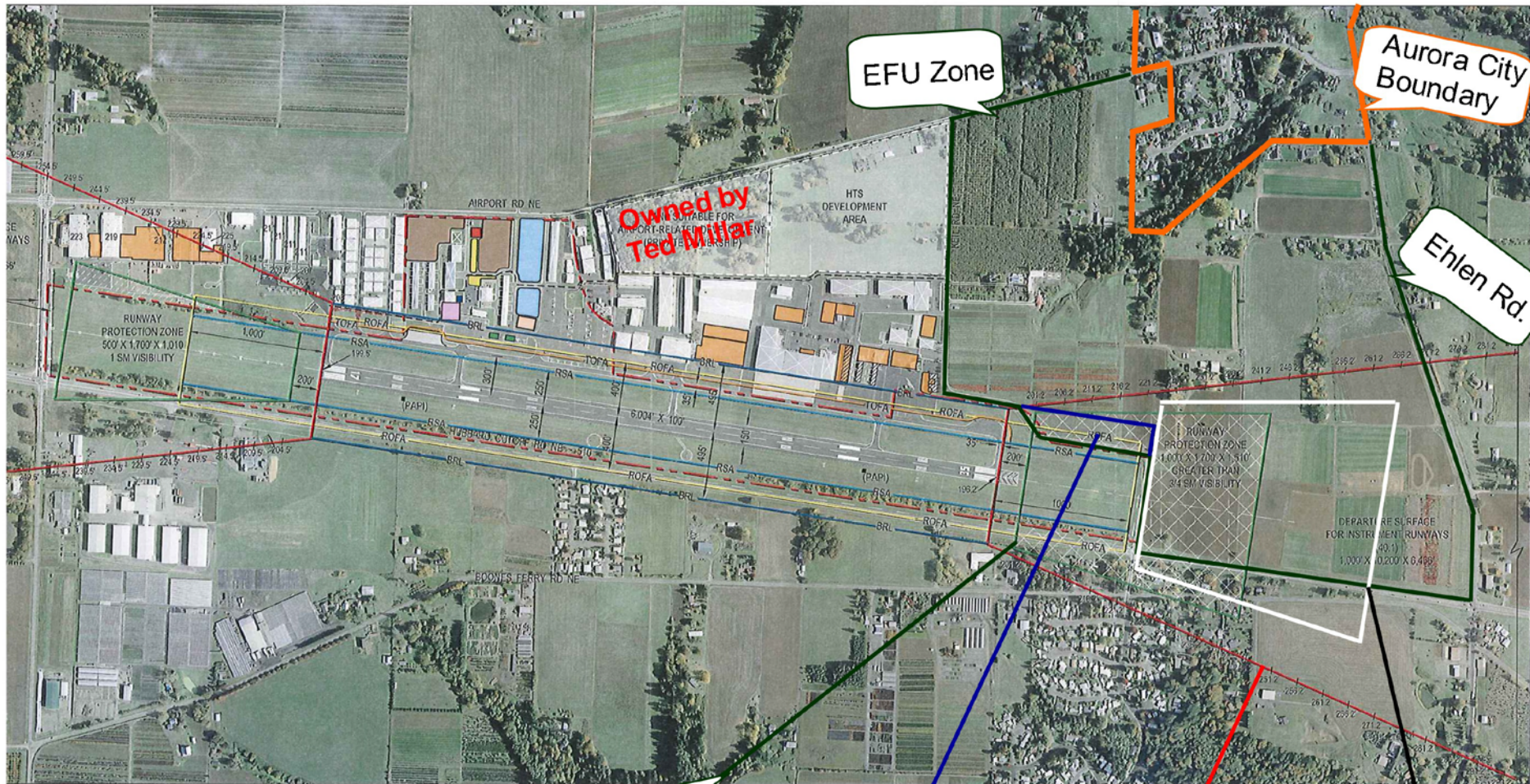


# AURORA AIRPORT EXPANSION

Background and Public Process Information  
Presented to Aurora City Council & Planning  
Commission on Jan. 4, 2018

- ▶ December 2017, airport expansion proponents make presentation to City Council & Planning Commission Work Session
  - ▶ January 2018, Tony Holt (President, Charbonneau Homeowners Assoc.) and Ben Williams (President, Friends of French Prairie) invited to present opposition position to City Council & Planning Commission Work Session
  - ▶ OUR GOAL: present the same information to citizens of Aurora so they are equally informed
- 
- ▶ All referenced documents are public record and at:
    - ▶ [www.friendsoffrenchprairie.org](http://www.friendsoffrenchprairie.org) / Land Use Issues / Aurora Airport

