

Agenda
Aurora Planning Commission Meeting
Tuesday, July 2, 2024 at 7 P.M.
City Council Chambers, Aurora City Hall
21420 Main Street NE, Aurora, OR 97002

To participate via Zoom:

<https://us02web.zoom.us/j/86881462377?pwd=2pa64ywoZ7VBpEcdSNp79bu8O7kjCh.1>

Meeting ID: 868 8146 2377

Passcode: 960638

1. CALL TO ORDER OF THE AURORA PLANNING COMMISSION MEETING

2. ROLL CALL

Chairman Joseph Schaefer

Commissioner Craig McNamara

Commissioner Bud Fawcett

Commissioner Jim Stewart

Commissioner Jonathan Gibson

Commissioner Tyler Meskers

Commissioner Bill Graupp

3. CONSENT AGENDA

a) Planning Commission Minutes – June 4, 2024

4. VISITORS

Anyone wishing to address the Aurora Planning Commission concerning items not already on the meeting agenda may do so in this section. No decision or action will be made, but the Aurora Planning Commission could look into the matter and provide some response in the future.

5. CORRESPONDENCE-NA

6. NEW BUSINESS-NA

7. HEARING-NA

8. OLD BUSINESS

a) Airport Land Use Update

b) Economic Opportunities Analysis Update

9. ADJOURN

Minutes
Aurora Planning Commission Meeting
Tuesday, June 4, 2024 at 7 P.M.
City Council Chambers, Aurora City Hall
21420 Main Street NE, Aurora, OR 97002

STAFF PRESENT: Curt Fisher, City Planner; Stuart A. Rodgers, City Recorder

STAFF ABSENT: NA

VISITORS PRESENT: Alex Safronchik, Tom Griffith, Joseph Schaefer, Julie Sixkiller, Aurora; Theodora and Michael Shriver, Fil Kartal, Hubbard; Britany Randall, Steve Elzinga, Salem; Steve Ward

1. CALL TO ORDER OF THE AURORA PLANNING COMMISSION MEETING

Chair Joseph Schaefer called the meeting to order at 7pm.

2. ROLL CALL

Chairman Joseph Schaefer-Present	Vice Chair Craig McNamara-Present
Commissioner Bud Fawcett-Present	Commissioner Jim Stewart-Present
Commissioner Jonathan Gibson-Present	Commissioner Tyler Meskers-Absent
Commissioner Bill Graupp-Present	

3. CONSENT AGENDA

a) Planning Commission Minutes – May 7, 2024

A correction was made to the second sentence of the second paragraph under section 8 a. to strike the miscellaneous words “At the”.

Commissioner Jim Stewart moved to accept the Consent Agenda as amended, Commissioner Craig McNamara seconded, and the motion carried.

4. VISITORS-NA

5. CORRESPONDENCE-NA

6. NEW BUSINESS

Site Development Review Application City Case File SDR 24-01

To note, Commissioners Joseph Schaefer and Jim Stewart, recusing themselves based on conflicts of interest, left the room. It was noted this is an administrative review, not a hearing. Vice Chair McNamara provided instructions and handed the meeting over to City Planner Curt Fisher to give a synopsis of a staff report in the packet. At the conclusion of the staff report, Fisher noted that all applicable criteria have been met or can be met with conditions of approval as recommended. Staff recommend approval of the development application as recommended in the staff report. Britany Randall from

