

Marion County Board of Commissioners TLM Hearing June 24, 2020

<https://www.youtube.com/watch?v=5T7fzajXK6U&list=PLSUQ1gg6M78UsBE3q6w4rdf59Z5rXkEi5>

Participants

Colm Willis, Chair of Board of Commissioners
 Sam Brentano, Board of Commissioners
 Kevin Cameron, Board of Commissioners
 Joe Fennimore, Planning Director
 Alan Sorem, Applicant's Attorney
 Aron Faegre, Applicant's Engineer
 Tony Helbling, Wilson Construction
 Jane Vetto, County Legal Counsel
 Lacy Brown, Applicant's Traffic Engineer
 Ben Williams, Friends of French Prairie
 Sara Kendrick, Attorney for City of Aurora
 Joseph Schaefer, City of Aurora
 Daniel Pauly, City of Wilsonville
 Lee Barkman, Wilsonville Resident
 John Rasmussen, Marion County Public Works

RECEIVED

JUN 30 2020

Marion County
 Planning

[Begins 0:52:15]

Colm Willis: Okay I'm now gonna open a public hearing on [gavel sounds] to consider zone change comprehensive plan conditional use ZC/CP/CU case number 19-002 TLM Holdings LLC. Good morning Joe.

Joe Fennimore: Good morning Commissioners. For the record Joe Fennimore. This item before you today is an application to change the comprehensive plan designation from Primary Agriculture to Public and Semi- Public, to change the zone from EFU to Public, and for a conditional use for an airport-related uses on a 16 ½ acre parcel located on Airport Road NE Aurora. As part of the application the applicant is requesting the board to take an exception to Goal 3 to remove agricultural lands restrictions and exception to Goal 14 to allow an urban level development on rural lands.

Hearings officer held a public hearing on March 27, 2019. On November 19th issued a recommendation that if the applicant provides additional information the board approve this additional submission information, the board approve the goal exceptions comprehensive plan amendment zone change and apply a limited use overlay to set conditionally permitted uses on the property but but deny the blanket conditional use requested by the applicant.

The board held a public hearing on June 3rd, 2020 and due to a defective notice continued the hearing to today, June 24th. As you know there are three types of goal exceptions. The first is a physically developed exception when the property is already

Marion County Board of Commissioners Hearing on TLM Holdings, LLC June 24, 2020

City of Aurora
 003576

developed in such an extent that is no longer available for agricultural uses. The second isn't is is exception is irrevocably committed exception where it must be demonstrated that the site, the property is unavailable for agricultural uses due to the existing development and activities taking place on surrounding properties in the area. The third exception is the reasons exception, where there are other reasons specific to the property and proposed uses on why the goals should not be applied.

In this case the applicant is proposing reasons exceptions to Goals 3 and 4, 3 and 14 excuse me. The hearing officer begins the analysis of the goal exception criteria beginning in finding five on page eleven of the recommendation and identifies several items the applicant needs to address. These primarily included justifying why the proposed uses require runway access, noise and traffic mitigation measures, and adequate sewage disposal. The applicant has submitted additional information for the board to consider, will present it to you shortly.

Also in the packet on the last two pages are a list of conditions you could consider if you were to approve the request. You have the options of continuing the public hearing, close the hearing and leave the record open, close the hearing and approve, modify or deny the request, or remand the matter back to the hearings officer. Once again the hearings officer recommends that if the applicant provides additional information to sufficiently address all applicable requirements the Board take exceptions to statewide Goals 3 and 14 and approve the comprehensive plan amendment and zone change but deny the blanket conditional use and instead apply a limited use overlay. I will be happy to answer any questions.

Colm Willis: Okay. Are there any questions for Joe before we move into our public comment.

Sam Brentano: No, not at this time but I'm certain at the end there will be plenty.

0:55:53 Colm Willis: We'll probably call you back.

Joe Fennimore: Okay.

Colm Willis: We have 13 people signed up.

Joe Fennimore: I noticed that we had people that signed up online to be called elsewhere on the phone. Some of them some of them may be here in person. Okay. And so if you are here and you and you've already signed the phone, let us know so we can cross you off the phone list.

Colm Willis: Okay. That's right. And I'll read off...

Kevin Cameron: You may just make sure they're signed on the attendance list and then you can cross-check it right.

Colm Willis: Right. That's true enough. Okay. So we have 13 people signed up for public comment. It actually doesn't look like there's any crossover. Because we have 13 and I

don't think we need a time limit at this time, but I'd ask that you're be respectful of other folks who also want to speak. Yeah, I'm gonna start off with the applicant. And we're gonna start with the applicant and Alan Sorem, are you representing applicant in this case? Thank you.

0:56:55 Alan Sorem: Thank you. Good morning Commissioners here. Thank you very much for allowing me to testify this morning in and present the proposal on behalf of the applicant TLM Holdings LLC. As as Chair Willis said my name is Alan Sorem. I'm I'm an attorney for the applicant. Today I'm just gonna give a presentation outline so those who following at home and everyone has an adequate context as to what the proposal is.

I'd like to then get into and explain why the statewide planning goals require more developable land at the Aurora Airport and justify the reasons exception, speak to why the subject property is that is the best site to satisfy this need, go over some of the major criteria and why applicant believes that the evidence in the record there is substantial evidence that all, applicable criteria satisfied, and finally why the conditions of approval do mitigate even the the worst case scenario development.

So with me today is also Mr. Aron Faegre. Mr. Faegre is a professional engineer, and an architect. He's got over 30 years of experience designing and developing airport-related facilities. He's going to come up after me and speak to the, the concept plan and how it relates to the airport and the existing Southend Airport.

But briefly j ust by way of context, we're talking about a 16.54 acre site. It is in today of Airport Road. It's surrounded by airport facilities on three sides, is benefited by a, an easement for a taxi lane providing direct access onto the airport. The concept plan at this time includes approximately 276,000 square feet of hangar, emergency operation, fire, office, shop.