## WHY WE'RE HERE



Where it began

- Legend**
- Property Line
  - Future Property Line
  - BRL 35' Building Restriction Line
  - RSA Runway Safety Area
  - ROFA Runway Object Free Area
  - TOFA Taxiway Object Free Area
  - Service Road
  - Existing Buildings
  - Future Buildings
  - Future Paved
  - Air Traffic Control Tower (ATCT)
  - Aurora Rural Fire Protection District
  - Future Apron Area
  - Cargo Apron
  - Vehicular Parking
  - Hangar Development
  - Fuel Station
  - Helicopter Parking
  - Precision Approach Path Indicator (PAPI)
  - Existing Building Removal
  - Existing Building Hts
  - Septic Drain Field

Current Runway Protection Zone

EFU Proposed for Taxiway lengthening

Departure Surface for Instrument Runways (10,200 feet long)

44 acres EFU for new RPZ

Acquiring EFU land for taxiway extension (to match runway extension) widens the airport to the east. Implementing 1,000 foot runway extension requires purchase of EFU land to move the Runway Protection Zone (and DSIR) to south of the new runway terminus.

- ▶ Recommendations: Marion & Clackamas Counties to develop compatible land use planning for the airport and environs...develop zoning changes on and near the airport
- ▶ Environmental Requirements: Later at the time of construction of major capital improvements at the airport will require a full disclosure of environmental effects expected to result. This will be disclosed in an Environmental Impact Statement as required under the National Environmental Policy Act of 1969
- ▶ In the 1985 to 1995 period the runway should be increased to about 6,000 feet and single gear pavement strength increased to 60,000 pounds.
- ▶ Operations and Operations Forecasts

Employees	Based Aircraft	Total Operations
100-125	127	90,000

# 1976 AURORA AIRPORT MASTER PLAN

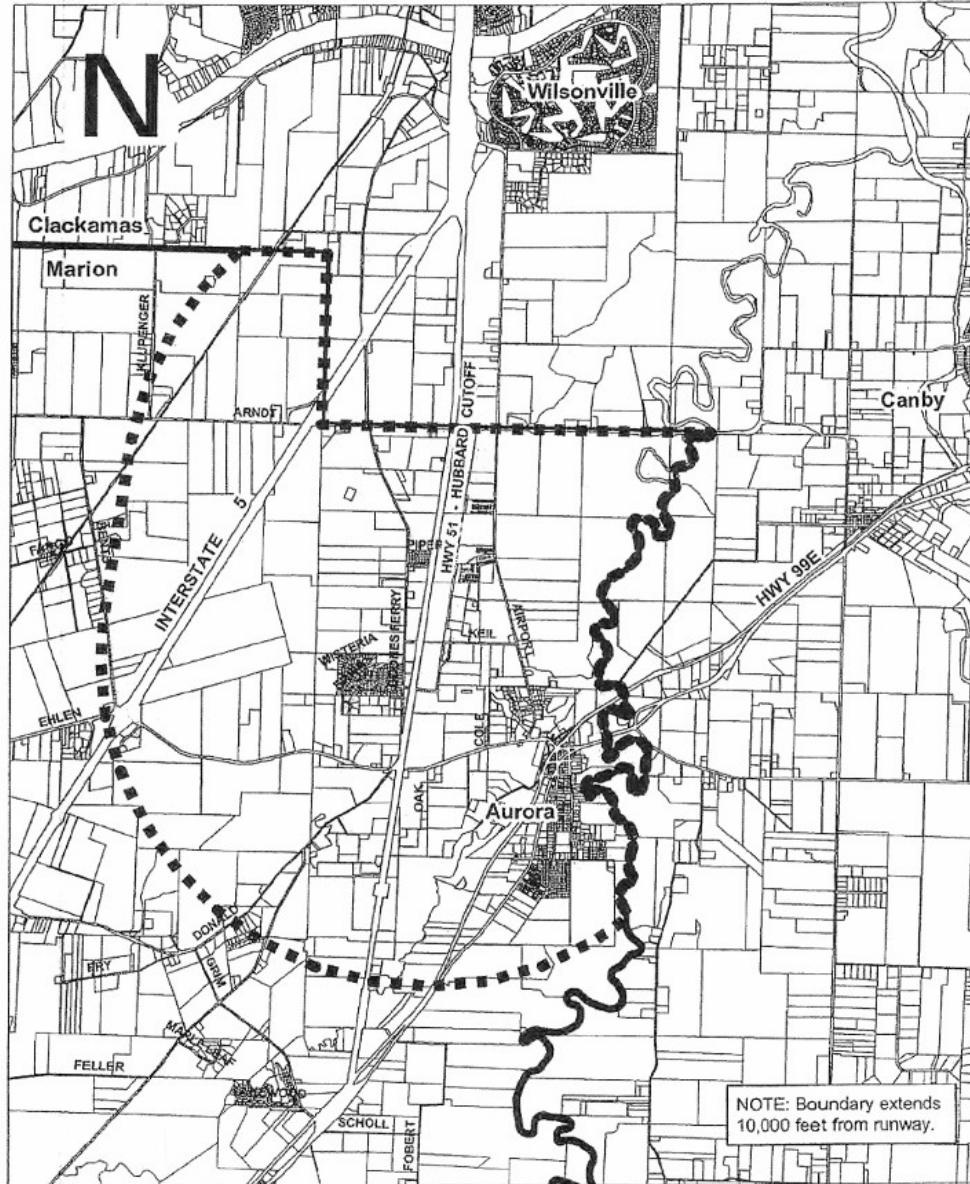
	<b>1976 Master Plan Actual</b>	<b>1995 Projection from 1976 Master Plan</b>	<b>1998 Actual</b>	<b>2015 Projection from 2012 Master Plan</b>	<b>Current</b>
Employees	100-125	N/A	N/A	N/A	1,200
Based Aircraft	127	248	259	379	475
Total Operations	90,000	209,000	87,914	98,321	94,935