Brand Land Use representing Fil Kartal the owner and applicant, addressed the Planning Commission noting that plans submitted at this phase are preliminary to obtain land use approval and would be refined to meet criteria set forth in conditions of approval and at the time of building permit submittal. Randall believes that the development proposal is appropriate in size and scale. Randall has defined the first floor from the second floor in both color and material and has articulated entrances and pedestrian connections onsite. With an 8-plex including three-bedroom design, these are geared toward families looking for an alternative housing type in Aurora. Steve Ward with WesTech Engineering discussed a modified stormwater design based on opposition to the application. They are 90 percent toward permit approval from Oregon Department of Transportation for discharging stormwater directly to the Highway 99e ditch. At the time of a follow-up submission, the applicant will have modified stormwater plans and an ODOT permit. It was noted that parking space width has increased by six inches with space to do so. All ground floor apartments will have no steps, making them ADA accessible. Off-street parking will not be allowed by way of a condition of approval requiring no parking signs posted on the private street. Visitor parking is anticipated in the base parking requirements. Following the staff report, discussion by the Planning Commissioners, and applicant response, Vice Chair McNamara noted all that was left was to make a decision. Prior to proceeding with that next step, Attorney Steve Elzinga representing Peyton Circle property owner Tom Griffiths raised a procedural objection and in light of anticipated modifications to the original application based on testimony this evening, citing a Land Use Board of Appeals (LUBA) precedent on a handout provided to Commissioners. Elzinga explained he was prepared to add additional testimony based on that citation given the new testimony opened the record and allows for right to comment. Planner Fisher reviewed the precedent and noted that the circumstances of that decision are nothing like what the Planning Commission considers here. What was considered by the LUBA referenced case is a conditional use permit and a quasi-judicial decision that involves compliance with a statewide planning goal that is a very discretionary decision. In the LUBA case, the applicant modified its plan after the first decision was made by a hearings officer. So to make that applicable here, there would have to be a Planning Commission decision tonight and there would have to be an appeal to Council based on a modified application. It was acknowledged that this proceeding is not a quasi-judicial hearing and that the modifications are forthcoming in response to the staff report's conditions of approval. It was explained that if this were a quasi-judicial hearing, testimony would be required as part of the procedure for such a decision. There were no concerns among Commissioners about the conditions of approval, and it was acknowledged that the City Engineer and Public Works Superintendent support the conditions. Planner Fisher said the terms of the stormwater agreement relating to parcel one's responsibility for stormwater management are ambiguous as to whether or not the property in question has the right to connect to the stormwater facility pertaining to those and the other Peyton Circle properties. Currently there is no agreement in place between the developer and owner of parcel one (Tom Griffiths) to reconcile the issue of stormwater management relative to the original agreement, and in turn as it relates to this development.

Commissioner Bill Graupp motioned to approve the Site Development Review application (SDR 24-01) consistent with the plans and materials provided by the Applicant, materials provided to the record, and findings in the report, with conditions as proposed by staff. That motion was seconded by Commissioner Bud Fawcett. None opposed, and the motion carried.

7. HEARING-NA

8. OLD BUSINESS

a) Airport Land Use Update

On a Positive Aurora Airport Management (PAAM) meeting, Commissioner Jonathan Gibson noted discussion about the master plan and plans for paving. There is a Public Advisory Committee (PAC) meeting on the Aurora State Airport Master Plan next Tuesday, June 11, 5-8pm, a virtual meeting. On Thursday, June 13, there will be an open house at North Marion High School, 4-7pm in the Commons area, a hybrid meeting for anyone who wants to attend, and discussion will focus on alternative airport designs.

Schaefer, Mayor Asher, and Councilor Rhoden-Feely met with Oregon Department of Aviation and City of Wilsonville people last week to discuss alternative airport plans. The entire master plan is expected to be adopted next spring or summer.

On the airport cases, the enforcement case against TLM is moving to the Court of Appeals on the substantive case. On the attorney fee piece, there has been no hearing scheduled yet.

b) Economic Opportunities Analysis Update

Chair Schaefer noted that on the Economic Opportunities Analysis, the consultant's deliverable is a 95 percent draft of the report to be presented at a third and final Technical Advisory Committee meeting next Tuesday, June 11, 3pm. Schaefer will send out that report to participants and to staff for addition to next week's Council packet.

9. ADJOURN

Chair Schaefer adjourned the Planning Commission meeting at 8:20pm.