Those types of of of of primary uses are envisioned there with expectations of being able to house up to 37 new aircraft so a a significant opportunity but, you know. It's not as by percentage you know we're talking about less than 10 percent of the privately owned developable land at the airport. So it's really better characterized as a, as an infill project in that context. To, this slide just shows how the airport taxi lane, and maybe I move the mouse here, connects the two properties and so access onto the runway is provided right here, and we have a number of existing users at the Southend airport including fixed base operations which serve pilots, Columbia Helicopters, LYNX, Erickson, LYNX, Life Flight. These are companies that need aviation as part of their core business services. They they use helicopters and they use jets to serve customers throughout the the region. They're also in the aerospace industry.

You know, we expect the, the end users for the proposed rezone to be have a similar portfolio as what you have in the Southend Airpark, although it is important to know two things that this case is not about. One, we're not here today asking the board to expand the runway. This isn't, this isn't you know, we're testifying here on behalf of a private

property owner for a zone change. This doesn't have anything to do with the runway expansion or approving the airport master plan. That's not what this case is about. And second, there is no specific development proposal at this time. Those, we're trying to change the zoning to allow redevelopment from EFU to the Public zone. We're trying to get a conditional use permit that will allow up to 10 different airport-related uses on the subject property at, at a concept level, but at site plan review and building permit stage is when actual conformance with development standards is applied by the planning department and the applicable state agencies.

So, as Joe mentioned, there's three kinds of reasons, of goal exceptions. This is a reasons exception case. And so as its core the question presented to the applicant and the board in this case is you know what state what planning goals require to take an, a goal exception from Goal 3 and in this case we believe Goal 9 and Goal 12 support taking a Goal exception. Goal 9 is our economic development goal. Based upon the development patterns at the Aurora Airport there's back in the reports from 2010 there were at that time approximately thirty eight acres available of developable land at the Aurora Airport. Thirty five acres of that land has already been developed with existing projects or is in the process of construction or or development. So there's there is very little available land right now and adding this 16 ½ acres is sorely needed because it's just in a very short period of time since this was last analyzed by the airport, those available lands have been committed. We've seen an increase in the overall number of airplanes at the Aurora Airport from 2010 to 2018 is the last number of going from 354 airplanes to 418 which exceeded the projected 2020 totals.

We've also seen a significant change in the makeup of the airplanes that are at the airport. Jets have increased by 56 percent and helicopters have increased by 88 percent. This is significant because the amount of needed uses to support those types of aircraft is significantly more compared to a single prop airplane from the 1950s.

The economic impact of this proposal is quite significant. Ultimately if it's approved and completely developed by looking at the data from the Oregon Department of Aviation 2014 report on the economic impact of the Aurora Airport, there were just over a thousand jobs at the airport would be expected from an increase with 3360 if you include direct off airport and multiplier effects. So, kind of in sum we're looking at a economic impact for the proposal being approximately 15 million dollars in direct and indirect wages, job wages annually with approximately 50 million dollars in annual business sales for aviation and nonaviation-related. So the the direct impact and the multiplier impact of this kind of economic land really punches its weight you know, punches harder than its weight, if you would by a metaphor, especially when we compare it to other types of zoning. So we think on balance is the economic impact of this is quite significant.

Colm Willis: Now can I ask you a question.

Alan Sorem: Yes

Colm Willis: 15 million dollars. What is that in terms of the average wage?

Alan Sorem: So the average annual wage of the jobs was 148,000. So yeah, we're looking I've got that in our written materials but I think that's the average annual wage was over a hundred. I'll have to go back and reference the applicant's response statement and try to pick out that number. I don't I don't want to misstate it, but it was a significant average wage for those direct services at the airport, well well above your median your average countywide wage.

Colm Willis: Thank you.

Alan Sorem: The other goal that is important and in play here is Goal 12. Goal 12 is important in two ways. First, there transportation airports are a transportation facility. And in the board's most recent comprehensive plan zone change case out at the Aurora Airport it found that encouraging the airport the safe and safe community and economic transportation system included supporting the Aurora Airport. That policy is codified in the state administrative rules under division 660-013 and the state statutes ORS chapter 136.

So you know, increasing the developable lands while we're not expanding the airport itself as far as we commonly think about it as the facility being the runway, the towers. We're expanding the airport as it's commonly understood and it's defined in state law in the regard as to those lands that are publicly zoned and available for airport-related uses and so that expansion is consistent with Goal 12.

Additionally I want to raise a specific argument. I think there's a second theory. We we believe that this case lines up well with the board's decision in 2010 regarding the HTS case for the many same reasons and be supported as the reasons exception. But there is an alternative statutory basis for approval. I I would just say for the record OAR 660-12-0065 subsection (3)(n). That's a subsection within the transportation planning rule and so generally you're allowed to have on rural lands transportation facilities. In, you know in compliance with Goal 3 Goal 4 and 11 notwithstanding.

So that's commonly thought of as highways in rural lands and things like that. Well the expansion of public airport facilities as long as you're not doing it to serve a larger class of airplanes is allowed as a matter of law. So there's a second legal basis we think you know, we presented this case as a reasons exception case and it supported by staff in that regards. But there's a second argument that could be incorporated by the board in its ultimate findings of fact if it agrees to go support the proposal under that rule as well.

You know, there's a lot of criteria that that kind of ask questions about, you know, what about this subject property is special? Both in the reasons exception criteria and and the conditional use and and just at a general level it's always been identified. Even if you go back to the 1976 Aurora Airport Master Plan as land available for future development and it is surrounded on three sides. We see this as a as an infill project.

Marion County Board of Commissioners Hearing on TLM Holdings, LLC June 24, 2020

City of Aurora
003580

As I said, it historically has not been farmed. There was a collection of buildings for a mission on a heavily wooded site at that area. It's now currently been cleared and prepared for pre-development. But you know, this isn't, this isn't the best farmland and we're not losing the best farmland. You know it is I understand, the soil classification that was done by the National Conservation of Soil Resources you know in the, I think the late 1940s, you know, kind of giving us our designations of what's high value low value soil. Well, that's at a really, you know, 10,000 foot level that the practicality of this is farmland. It's its never made money in a commercial farming operation and by taking this out of the lands available for Primary Agriculture we're not going to see any kind of loss to the farming community as it's never really been part of the the farming community as we commonly understand it.