ATC 2018 reports ≈ closer to 75,000 current total operations

# ACTUAL TOTAL OPERATIONS & BASED AIRCRAFT GROWTH

- ▶ Fall 2009: Oregon Dept. of Aviation (ODA) seeks Connect Oregon III funds to construct air traffic control tower – requires IGA with **impacted municipalities**
- ▶ June 7, 2010: Marion County Commissioners approve Inter-governmental Agreement (IGA) with ODA to apply for Connect Oregon III funds
- ▶ June 8, 2010: Marion County, ODA and City of Aurora sign IGA to meet submission deadline for Connect Oregon III funds
- ▶ IGA includes “Aurora Airport Impact Area” to substantiate IGA requirement

## AIR TRAFFIC TOWER CHRONOLOGY



# AURORA AIRPORT IMPACT AREA MAP FOR IGA

Result: Clackamas County excluded from the tower funding process, and left as an "observer" for the Master Plan process.

- ▶ Nov. 2009: ODA kicks off Master Plan process with consultant WH Pacific
- ▶ Dec. 2009: ODA organizes Public Advisory Committee (PAC) to represent airport users, local municipalities and concerned citizens.
- ▶ Sept. 2010 PAC letter of concern re: PAC being marginalized and process being rushed: discussion time severely limited; no discussion of study goals or vision; activity forecast sent to FAA for approval prior to PAC review; no impact analyses of noise, pollution, or traffic.
- ▶ March 31, 2011: ODA and WH Pacific present Master Plan to Oregon Aviation Board including the "Preferred Alternative" for the runway. Recommendation is NO LENGTHENING OF RUNWAY because of "negative impact on farmland-a potentially environmentally infeasible situation."
- ▶ March 2011: No Build recommendation at Aviation Board meeting reported in The Oregonian and Woodburn Independent.

# AURORA AIRPORT MASTER PLAN CHRONOLOGY



- ▶ April, 2011: Aviation Board directs ODA staff to change Preferred Alternative from “No Lengthening” to one of three lengthening options.
- ▶ April 28, 2011: ODA presents to Aviation Board two options to lengthen runway at both ends (using displaced threshold) and these are sent to FAA Seattle office. NOTE: no public hearing!
- ▶ June 7, 2011: ODA received letter from FAA Seattle office that is will not support nor fund displaced threshold approaches to runway lengthening being considered and will only support a 1,000 foot runway extension
- ▶ Feb. 22, 2011: Letter from Oregon Dept. of Aviation to FAA District Office acknowledges the FAA rejection of both displaced threshold approaches to runway lengthening, and confirms that the Oregon Aviation Board had unanimously voted in favor of a 1,000 foot runway lengthening to the south which “would require the relocation of Keil Road...and purchase or obtain an easement for land to protect the off-airport Runway Protection Zone (RPZ) to the south.”
- ▶ June 20, 2012: FAA confirms **by letter to Charbonneau Country Club** that ODA has chosen to pursue the 1,000 runway extension to the south.

