

DRAFT Comprehensive Plan Goals and Policies

A Vision of Portland's Future

Goals, Policies & Objectives

- Goal 1 Metropolitan Coordination**
- Goal 2 Urban Development**
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- Goal 8 Environment**
- Goal 9 Citizen Involvement**
- Goal 10 Plan Review and Administration**
- Goal 11 Public Facilities**
- Goal 12 Urban Design**

How to read

The following pages show initial proposed changes to portions of the City's Comprehensive Plan. Generally, language added to the Comprehensive Plan is underlined (example) and language deleted is shown in strikethrough (~~example~~).

GOAL 1 METROPOLITAN COORDINATION

1.6 Portland International Airport

Partner with the Port of Portland to achieve the overall goal of Portland International Airport becoming the most sustainable airport in the world by 2035.

GOAL 5 ECONOMIC DEVELOPMENT

5.14 Portland International Airport

Recognize the importance of the Portland International Airport to the South Shore district and the bi-state region by including the Airport Futures Plan as part of this Comprehensive Plan.

GOAL 8 ENVIRONMENT

8.11 Special Areas

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

Objectives:

I. Portland International Airport/Middle Columbia Slough

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.

POLICIES & OBJECTIVES – NOISE:

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

Reduce and prevent excessive noise levels from one use which may impact another use through ongoing noise monitoring and enforcement procedures.

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 ~~Ldn~~ 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 ~~Ldn~~ 65 DNL and the 1977 ~~Ldn~~ DNL 68 noise contours.
- B.** Minimize the potential impact of aircraft noise on those living and working within the within the 1983 65 DNL and the 1977 68 DNL 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 ~~Ldn~~ DNL and the 1977 68-~~Ldn~~ DNL noise contours ~~impact area~~ 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.

GOAL 11 PUBLIC FACILITIES

PORTLAND INTERNATIONAL AIRPORT GOAL & POLICIES:

GOAL:

11J Promote a sustainable airport (PDX) by meeting the region's air transportation needs without compromising livability and quality of life for future generations¹.

POLICIES & OBJECTIVES

11.63 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.

11.64 Partnerships

Partner with the Port of Portland and the regional community to address the critical interconnection between economic development, environmental stewardship, and social responsibility².

Objectives:

- A. Support an ongoing public advisory committee for Portland International Airport (PDX) to:
 - 1. Support meaningful public dialogue and engagement on airport related planning and development;

¹ Language directly from the PAG adopted Vision & Values

² Language directly from Sustainability Guiding Principles.

2. 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
3. Raise public knowledge about the airport and impacted neighborhoods³.

11.65 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 11.64.1.

Objectives:

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 criteria⁴.

Map 11.64.1

Map is in progress. It will show existing airport facilities and needed facilities according to the 50th percentile forecast out to 2035.

³ Language directly from Ongoing PDX Advisory Committee Charter.

⁴ Language directly from Airport Futures Sustainability Facility Planning Objectives and Considerations for Future Project Development