It does, it is special in that it has the benefit of the existing taxi eas, easement as I as I said. So, you know, the applicant carefully responded to all of the comments and concerns from the hearings officer and and and supplemented its application proposal in response to the hearings officer's comments. First and foremost it was the offering of a limited use overly limiting those uses to, on the on the zone change to those that are justified in the exception which is the airport-related uses. We've provided supplemental evidence as the demonstrated need of why we need more airport-related land.

We believe that the evidence is now supported by substantial evidence that reasons exception is needed to accommodate the use and we've complied with the ESEE what's commonly called the ESEE analysis as well. If you review in your packet I believe you have a list of the proposed conditions of approval. These are always geared toward trying to ensure that even the worst case scenario impacts of the zone change are are mitigated. And so the applicant has agreed to the limited use overlay zone.

Applicant heard a lot of concerns from individuals regarding noise impacts from the lands supporting the Aurora Airport. One of the primary concerns was related to sustained helicopter hovering over properties and so as a condition of approval we've agreed that no aircraft will be allowed to hover over the subject property not associated with normal takeoff landing procedures which will address concerns of training exercises where you have helicopters hovering at low altitude for sustained periods of time creating noise impacts.

And both my my colleague from DKS and Associates will will speak to the traffic impact and analysis and the Transportation Planning Rule in detail but I do want to highlight that both ODOT and Marion County Public Works traffic engineer have reviewed and approved the applicant's tran, TIA and traffic reports. Those have been supplemented during the course of the hearings processes as commonly happens and we take in the comments and concerns from other jurisdictions. We take those seriously and to the extent that we can incorporate that data and that analysis and we agree with that we we do. Sometimes we reasonably disagree with the comments and concerns from other jurisdictions and that can be explained more by our traffic engineer but we do have a proportionate share fee that's proposed which would, if completely built out at the

expected rates would provide \$323,500 to mitigate the applicant's expected impacts on the local county facilities.

So that is kind of in a nutshell what we are doing. That's our proposal. I'm happy to speak to any immediate questions or concerns or address those on rebuttal but I would like Mr. Faegre and Ms. Brown also to be able to testify as to both the need for airport-related uses and traffic impacts.

Colm Willis: OK. Thank you Alan. Next up we have Mr. Faegre.

1:13:52 Aron Faegre: Hello, Chair and Commissioners. My name's Aron Faegre. I'm an architect and engineer and have worked all over Oregon and the northwest on airport planning for approximately thirty five years, I think it is, and I've probably worked on projects at Aurora Airport for 20 years.

Alan did a good job of describing the overall plan that that was my creation. The key thing to realize is that there's public roads around the outside of the site. This parcel is within the kind of the surrounding roads. The taxiway runs right up into the middle of it and that's why it worked so easily and so well to have then the large hangars with adjacent offices and shops which then serve serve those. So it's a very natural layout works very easily very similar to what's down below in which you see there is already developed. I was asked in particular to talk a little bit about why there would be 10 uses listed at the airport. It can seem that airports are simple, they have a runway, taxiway and aircraft land, but in today's world if you tour it and you look inside these hangars it's a very high-tech world, a very complex world of aviation. And so for example pilots constantly need recurrent training and the reality is it has to occur at the airport because you you do training in a classroom with instructors then you go out, you fly the airplanes, keep you're your skills up, learn new skills come back, debrief, and have lunches, go out again.

It's it's the FAA basically mandates that it's a very complex process so you need all those kinds of rooms and things for it. Similarly the aircraft themselves under FAA rules, a lot of people don't know this but almost every piece of of screw and metal on an airplane has a part number on it and these are tracked. When they come to the airport they're kept locked up under FAA rules. The parts are tracked. These aircraft we are our high-tech machines they're constantly being upgraded in terms of their electronics, in terms of inspections and the latest safety information that's available. We have on-duty pilots at the airport who need to be available on a moment's notice for rescuing people, moving parts for medical purposes. They have to literally have a place to sleep and when they're on duty there we have places. So all these uses I'm describing are already at the airport and what I'm kind of explaining is that this new parcel would be the same just like it would have these same kinds of uses. Some of the users at the airport the companies literally have their own emergency operations centers. I was, I learned this in part when I was touring Life Flight at one point and learned that when the school shooting occurred down in Southern Oregon, down the valley, the moment that

happened they go into gear and start moving their aircraft and their support materials around the whole Northwest knowing that they're going to need a lot of helicopters and for rescuing people. And the same thing happens with companies that we have at the airport that are fighting wildfires so here we even have an emergency operations centers existing already at the airport that are important.

Airports also are maker places meaning that we have companies there that are designing the next generation of some of these parts that that improve on parts that are available now. They're constantly improving and and making safer and more efficient aircraft. We all know we've got Van's Aircraft which is the world's leader in experimental aircraft. Most people think of Life Flight which is which has their headquarters there, as being a company that flies helicopters. I kind of half joking like to remind people they don't fly helicopters they fly mini hospitals. If you go and look inside those helicopters they've got all kinds of medical equipment they've got flight nurses they have partnerships with our major hospitals in in downtown Portland with their own gear at the, at the hangar, ready to put in to escort babies and and other people who need it.

Aviation is now extremely high-tech and so in the case of Life Flight they literally have staff there who have training in how to how to repair medical equipment cause they have to, they have to be prepared 100% to to go out and do their work. We have aerial mapping and surveying companies. I won't go into them but same kind of high-tech. And that said I know some people are fearful that this means that that we open the airport to just become a big commercial zone. The people who are using the or doing these uses are people who are needed at the airport. You know we have companies like FLIR at the airport or Wilson Construction. And say Wilson has 20 people at the airport but they got 750 you know around in Canby, Woodburn and other places. So you know these are not going to be just big high-rises with offices these are all shops and offices that relate to the hangar and relate to actual operations. So my main point is that this zone change is requested for a parcel that's already inside the the roads. It's surrounded on three sides by other aviation uses. It could well be developed for things involving flight training, medical, emergency medical, firefighting, aerial survey. All these things that already exist we know there is a demand for it and we need this these various uses to be able to accommodate them for purposes of true safety of aviation. With that I'll just thank you for the time of presenting and answer questions now or later.

Colm Willis: Could you comment about traffic, the impact of traffic?

Aron Faegre: We have someone else who's gonna go do the traffic here. They're following me.