Craig McNamara, Vice Chair

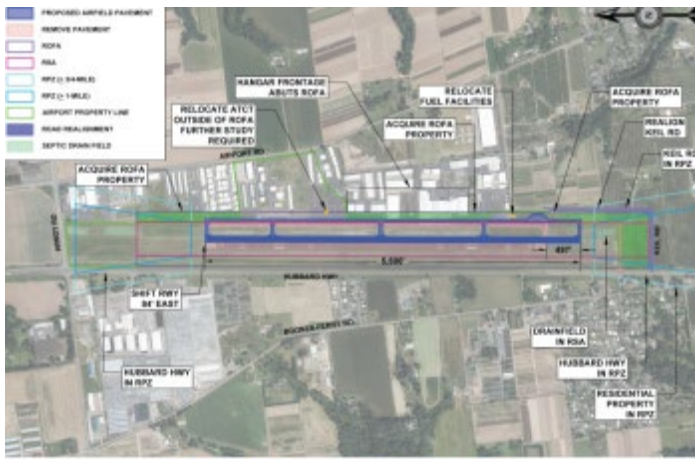
ATTEST:

Stuart A. Rodgers, City Recorder

From: [Mark Ottenad](#)
To: [Amanda Guile-Hinman](#); [Andrew Mulkey \(andrew@friends.org\)](#); [Ben Williams - Friends of French Prairie \(fofp99@gmail.com\)](#); [Charlotte Lehan \(charbs51@frontier.com\)](#); [Chris Neamtzu](#); [Councilor Joann Linville](#); [Councilor Katie Dunwell](#); [Greg Leo \(Greg@TheLeoCompany.com\)](#); [Jeff Lewis \(ReformFAAnow@gmail.com\)](#); [Joseph Schaefer](#); [Ken & Bernice Ivey \(ken@ijco-cpa.com\)](#); [Mark Ottenad](#); [mayor](#); [Mayor Julie Fitzgerald](#); [Pat Hickman \(phickman@comcast.net\)](#); [Peter Shikli \(pshikli@access2online.com\)](#); [Roger Kaye \(rkaye2@gmail.com\)](#); [Recorder](#); [Wayne Richards \(rich4748@outlook.com\)](#)
Subject: Update on Aurora State Airport Master Plan Process
Date: Tuesday, June 11, 2024 10:07:16 AM
Attachments: [image001.png](#)
[image002.png](#)

Update on [Aurora State Airport Master Plan Process](#)

[ODAV'S 6 OF 7 PRELIMINARY ALTERNATIVES FOR THE NEW DRAFT AURORA STATE AIRPORT MASTER PLAN PROPOSE TO:](#)



- **Expand the Airport's direct impact on neighboring communities** by lengthening runway, increasing size of aircraft, taking private property, and ignoring problems with overflights, noise, traffic, sewage, pollution, farm impacts, fuel storage, uncertain firefighting capacity and earthquake-prone soils.
- **Extend the Airport runway by approximately 500 feet to 5,500 feet long to allow larger, heavier aircraft to land and take-off with more fuel.** The main revenue source for Oregon Department of Aviation is tax on aviation fuel; so more fuel sales means more money for government agency, despite negative impacts to residents, farmers, environment and climate change.
- **Ignore over 9 years' worth of actual Airport control tower flight operations data to estimate future Airport growth.** Rather than use

actual Airport operations data, the Draft Master Plan uses inflated population growth projection of Clackamas and Marion Counties to determine future Airport growth. This is a false correlation between general population growth of counties and Airport without public commercial-passenger air service.

- **Rather than use actual Airport flight operations data or the standard Federal Aviation Administration (FAA) “Oregon Federal Contract Tower Terminal Area Forecast (TAF) Model”** that is consistent with the trends defined by FAA for similar Oregon airports with contract air traffic control towers, ODAV seeks to use a dubious methodology that inexplicably equates counties’ population growth with increasing operations at Airport.
- **The FAA-approved ODAV Airport Operations Forecast is 50% greater than the standard FAA Oregon contract tower forecast.** The “Marion and Clackamas County Combined Population Growth Model” projects annual operations to increase by 0.9% per year, whereas the “Oregon Federal Contract Tower TAF Model” estimates 0.6% annual growth rate.
- **Deprive citizens of the right to appeal the FAA Airport Operations Forecast that calls for expansion.** ODAV has stated that the Airport Operations Forecast is not appealable; by preventing public challenge, federal and state aviation agencies appear to do as they please without being answerable to citizens.
- **Disregard that other nearby airports (Salem and McMinnville) with 6,000-foot runways are underutilized** and would welcome additional based aircraft and operations.