## AURORA AIRPORT MASTER PLAN CHRONOLOGY (CONT.)

- ▶ May 22, 2012: Letter from Charbonneau Country Club to FAA reviews many concerns about the Master Plan process including the fact the minutes of the Oregon State Aviation Board meeting on March 31, 2011 omit any reference to the actual Dept. of Aviation presentation to the Board at the meeting stating that the Preferred Alternative was 'No Extension'.
- ▶ SUMMARY. Master Plan process concludes with:
  - ▶ Initial No Build recommendation overruled with no public process
  - ▶ ODA "forced" by FAA to accept a 1,000 foot runway extension to south

## AURORA AIRPORT MASTER PLAN CHRONOLOGY (CONT.)

- ▶ Contrary to appearances, the shortcomings included:
  - ▶ IGA completed and approved with no public hearing & Clackamas County excluded
  - ▶ PAC involvement minimized and input largely ignored
  - ▶ No Build recommendation of ODA and WH Pacific overruled by Aviation Board
  - ▶ 2013 Master Plan contains Airport Layout Plan with 6,000 foot runway
  - ▶ Oct., 2015 ATC tower opens--constructed with no environmental assessment of any sort
  - ▶ 2017 Legislative session passes carve out “pottys for pilots” bill for Aurora & Madras
  - ▶ 2018 Legislative session may consider Lewis bill to allow Aurora Airport to expand outright onto EFU land

**BROKEN PUBLIC PROCESS**

- ▶ Infrastructure: septic tanks, well water, no storm water system
- ▶ Land Use: no surface transportation and pressure on ag operations
- ▶ Governance: no municipal governance & coordination with both counties
- ▶ Economics: unfair development competition vs. sites within municipalities
- ▶ Environmental: greenhouse carbon gas emissions & negative livability impacts
- ▶ Precedent: Carve out (super siting) bills set a bad state-wide precedent to short circuiting the land use system.

EXPANSION PROBLEMS HAVEN'T CHANGED

- ▶ **SECTION 1. (1)** As used in this section:
  - ▶ (a) “Runway area” means **a runway, taxiway, access road, safety area or runway protection zone.**
  - ▶ (b) “State airport” means an airport or air navigation facility owned or controlled by the State of Oregon.
  - ▶ (2) If a state airport has at least **350 based aircraft**, as reported to the Federal Aviation Administration, the Oregon Department of Aviation, as authorized by the State Aviation Board, may extend a state airport runway area on land zoned for exclusive farm use under ORS 215.283 (1)(z).
  - ▶ (3) A state airport runway area extension under this section **may include new or expanded facilities for aviation-related equipment that support runway areas.**
- ▶ **SECTION 2. (1)** A local government shall amend its comprehensive plan and land use regulations to conform to the provisions of section 1 of this 2018 Act.
  - ▶ (2) Notwithstanding ORS 197.251 and 836.610, **a local government** amending its land use regulations under this section or approving a state airport runway area extension **is not:**
    - ▶ (a) Subject to the post-acknowledgement procedures under ORS 197.610 to 197.651;
    - ▶ (b) Required to demonstrate compliance with any statewide planning goal; or
    - ▶ (c) Required to obtain an exception to any statewide planning goal.

## HB4092– THE LEWIS BILL

- ▶ Initially a military airport then used by Douglas Aircraft
- ▶ After Douglas departure in 1958, became a General Aviation airport with 4,973 foot runway
- ▶ Slowly taken over and became a corporate jet airport
- ▶ In Dec. 2016 after ten years of court battles, City Council voted to shorten the runway to 3,500 feet to control corporate jet problems (completed in Dec. 2017)
- ▶ Despite legal threats City Council voted to close the airport by 2028 and convert it to a park