Colm Willis: Okay what's his name? That's oh.

Aron Faegre: Lacy Brown, Lacy Brown. She's next she may be sitting in for or one of her other staff

Colm Willis: Okay. You're down at list but let's have you come up because you're all good all right thank you. Oh take a recess. And then we'll take a recess.

1:22:00: Lacy Brown: Okay, I'll be quick. You can take your break. Good morning I'm Lacy Brown with DKS Associates. I'm the traffic engineer on record for the traffic study that was completed. DKS has been providing transportation engineering services for this project for about the last five years and most notably we did prepare the traffic traffic impact analysis or the TIA that documents findings related to statewide planning rule TPR Goal 12. We also conducted our traffic study in accordance with Marion County and ODOT procedures and requirements. We applied best practices and made several revisions to the TIA based on input from other local agencies including Clackamas County and the City of Aurora and included their requests as much as we could to ensure that we were accurately capturing the impact of the zone change as related to transportation impacts. The most current TIA was completed in April 2019. We looked at six study intersections surrounding the property. On the west side is Oregon 551 and we looked at intersections at Arndt Road, Keil Road and Ehlen Road. And then on the east side on Airport Road we looked at the same Arndt Road, Keil Road and Ehlen Road intersections as well as the proposed site access points to this property.

The TIA included an evaluation of existing safety and operations conditions at all of those intersections, short-term project impacts at build-out year of the development, as well as long term that was consistent with the planning horizon for the county which was 2037. We did conduct TPR analysis and findings and also included a proportionate share evaluation. So the standard practice for evaluating a zone change impact is to look at the reasonable worst-case possible development under the existing and the proposed zonings, and then compare the intersection operations between those two development potentials. For this project the reasonable worst case for the existing farm use was determined to be a farm stand or a nursery and we compared that to the reasonable worst case for the public use zoning which is a combination of warehouse and office space. DKS did coordinate with both Marion County and ODOT Region 2 staff during several phases of this project. They provided input on the entire TIA including selection of the study intersections, the land use assumptions for the existing and the proposed zoning, the trip generation analysis, operations safety analysis methodology and our results, the proportionate share evaluation and results, as well as our transportation planning rule findings. So the key findings from our traffic study, each of the six intersections that we looked at were impacted differently by the zone change depending on the existing levels of traffic and the dispersion of traffic from this site.

Two of the intersections, Airport Road at Keil Road and Oregon 551 at Keil Road were determined to have no significant impact as a result of the zone change. The intersection of Oregon 551 and Ehlen Road was identified to have a significant impact as a result of the zone change. However based on recent discussions with ODOT there is a planned project that has now been fully funded that is scheduled to begin

construction in 2021 and because it is fully funded and is programmed by the state that can now be considered a background improvement that is not the obligation of the applicant at this point.

However it should be noted that applicant is still providing a proportionate share of the county's contribution of that funding for that project. The remaining three intersections Oregon 551 at Arndt Road, Airport Road at Arndt Road, and Airport Road at Ehlen Road are significantly impacted by the additional traffic generated by the zone change as defined by the Transportation Planning Rule. However all of these intersections also fail to meet jurisdictional operating standards even without the zone change. So in the background condition they still do not meet standards. And TPR requirements can still be met through the provision of mitigations and proportionate share which is what we have outlined in our traffic study.

As Alan mentioned, the applicant has agreed to pay a total of \$323,500 in proportionate share fees to address these impacts and mitigate them. So in closing we have addressed all of the questions and concerns raised by the hearings officer in her report. Not only did Marion County and ODOT review and approve the traffic study but they also provided a formal letter confirming all of our compliance with TPR, Goal 12 and supporting all of our analysis and findings. And with the mitigations and conditions of approval that have been outlined, we believe all of our Goal 12 obligations have been satisfied.

Colm Willis: Thank you. I just want to clarify, Lacy so, you think there *is* an impact to the intersection between Airport Road and Arndt Road is that right?

Lacy Brown: Airport Road and Arndt, yes. So there, there is an impact as defined by TPR which we mitigated through our proportionate share.

Colm Willis: And there is an impact for Airport Road and Ehlen Road, that intersection as well, correct?

Lacy Brown: Correct.

Colm Willis: But you said there is *no* impact to Airport Road and Keil Road, is that correct?

Lacy Brown: Correct, or OR 50 or Oregon 551 at Keil Road as well.

Kevin Cameron: That makes sense.

Colm Willis: Okay. Commissioner.

Sam Brentano: Well I just didn't catch what I was looking for. Total trips generated because of proposed development.

Lacy Brown: Yes I can grab that. I don't have it off the top of my head but yes I can grab that for you.

Sam Brentano: If you would.

Colm Willis: Okay why don't we take a five-minute recess and then we will come back and Scott Mansur will be next. Okay so Scott will not be next. We do have it looks like I misspoke earlier we do have three folks that who signed up for the phone but also are here in person. Sara Kendrick, Joseph Schaefer, and Daniel Pauly are you three here? So we'll have you guys go after our break okay. We'll recess.

Lacy Brown: It might be a second. So if you want to do a break and then I can answer.

Colm Willis: And then you can answer it okay we'll have you first up. [Gavel sounds]
We're in recess for five minutes.

[BREAK]

1:37:00 Colm Willis: Hearing it is 10:37 and I misspoke earlier. We have, this is my first year as Chair so please forgive me, we actually have a procedure here that we have to follow so all those in favor of the proposal go first and then I'll call those who are opposed to it. But Lacy, you're here.

Lacy Brown: Yes, to answer your question, the net increase in trip generation during the am peak hour would be 174 trips. During the p.m. peak hour it would be 152 trips and the total over the course of the day would be 1251 trips.

Sam Brentano: Okay so one more question can you give me some idea proportion compared to the carrying capacity or average capacity anything that makes those numbers relate to something.

Lacy Brown: In terms of the intersection capacity or?

Sam Brentano: I meant like total trips generated out of how many, could you.