OF THE DRAFT SET OF SEVEN “AIRSIDE ALTERNATIVES,” ONLY ALTERNATIVE 7 MAINTAINS MOST OF THE AURORA STATE AIRPORT’S CURRENT LAYOUT AND FOOTPRINT:



Retains current runway length (5,003 feet) and existing B-II class of aircraft standards rather than planning for a longer, strengthened runway that accommodates larger, heavier C-II class of aircraft.

Protects the important local agricultural economy: Keil Road, a key access for local farmers, is not impacted by Alternative 7. Additionally, by restraining Airport expansion, speculative real-estate pressures that increase farmland rental costs are reduced, and help to keep farming economical.

Reduces land-use conflicts: Existing Airport septic drain fields, wind cones, and weather equipment do not conflict with layout. Wilsonville-Hubbard Highway 551, Keil Road, Boones Ferry Road and nearby residential areas do not conflict with the Runway Protection Zone (RPZ).

Increases safety by limiting runway access for pedestrians and vehicles and preventing over-weight/over-sized aircraft that can hold more fuel.

See [Airside Alternative 7, Change to B-II, Shift Runway North, and Maintain Current Length](#)

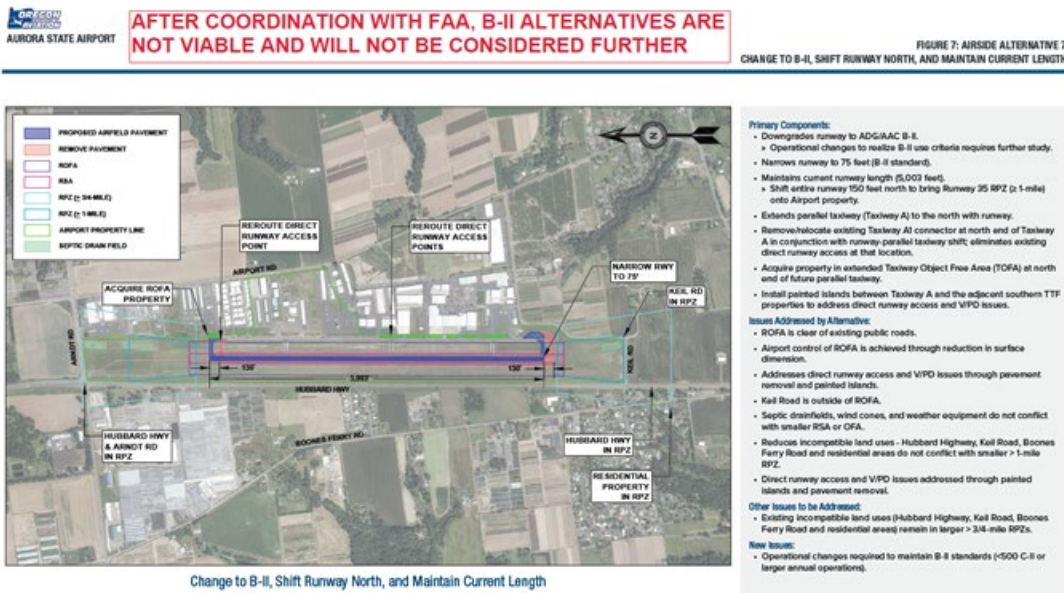
Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

From: [Mark Ottenad](#)
To: [Amanda Guile-Hinman](#); [Andrew Mulkey \(andrew@friends.org\)](#); [Ben Williams - Friends of French Prairie \(fofp99@gmail.com\)](#); [brian.asher@gmail.com](#); [Charlotte Lehan \(charbs51@frontier.com\)](#); [Chris Neamtzu; Councilor Joann Linville; Mercedes Rhoden Feely; Greg Leo \(Greg@TheLeoCompany.com\)](#); [Jeff Lewis \(ReformFAAnow@gmail.com\)](#); [Joseph Schaefer](#); [Ken & Bernice Ivey \(ken@ijco-cpa.com\)](#); [Mark Ottenad](#); [mayor; Mayor Julie Fitzgerald](#); [Pat Hickman \(phickman@comcast.net\)](#); [Peter Shikli \(pshikli@access2online.com\)](#); [Roger Kaye \(rkaye2@gmail.com\)](#); [Recorder; Wayne Richards \(rich4748@outlook.com\)](#)
Subject: 6/12 PAC Meeting Follow-up
Date: Wednesday, June 12, 2024 2:59:46 PM
Attachments: [image004.png](#)
[image006.png](#)
[image010.png](#)
Importance: High

Well that was a bizarre PAC meeting last night. Several key points stand out and action items are ahead.

