



City of Portland Land Use Plan Follow-up from February 16, 2010 PAG Meeting

Two questions were raised at the February 16 PAG meeting that required adding language to the PAG Report and the City-Port Agreement.

Updates to Noise Contours

The first question was how do the noise contours get updated? Staff propose adding the following language to the City-Port Agreement:

5.3 Noise Contour Updates

The Port agrees to periodically update the PDX noise contours based upon one or more of the following:

- a. The Port will prepare an update of the noise contours as part of an update of the PDX FAA Part 150 Program, upon reaching 275,000 annual operations, and at least every 50,000 annual operations increase thereafter; or
- b. Upon any change or adoption of a new noise metric made by the FAA; or
- c. Upon development of noise contours as part of a Federally required NEPA process; or
- d. Based upon substantially changed conditions at the airport (such as a significant change in the noise characteristics of the aircraft fleet or the time of day profile).

Plan Amendments and a Regular Check-in

The second question was related to amendments to the City and Port plans, as well as how to ensure a regular check-in? The Conditional Use Permit process required that the City review the Port's development plan every 10 years. Changing to a Plan District removes this requirement. Staff propose the following language in the PAG Report:

V. Relationship between City Land Use Plan and Future Port Master Plans

Typically, the Port updates its PDX master plan every 5 to 10 years. This is driven, in part, by a need to keep the Airport Layout Plan (ALP) current based upon Federal Aviation Administration (FAA) standards, and to keep a current capital improvement plan with future projects shown on the ALP that might be included in an FAA funding program. Each time the plan is updated, the Port will work with the PDX CAC to determine if a separate advisory committee is needed or if the PDX CAC would like to fulfill that advisory role.

It is possible that some extraordinary circumstance could create a need to update the master plan. An example might be that a major tenant decides to leave PDX. A change in technology could also drive a need. In the distant past, the advent of the jet airplane was the impetus to design a different runway layout with changed runway orientations and lengths.

When projects receive federal funding, the implementation of those projects will require a review under the National Environmental Policy Act (NEPA). Two recent examples of that are the north runway extension and the de-icing system expansion. The Port and the FAA screen all projects to

determine the appropriate level of review under NEPA. The FAA is responsible for the NEPA process – not the Port.

The circumstances in which revisions to the City's Land Use Plan may occur vary depending on the significance of the amendments. Minor amendments (e.g., changing the dollar threshold for notice) could be accomplished through the City's regulatory improvement process. Major changes that do not change the basic structure of the current plan could be accomplished through a relatively minor legislative process of 6-8 months with a narrowly defined scope of work. Finally, any significant, controversial changes would require a full review of the Land Use Plan in concert with a Port Master Plan Update, similar to *Airport Futures*. At any point in time, the Portland City Council could decide to do any of the above, or something different.

Additionally, the Citywide Land Use Group proposed the following concept for PAG consideration:

Every five years, the PDX Community Advisory Group (PDX CAC) would review the Port's Master Plan and City's Land Use Plan and consider hosting a community forum to update the community on these efforts. This regular check-in would help the PDX CAC connect with their constituents by reviewing the status of the plans and identifying any potential issues that need to be addressed by the City, Port, or the PDX CAC.