Lacy Brown: Oh, out of how many that currently exists at the intersections? So yeah so the trips that we are generating at the intersections where we are having an impact in our prepare are paying a proportionate fee we're somewhere in the range of one to four percent of the intersection volume during the peak hours is what our, the zone change would contribute to the intersections in the study area

Sam Brentano: And it keeps coming up about Boone's bridge. I'm sure we'll hear about a little bit impacts on Boone's bridge traffic

Lacy Brown: So based on our distribution of traffic we're estimating that at most 50 vehicles during the peak hour would travel north of the airport on Oregon 551 headed towards that location. And it's important to note that that would be opposite of congestion patterns. So in the morning we have traffic going south towards our site and the congestion is traveling north, and in the afternoons when congestion is in the southbound direction traffic from our site would be headed north.

Sam Brentano: So I'm just making this up but did I hear you say 50 okay so out of, what 100,000?

Lacy Brown: Thousands.

Sam Brentano: So give me a percent. Less than one percent?

Lacy Brown: Yes. I would say less than one percent.

Sam Brentano: That's all I needed. Thank you.

Kevin Cameron: Mr. Chair, question. So what I just heard you say is the people who are the majority of people who are working there live probably in Clackamas County or from north of the airport right?

Lacy Brown: We had approximately 35 percent of traffic traveling north of Arndt Road to and from the site, as well as traffic from the east west and south so about 35 percent were going north.

Kevin Cameron: But I just want to clarify so you said most of the traffic during the peak hours is going opposite of the congestion.

Lacy Brown: Yes, yeah so of, assuming that the airport is a workplace anyone who's traveling through the Wilsonville area to get to this site would be coming south in the morning and would be going north in the evening which would be opposite of the congestion patterns in that area.

Kevin Cameron: I just wanted to make sure that we knew these people are coming that are working there most of them are coming from Wilsonville area north against the traffic, or opposite of what the, you go north in the morning and try to go across Boone bridge and it's congested right.

Lacy Brown: But anyone who would be traveling through that area would be headed south to get to this site. Thank you.

Colm Willis: Okay, thank you. So next up we have Tony Helbling. Is Tony here?

1:41:45 Tony Helbling: Thank you. Morning Commissioners. I'm Tony Helbling. I work at Wilson Construction. We built power lines and do maintenance, construction, and emergency restoration all over the United States to include Alaska and Hawaii. We operate seven helicopters and three airplanes based at Aurora State Airport and have about 20 family wage paying jobs based at the airport. We support the approval of this application urge you to do the same. The Aurora Airport is the economic, is *the* economic engine of the north end of the county already home to some of the most prestigious aviation businesses in the state of Oregon. For example Columbia Helicopters, Life Flight and Helicopter Transport Services to name a few. This addition will enhance the airport's ability to be ready for a significant event disaster by affording needed space for expansion of existing as well as attracting new aviation businesses. The addition of this area to the airport only makes sense as it is the

Marion County Board of Commissioners Hearing on TLM Holdings, LLC June 24, 2020

City of Aurora
003587

peninsula property inside Airport Road and shares boundaries on three sides with airport-related properties.

Please don't believe everything the opposition brings to the table. As a responsible developer TLM Holdings has worked constantly and consistently through the years to be a good and respectful neighbor. As a leader at the Aurora Airport they helped start Positive Aurora Airport Management which we know as PAAM as well as several other outreach organizations to youth and surrounding communities. TLM has been instrumental in working with representatives from surrounding communities and the Oregon Department of Aviation in establishing a voluntary noise abatement procedure for landing and departing aircraft and this has dramatically reduced overflights of the surrounding communities. Again we urge you to support this application. I would like to open myself up for questions if you have any comments.

Colm Willis: Any questions for Tony? Thank you Tony. Okay, and then Mark Shipman. No, not at this time. Okay, so that is it for those in favor of the proposal. So now I'll call those in opposition starting with Joseph Schaefer. Joseph are you here? Good morning.

Joseph Schaefer: Thank you. Good morning. My name is Joseph Schaefer and I'm the Chair of the Aurora Planning Commission and I'm speaking today on behalf of the city. The address is 21420 Main Street in Aurora, 97002. Thank you for inviting us to testify at today's hearing. In addition yesterday the City Recorder hand-delivered written testimony and exhibits which were accepted by staff for submittal into the land use record.

This is a large application with many parts although one missing element is a Goal 11 exception. The applicant explained this is not required, however the explanation is incorrect for two reasons. First, it interprets the definition of a sewer system to mean that unless a pump and a pressurized line are necessary, Goal 11 does not apply. The effect of this interpretation is that sewer lines could be extended uphill from any city into rural areas without a Goal 11 exception. For example cities like Silverton that are nestled against the edge of the valley could extend their sewers into the foothills without an exception. This is a misinterpretation of that definition. Second, the existing septic system at the Southend Airpark already uses a pump and a pressurized line. Extending that system even further across flat ground to serve the subject properties will likely require more pumps and pressurized lines.

A related issue is that the septic consultant's report does not calculate the sewage flows or provide a system design. It discusses various alternatives but never explains that a particular one is feasible. The site plan does not show a drain field and there are no drainage easements provided. The Southend Airpark drain field is on state-owned property and we have not seen any indication the state is willing to accept wastewater from the church camp properties or that it has adequate space for more drain fields. Without the flow calculations and a drain field there is not adequate information for the county to determine that sewer service is feasible, or that a Goal 11 exception is not

required. We believe annexation into Aurora is the best solution to this situation. Thank you.

Colm Willis: Thank you. Are there any questions for Joseph?

Sam Brentano. Yes. So other than a reason to vote no, how does the sewage system out at the airport affect Aurora?

Joseph Schaefer: There is a lot of concern about water quality issues. The basic idea of having a public sewer system instead of septic systems is the same reason why Aurora-it's been about 22 years ago now-installed its first public sewer system. When you have a high concentration of septic systems that tends to degrade the water quality. The most common risk is nitrates seeping down into water wells.

Sam Brentano: And do you believe that affects Aurora?

Joseph Schaefer: Do I believe that affects Aurora?

Sam Brentano: Yes.

Joseph Schaefer: I don't have the scientific data to say that. I will say that it does affect our ability to provide the sewer services because traditionally urban uses nearby cities are required to annex into the cities and connect to the city-provided water and sewer.

Sam Brentano: Thank you.

Colm Willis: Thank you thank you okay. I just wanna clarify Sara you do not want to testify is that correct?

