of Portland demonstrates a need for its construction.
- B.** Support implementation of the Aircraft Landing Zone to provide safer operating conditions for aircraft in the vicinity of Portland International Airport by limiting the height of structures, vegetation, and construction equipment.
- C.** Support the Port of Portland's Wildlife Hazard Management Plan by implementing airport specific landscaping requirements in the Portland International Airport Plan District to reduce conflicts between wildlife and aircraft.

~~11.60~~ 8.45. Partnerships. Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility. ~~Objectives:~~ Support an ongoing public advisory committee for Portland International Airport (PDX) to:

- A.** Support meaningful and collaborative public dialogue and engagement on airport related planning and development;
- B.** Provide an opportunity for the community to inform the decision-making related to the airport of the Port, the City of Portland and other jurisdictions/organizations in the region; and
- C.** Raise public knowledge about the airport and impacted communities.

~~11.61~~ 8.46. Investments. Ensure that new development and redevelopment of airport facilities supports the City's and the Port's sustainability goals and policies and is in accordance with Map 11.61.1.

Objective: Allow the Port flexibility in configuring airport facilities to preserve future development options, minimize environmental impacts, use land resources efficiently, maximize operational efficiency, ensure development can be effectively phased, and address Federal Aviation Administration's airport design criteria.



Important Role of Air Transportation

~~5.14 9.37. Portland International Airport. Recognize the importance of Maintain the Portland International Airport to the bi-state economy as an important regional, national, and international transportation hub servicing the bi-state economy by including the Airport Futures Plan as part of this Comprehensive Plan.~~

Unique Wildlife/ Habitat Management Area

~~8.11 Special Areas~~

~~Recognize unique land qualities and adopt specific planning objectives for special areas.~~

~~8.11.i. 7.54. Portland International Airport. Conserve, restore, and enhance natural resource values through environmental zoning, voluntary strategies, and the implementation of special development standards in the plan district and the Portland International Airport/Middle Columbia Slough Natural Resources Management Plan.~~

Noise impacts

~~4.28.f. Airport Noise. Partner with the Port of Portland to require compatible land use designations and development within the noise-affected area in the vicinity of Portland International Airport out to and including the 2035 55 DNL contour, while providing disclosure of the level of aircraft noise and ensuring mitigation of noise within the affected area when required.~~

~~8.19 Noise Abatement Construction Requirements~~

~~Reduce and prevent excessive noise and vibration in attached residential dwelling through construction requirements.~~

~~8.20 Noise Abatement Strategies~~

~~Partner with the Port of Portland to reduce and prevent excessive noise levels from one use which may impact another use through on-going noise monitoring and enforcement procedures. Explore creative new ways to address noise impacts.~~

~~8.21 Portland International Airport Noise Impact Area~~

~~Ensure compatible land use designations and development within the noise impacted area of the Portland International Airport while providing public notice of the level of aircraft noise and mitigating the potential impact of that noise within the area.~~

~~Objectives:~~

- ~~A. Promote land use compatibility within the noise impact area by prohibiting new residential development in areas within the 1977 68 DNL or higher noise contour and by limiting the maximum residential zoning and Comprehensive Plan Map designations to R10 in R-designated areas and R1 in C-zoned areas located between the 1983 65 DNL and the 1977 68 DNL noise contours.~~
- ~~B. Minimize the potential impact of aircraft noise on those living and working within the 1983 65 DNL and the 1977 DNL 68 noise contours by requiring sound insulation to achieve a day/night average interior noise level of 45 dBA for most structures.~~
- ~~C. Provide documentation of the level of aircraft noise to developers of residential property within the 1983 65 DNL and the 1977 DNL 68 noise contours and require their acknowledgment and acceptance of that level of aircraft noise through the completion of a noise disclosure statement and the dedication of a noise easement to the Port of Portland prior to construction.~~



~~D. Provide documentation of the level of aircraft noise to developers of residential property within the 2035-55 DNL noise contour and require their acknowledgment and acceptance of that level of aircraft noise through the completion of a noise disclosure statement.~~