FAA Bombshell: Agency declares that only Airport expansion can occur, since Airport is violating air safety requirements. The No action Alternative is Not allowable due to too many FAA safety violations by Airport. FAA’s Tim House said maintenance and rehabilitation can continue; but if there is new construction, then ODAV has to meet the new standards for larger aircraft.

The FAA has stated that Alternatives 5, 6, and 7 are “Not Viable” and will not be further considered. Current operations allegedly exceed B-II standards. Airport has to meet the standards for larger aircraft. Note that issue of B-II standards being exceeded by C-II standards appears to be false; more below and following on that.



Agency Deception – ODAV action: Apparently a new version of Chapter 5 Preliminary Alternatives was placed online on or about June 7 without public notice, and the [Original version of Chapter 5](#) removed.

When I noted in advance that most of the Alternatives were throw-aways, I didn’t think that they’d already been tossed out.

The [New version of Chapter 5](#) provides info that the FAA had rejected out-of-hand 3 of the 7

Alternatives – the alternatives that downsize the Airport and maintain the current reality of over 50% of operations are by B-II aircraft.

Further demonstrating poor public process, the only location on the Aurora State Airport Master Plan website to find any version of Chapter 5 is Not in the Resources and Documents section, but under Meetings, PAC Meeting #6 – not an intuitive location to look.

June 13 Open House Event - [Preliminary Alternatives Handout](#) has already been prepared that totally omits “Not Viable” Alternatives 5, 6, and 7.

Public Comments Deadline on June 23: ODAV has a link to a [form for simple public feedback](#). Question #1 so that certain responses go to the top of the stack: “1. Do you use the Aurora State Airport?*”

Demonstrating apparent insider influence, at the PAC meeting last night a PAC member indicated that a certain property at the Airport was for sale, and that the PAC member had met with ODAV staff recently to look at the property. Property acquisition was Not addressed in a specific manner during the meeting until the PAC member stated that the specific property was for sale. The 2nd question on the Public Comments Form listed as #3 asks: “3. How supportive are you of the Oregon Department of Aviation (ODAV) buying property to handle hangars or aircraft parking if the existing airport property is at capacity?”

Another Email will follow-up that provides additional analysis that appears to disprove the FAA/ODAV claim as C-II Aircraft being the Operations of significance at the Airport.

Thank you.

- Mark

Mark C. Ottenad

Public/Government Affairs Director

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ASA MP Operations Data Analysis by Type of Aircraft

TABLE 3-7: AURORA STATE AIRPORT INSTRUMENT FLIGHT OPERATIONS

TFMSC IFR Operations by AAC/ADG - Calendar Year Data											Average Annual Operations	
AAC/ADG	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021		
A-I	2,372	2,638	2,414	2,482	2,750	2,750	3,428	2,458	2,162	2,330	2,578	28.0%
A-II	410	494	1,108	1,554	1,814	1,966	1,844	1,158	930	1,398	1,268	13.8%
A-III	14	6	2	4	4	10	6	2	0	4	5	0.1%
A-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
B-I	1,498	1,368	1,422	1,194	1,198	1,126	1,134	1,190	1,024	1,154	1,231	13.4%
B-II	2,222	2,232	2,214	2,620	3,270	3,110	3,152	3,798	3,448	4,182	3,025	32.8%
B-III	0	0	0	2	0	2	4	8	2	0	2	0.0%
B-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
C-I	360	374	514	440	340	306	274	286	170	274	334	3.6%
C-II	348	378	294	208	316	370	358	226	242	264	300	3.3%
C-III	18	10	4	8	0	14	50	54	10	0	17	0.2%
C-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
C-V	0	0	0	0	0	0	0	0	0	0	0	0.0%
D-I	2	8	16	0	4	6	8	4	0	12	6	0.1%
D-II	4	0	4	0	2	6	2	8	26	84	14	0.2%
D-III	6	10	4	2	6	8	4	0	4	6	5	0.1%
D-IV	0	0	0	0	0	0	0	0	0	0	0	0.0%
D-V	0	0	0	0	0	0	0	0	0	0	0	0.0%
Unknown	446	390	380	388	504	376	366	472	442	572	434	4.7%
Total	7,700	7,908	8,376	8,902	10,208	10,050	10,630	9,664	8,460	10,280	9,218	100.0%
Operations by AAC C and D Aircraft	738	780	836	658	668	710	696	578	452	640	676	
Operations by ADG II and Larger	3,022	3,130	3,630	4,398	5,412	5,486	5,420	5,254	4,662	5,938	4,635	