Sara Kendrick: Correct.

Colm Willis: Okay you're signed up. Next up we have Daniel Pauly are you here?

Daniel Pauly: Thank you. For the record Daniel Pauly, Planning Manager with the City of Wilsonville and I appreciate the opportunity to come down and comment today. The city did submit a letter back before June 3rd as well as another letter yesterday. I did bring to enter into the record the rest of our exhibits that we weren't able to transfer electronically which is in the binder here which I'd like to enter into the record. The weight of our comments today, the City of Wilsonville, though so I believe you know, has long stood for preservation of farmland in French Prairie area of southern Clackamas and northern Marion counties. In doing that I mean the city acknowledges decades of development pressure in this area, at the airport and otherwise adjacent I-5, particularly in the land around Aurora Airport. And we talked about Goal 9 and certainly by developing this will northern French Prairie area and all sorts of industrial land could generate a lot of jobs but that's not really the point here. Is this is land by high but that it has been determined historically and by law to be ag land to support the ag economy and with that there is well established case law that the burden of proof for any goal

exceptions is intended to be high and particularly to convert any farm-zoned land into areas for non-agricultural uses. So in terms of that discussion of Goal 9 you heard, I mean the burden is particularly high.

The applicant relies and makes sense to refer to that 200 that 2010 approval by the Board of Commissioners for Helicopter Transport Services on the US Leasco property which is just to the south of the subject property. In that case there was an exhaustive evaluation of a, of a specific user, and its specific needs to serve the public created really a preponderance of evidence in support of that approval. As, if I recall it correctly there were specific services provided by Columbia Helicopters or others that were essentially the only place in the world that they could get certain services to support their, their large helicopters. In that case they were able to meet a particularly high burden of proof for converting the French Prairie farmland.

The current proposal before the Board is critically different than that approval and it falls far below the high bar of this burden of proof in significant ways. I'll just mention here briefly the Airport Master Plan which the hearings officer requested more information on which the applicant really didn't provide much of. I imagine Aurora's testimony includes that as many of the pages of this binder also includes that record. I just want to mention that, that it's part of the picture here that you know the idea of how much to expand at the airport is discussed in that, and it's still a question that's currently under litigation as the Board knows.

But beyond that I wanted to focus primarily on how the applicant proposes a broad list of uses that do not meet this rigorous detailed evaluation of individual users that Helicopter Transport Services did, and which would be justification for their placement on EFU land outside the urban growth boundary. And in that, that they think it's clear that the application does not at this time meet the high burden needed for goal exceptions that would allow prime farmland that supports the agriculture economy to con, be converted for commercial for-profit uses. If the Board does despite this lack of justification approve the proposal, the hearings officer's recommendation for a rigorous evaluation and justification for each use as part of individual conditional use permits must be followed.

The city particularly notes that the applicant makes a statement unsupported by any evidence that some of the proposed uses would benefit quote "from added efficiency and quality of service by being located at the airport." The, there is not provided any detail regarding the extent or nature of this added efficiency and quality of service that would justify the conversion of the farmland to a commercial use given the abundance of nearby urban and commercial industrial space available. In particular the hearings officer requested more information show why the proposed uses require runway access necessitate the full 16.54 acres. Including of this is a reference to the alleged 2012 master plan, a projected a need for just five acres over the 20-year planning period. While the applicant doesn't provide any further justification for the entire site but simply

reasserts as prior general argument of increased demand, which again we all know that there's demand for, for urban development in French Prairie.

In fact a number of the same or similar office types listed by the applicant or referred to in supporter's letters have or currently do exist in urban commercial or industrial land in Wilsonville including offices for Columbia Helicopter, offices for Life Flight, the corporate offices of I&E Construction. In addition Life Flight's letter of support points out while they, while we value them as part of our community, that they could locate in Redmond or Boise. That unlike Helicopter Transport Services, there's nothing particularly special about Aurora Airport to the extent of Helicopter Transport Services that would mandate that they locate here.

The city agrees with, with the hearings officer that further justification again is needed by use by use basis consistent with evaluation provided in the precedent US Leasco approval. There was it as the discussion of the overlay, and again want to go through some of these uses and just list ones they well like the US Leasco case there could be potentially-I'm saying potentially-some justifications for individual uses that need to be further evaluated but just on, in a general, in a general sense things that however could locate in Wilsonville or other urban areas include commercial lodging, airport-related administration, aerospace and aerodynamic research and development, manufacture sale and service of aerospace and aerodynamic related uses the and other R&D related things, and schools and training. So as Aron provided some information and kind of started going down that road of, there are specific parts and technology and it, yeah there's probably those arguments out there but that has not been provided by the applicant to justify what's before the Board.

In conclusion, our review is that the applicant has not met the burden of proof for approval of their request, including responding to the additional information requested by the hearings officer to really justify what they're doing and is prudent to the deny that requests or remand back to the hearings officer to allow the applicant to provide the information really needed to make, make a choice here. Thank you. Any questions?

Colm Willis: Thank you are there any questions for Dan?

Kevin Cameron: I do, yeah, please. Daniel thank you for your testimony. You said ag land to support an agricultural economy. Do you have any information as to the last time that there was any dollar generated on this property from ag use?

Dan Pauly: Was this property I is, I mean we know the history of this property and it hasn't been used for ag land.

Kevin Cameron. Okay thank you.

Dan Pauly: Right.

Kevin Cameron: Next question. Helicopter Transport Services could they have not been located at the Salem Airport?

Daniel Pauly: They I recall in and I haven't read it for a few weeks now, but there is some certain, some items going on with some services provided by Columbia because Columbia similarly uses larger helicopters, larger lift helicopters that there were parts or parts refinishing or something like that that was specifically provided at the Aurora Airport that Helicopter Transport Services benefited from that wouldn't be available at other airports.

Kevin Cameron: But they could have located at the Salem Airport, correct?

Dan Pauly: If not well they needed access to, they argued that they needed access to the specific service that was at Aurora Airport.

Kevin Cameron: Okay, thank you.

Colm Willis: Okay. Thank You Daniel. We now have two what should I do with okay there's Brenda we have two folks that we're going to call on the phone and that'll wrap up everyone who signed up for public comment. Ben Williams is first.