## SANTA MONICA AIRPORT – A CAUTIONARY TALE



# CURRENT STATE OF SANTA MONICA AIRPORT

## Aurora Airport Expansion Survey

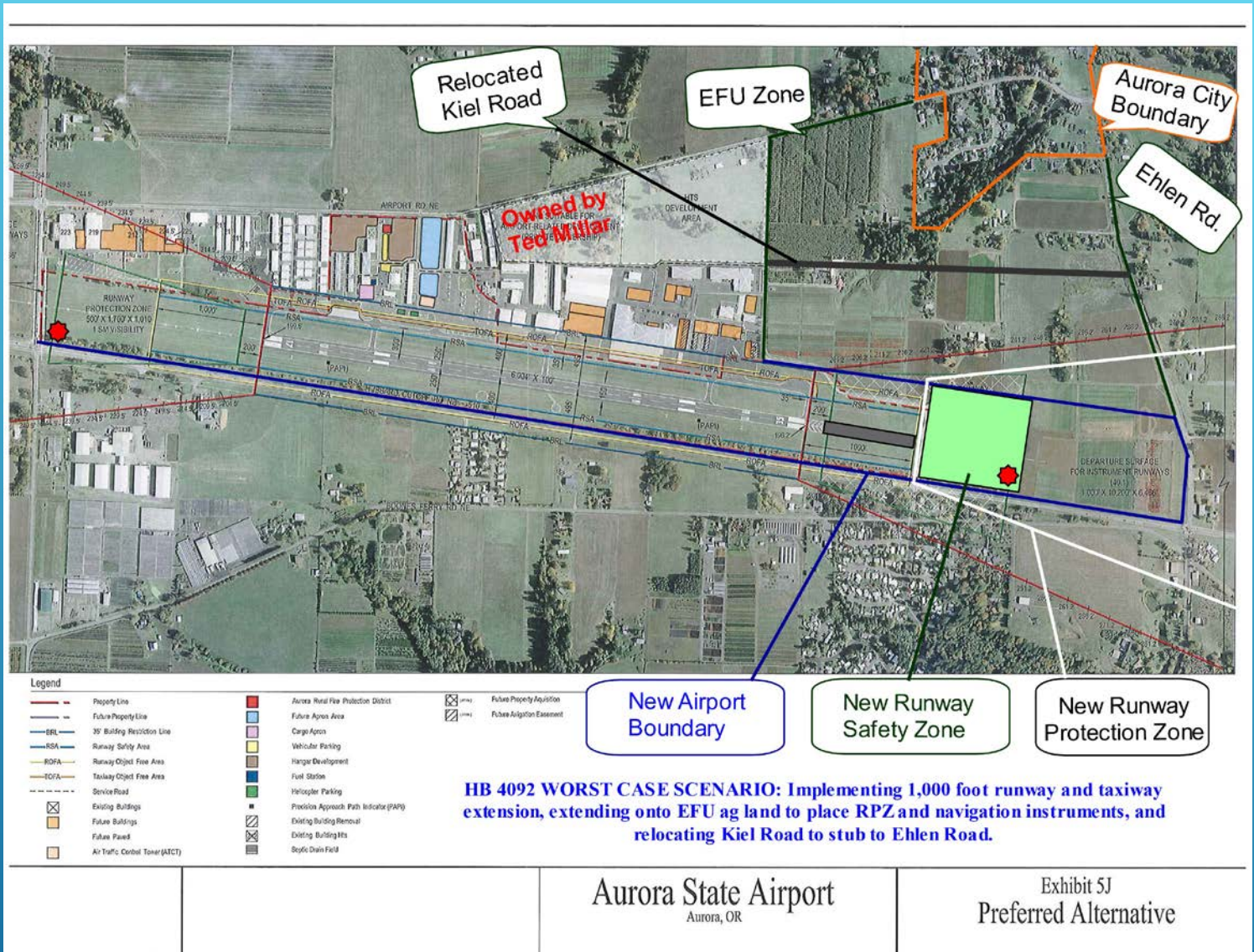
as of 1/28/18

	Yes	No	Skipped
Are you a resident of Aurora	72 [79.1%]	19 [20.9%]	3
Do you approve of Rep. Lewis's introduction of legislation to by-pass Oregon's Land Use System and required impact studies?	10 [10.9%]	82 [89.1%]	2
Do you think the City of Aurora should join the City of Wilsonville and Clackamas County in opposing this legislation?	82 [87.2%]	12 [12.7%]	0

THE FIRST HARD DATA

*Data from survey on I Love Aurora & All About Aurora Facebook pages*





THE WORST CASE END POINT!

- ▶ Join the “All Things Aurora Oregon” Facebook page
- ▶ Take Jan Shea’s survey on “I Love Aurora” Facebook page

OR

- ▶ Sign the petition stating if you are FOR or AGAINST airport expansion.
- ▶ Communicate your position to your legislator and the House Transportation Committee.

## NEXT STEPS