Source: FAA TFMSC Report - 4/14/2022 (Aurora State Airport)

Comparing the latest 2021 Operations data with the 10-year Average Annual Operations data reveals the following:

- The most active class of aircraft accounting for largest share of operations at 33%, **B-II aircraft** totaled 2,066 ops in 2021, *45% over the average*.
- The second most active group, **C-I aircraft**, totaled 252 ops in 2021, *23% below the average*.
- The third most active group, **C-II aircraft**, totaled 218 ops in 2021, *52% below the average*.
- The fastest growing group, **D-II aircraft**, totaled 80 ops in 2021, *515% above the average*. These flights were mostly Gulfstream IV (GLF4) jets, topping out at ~74,000 pounds.

CONCLUSION: Aurora State Airport is a B-II dominated airport with C-I and C-II declining, but D-II use exploding. However, the FAA and ODAV insist that Airport is classified as C-II.

The data also shows that B-II and smaller aircraft compose 87.9% of Airport's Average Annual Operations, while C-I and larger aircraft make-up just 7.3% of all operations.

It appears the 'tail is wagging the dog': the smallest portion of Aircraft (7.3%) that are the largest size are dictating to the vast majority 87.9% of Airport users that the Airport should be expanded.

This data also indicates that airport authority Oregon Dept. of Aviation (ODAV) is willing to allow use of the Aurora State Airport runway by larger and overweight aircraft (C-I and larger), with a tradeoff that these aircraft generate huge fuel flowage revenues to ODAV due to aircraft large fuel capacities. However, public safety is jeopardized and Airport runway maintenance costs increased when larger Aircraft are allowed to use Airport that is currently violating FAA safety requirements.

From: [Mark Ottenad](#)
To: [Amanda Guile-Hinman](#); [Andrew Mulkey \(andrew@friends.org\)](#); [Ben Williams - Friends of French Prairie \(fofp99@gmail.com\)](#); [brian.asher@gmail.com](#); [Charlotte Lehan \(charbs51@frontier.com\)](#); [Chris Neamtzu](#); [Councilor Joann Linville](#); [Mercedes Rhoden Feely](#); [Greg Leo \(Greg@TheLeoCompany.com\)](#); [Jeff Lewis \(ReformFAAnow@gmail.com\)](#); [Joseph Schaefer](#); [Ken & Bernice Ivey \(ken@ijco-cpa.com\)](#); [Mark Ottenad](#); [mayor](#); [Mayor Julie Fitzgerald](#); [Pat Hickman \(phickman@comcast.net\)](#); [Peter Shikli \(pshikli@access2online.com\)](#); [Roger Kaye \(rkaye2@gmail.com\)](#); [Recorder](#); [Wayne Richards \(rich4748@outlook.com\)](#)
Subject: FAA/ODAV Data Fails to Support Airport as C-II
Date: Wednesday, June 12, 2024 3:00:19 PM
Attachments: [image002.png](#)
[image004.png](#)
[ASA MP Operations Data Analysis by Type of Aircraft 2012-2021.pdf](#)

This email provides additional analysis that appears to disprove the FAA/ODAV claim as C-II Aircraft being the Operations of significance at the Airport. Former air traffic controller Jeff Lewis has done excellent research that demonstrates:

Comparing the latest 2021 Operations data with the 10-year Average Annual Operations data reveals the following:

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Thank you.

- Mark

Mark C. Ottenad

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