[Phone dialing]

1:59:10 Ben Williams: Hello.

Jane Vetto: Hello this is the Marion County Commissioners calling for Ben Williams.

Ben Williams: Okay, but I am not registered to testify and submitted written testimony.

Jane Vetto: you do not wish to give testimony in the TLM hearings.

Ben Williams: Not orally, no. I submitted written testimony. Thanks.

Jane Vetto: Okay, thank you very much.

Colm Willis: Okay, Next up we have Lee Barkman.

[phone dialing]

Jane Vetto: Hello? Hello?

Colm Willis: Try calling one more time.

[phone dialing]

Lee Barkman: Hi this is Lee Barkman. Please leave a message and I'll get back to you. Bye. [voicemail instructions].

Jane Vetto: Oh hi Mr. Barkman, this is Marion County Board of Commissioners calling at the TLM hearing. It's our understanding that you wish to provide testimony at this public hearing this morning. If you get this message in the next five minutes, if you please, actually I don't have a number for you to call back so we will try back in five minutes. Thank you. Bye bye.

Colm Willis: Okay. This is sort of a brave new world, cause of Covid. So should we have, should we take a recess or should we have Joe come up and or the applicant.

Jane Vetto: Oh, incoming call. Marion County Board of Commissioners. Hello, is this Lee Barkman. [static] Hello? Welcome back.

Jane Vetto: Searching for signal. Wait, Jane and make a start.

Sam Brentano: I suspect you didn't know who was calling and then decided it was us and trying to call why you get the message.

Jane Vetto: He says he's trying to call back in. It says searching for signal.

Colm Willis: Is the phone not working? Would you hang up and call him because it worked when we called to let's call it's not hanging out.

Jane Vetto: His cell phone right. My is the phone and all right. It's not letting me.

Sam Brentano: He's probably trying to call you to time.

[phone dialing]

Jane Vetto: Hello, is this Lee Barkman?

Lee Barkman: Hello?

Jane Vetto: Hello, is this Lee Barkman? [static] Mr. Barkman, do you think you could get to a place where your signal is a little better? We're having trouble hearing you. [static] Okay? We're going to disconnect and try to call you in five minutes. If you can get to a place where there's a get a better, better signal that would be great.

Colm Willis: Okay. Alan, why don't you come up?

Alan Sorem: Thank you again, Alan Sorem, attorney for the applicant.

[phone rings]

Alan Sorem: I'll wait.

Kevin Cameron: I'm sorry.

Jane Vetto: Hello.

Lee Barkman: Hello?

Jane Vetto: Is this, is this Lee Barkman? Hello, this is lee Barkman.

Jane Vetto: Great Mr. Barkman, you want to give some testimony regarding TLM hearings?

Lee Barkman: Sure. Thank you very much for trying again. I'm not sure what happened on the phone. Anyway, thank you both of. My name is Lee Barkman. I live at 27 170 SW Canyon Road in Wilsonville and I've lived in Wilsonville for 25 years, and you know, you

Marion County Board of Commissioners Hearing on TLM Holdings, LLC June 24, 2020

City of Aurora
003593

know, basically I think [unintelligible] Road is right on the landing and takeoff vector of the of the Aurora Airport. And, you know, we've basically lived with the traffic for, some while, its been significant, some days on normal weekends where it's constant, the dull roar. Its pretty constant.

I talk to my neighbors. Most of them are you know, talk about it, particularly some of the older people and while it is annoying, I understand it's been it's been something that we've lived with. But by increasing the length of the runway and the taxiways its no doubt that the traffic is going to increase that this could be larger planes take off of land somewhere with the taxiways, taxiways you can increase the frequency of the takeoffs and landings. And it's also you know, there's going to be a pollution issues that are going to be coming. I live bit farther back and I hear that. I can't imagine how bad it is for the Charbonneau area.

I've talked to many people that live over there we're talking about how it really sometimes again almost like the had effects on well they take us at such a you know, their, their, their mental health almost. Most individuals been listening to your you're meeting, the land use planning meeting, I'm a strong supporter of the land use planning of Governor McCall who basically brought this all about has made Oregon a different kind of place than, than anywhere else. The rural areas that we have, that we've protected and protected from you know, spiraling commercialism have made Oregon special. And so I want you to keep that in mind when you think about this. So once you open up it, there's no going back and it's going to change the character of the area. And so I urge you to vote no against this application.

Colm Willis: Ok, thank you Lee. Are there any questions for Lee?

Kevin Cameron. No. Thank you. Thank you for your testimony.

Lee Barkman. Thank you.

Jane Vetto: We're hanging up now.

Colm Willis: Sorry about that, Mr. Sorem. Pease.

Alan Sorem: Thank you. I appreciate update did to get some rebuttal testimony. First thing I'd like to do is respond to your question Mr. Chair. There were just just kind of on rough calculation based on the 2014 study by department of airport the average salary at that time at the airport was \$66,000. So, you know, we're adding about 10 percent more developable land and increasing the employment base of of those lands by by 10 percent, so that's part how we came to to our conclusion. But you asked on that the annual average salary for for direct employees. That's not including the multiplier effect. Those are those are just employees that are currently employed at the airport and that's based on the 2014 Oregon Department of Aviation study.

Colm Willis: And how many additional jobs do you anticipate?

2:08:47 Alan Sorem: It, it is a little bit difficult because this isn't, you know, just like HTS and I'll get into that. But if you were just to kind of extrapolate from, you know, what is a 10 percent, you know, expansion of the employment base that's you know about 110 jobs that would be directly employed there.

You know, the needs for parking and things like that are significantly more, and and the average daily the trip counts they're more because that's all based on worst case scenario. So when we do zoning that's what we have to do. When you have a specific property owner that's already acquired the property and they're saying, you know, this is what I want to do, then you have a lot more certainty about that and you can drill down. So the job of the training, traffic transportation is kind of say you know, worst case scenario no matter who comes in, what would be the traffic impact? And so that's why you get numbers that are a little bit more on that when you're looking at it through that lens because it's a little bit of a different inquiry.

There are a number of things that that I'd like to touch upon in in reply based upon the comments. I would you know just again reiterate this is not about the Aurora Airport Master Plan. I understand that a large portion of that binder that was submitted on behalf of the City of Wilsonville and and evidence that was submitted this morning by the City of Aurora. I've not, I've not been given an opportunity to review it yet but that includes testimony that was submitted regarding the airport master plan update and on the question of should the, the airport landing strip be extended itself. And again that's, that's not what this case is about. So generally speaking I anticipate most of those comments and questions not to be related to the approval criteria.

We will review those and so in that light we would request the record be left open for a period of 21 days to allow rebuttal evidence for those those those matters submitted into the record and then to give the applicant final legal argument. I just want to make that request.

As to questions on airport-related uses. It's it's in the opinion of the planning department for the City of Wilsonville is that we we haven't submitted enough evidence in their mind. You know this is a question of substantial evidence and can a reasonable person rely on the evidence that's been submitted in the record. We have testimony and written evidence from a number of business users whose, who testified that there is a need for not just more office space but for more land that that allows airport-related uses.

We've gotten testimony and affidavits from Mr. Faegre explaining that in great detail. So, you know, reasonable minds can differ, but we definitely believe we have substantial evidence in the record that responds to that question as to why why not airport rela, why do you need airport-related uses here on the publicly zoned lands? And it's not a fair comparison to HTS. And to the question of well, you don't have enough specificity. I mean that was a preexisting company. They existed already. They were in Corvallis. So one, according to the logic of the City Wilsonville since they already had a business and and at the Corvallis airport they didn't need they wouldn't

need more land. I mean companies don't have to expand, they can go you know, and if they want to expand they can go somewhere else.

They're asking us to prove that every potential user needs to be at the Aurora Airport as opposed to in some other jurisdiction or even different state. That's not appropriate characterization of what the reasons exception question's about.

There's nothing wrong here. The land use system isn't broken. This reasons exception process was built in from the very beginning. It was an understanding our ability as legislatures, or this body in it's legislative capacity in the early 1980s adopting a comprehensive plan could not foresee all of the needs as the county goes on and continues to grow decade by decade by decade. And and that's not a bad thing and it doesn't need to be characterized as an attack on the land use system as a whole. We need to balance all of the state planning goals.

Farming is absolutely important. It's the biggest industry in Marion County. No one would ever say it's not. But these 16 acres are not needed for farming. The evidence in the record is clear on that point. We need these 16 acres to do the best job that it can, which is to serve the airport.

2:13:47 Questions regarding traffic I think have been well addressed by DKS and Associates. On on the stormwater management we have reports in the record from Environmental Management Systems evidencing three potential options to handle the the potential effluent from the site, one of which is is using the septic drain fields. So we have three options. We don't have a specific development proposal. And that, so we're not at that stage of development yet.

At the zone change, we're just answering the, asking the question is it feasible to develop the property without requiring a new public septic system or a public wastewater management system? And we have evidence in the record that says yes, that is feasible. You can do that through the private facilities that are in existence and there's multiple options there. They are characterizing the call of the question requiring us to get into a level of detail that is not supported by the plain text of the implementing rules or any case law that's cited. It's merely an evidentiary preference that those bodies have.

So if we were before the Planning Commission and Mr. Schaefer in the City of Aurora, then he would go ahead and you would have the ability to say well this is what the kind of evidence that I want. And if we were in the City of Wilsonville in front of their city councilors they might say this is what I think I need to have. But they, those jurisdictions do not have the ability or the right to supplement or put on this body their determination of what is adequate evidence. We have submitted, we've done the ex, exhaustive undertaking of all of the factual inquiries laid out by planning staff first and then the hearings officer. We have in evidence that is complete with reports from the necessary experts and we've addressed all the applicable criteria.

We're at a stage where they just, they're never going to agree. And sometimes reasonable people won't agree on, on an issue. I think you know there, the City of Wilsonville does not wanna see any development south of the river. That's that's part of their public outreach and part of their policies. But you know, we're gonna have to differ with them on that.

It's important for Marion County to provide for the transportation systems in Marion County. It's important for Marion County provide for the economic needs of the county, now ever more, more than ever. So with this small sacrifice of farm land we think we can take great strides in providing the necessary transportation facilities and jobs. So with that I think I can rest my time unless there's any specific questions for me or, or anyone else on the application team.

Colm Willis: Any questions for Alan?

Sam Brentano: I was going to but you pretty well answered it, it was mentioned as Goal 11. I call it water, sewer, that those specifically will be addressed once when, when, I'm repeating words, specific plans are made to build or develop.

Alan Sorem: Yes. The county can't..

Sam Brentano: And even and I should say something to the gentleman from Aurora. I'm not opposed to this being in City of Aurora. In fact I've worked for a comprehensive urban growth boundary that flag lotted to it a number years. But that isn't my point. But I was just making the point that this doesn't affect Aurora on sewer any way. Address that a little bit more for me and how how it would be handled in any application or development.

Alan Sorem: Okay I will. First thing I can say I just about annexation, there's no way the UGB can be expanded...

Sam Brentano: We looked.

Alan Sorem: ...under the criteria but then take the position that this 16 acre zone change cannot be done. I mean those types of comments are a polar opposite to to suggest that. As to the specifics I've gotta, I'm gonna reference my my written statement here, one moment. So that the the first thing that I would point to in the record that responds to this issue is the original report from Environmental Management Systems which addresses the the three potential options for for wastewater that was supplemented in the record with with a following report and we'll evaluate that during the the open record period. But that is the service provider that spoke to to that issue on the record.

We have another one as far as water service provider. I, I don't have the name up off top of my head but essentially it's the same water that the City of Aurora is doing. It can be treated. It can be filtered. Yes, there are levels above DEQ regulations regarding arsenic in in the water but un, sadly that's not an uncommon situation in in Oregon and there are filtration and treatment facilities in place. I mean we, City of Salem treats its

water for car, carcinogens and and toxins. I mean all all water is is treated so it is it is feasible to provide water just like it's currently being provided at the Aurora Airport where we know I mean just at its its most general level we're not talking about a new development, we're talking about an, a small expansion of the existing facilities.

So these these types of of private services that have been going on coinciding with the Aurora Airport for some time now and there has not been a need to do annexation to bring this in to the City of Aurora for municipal water or mun, or municipal wastewater facilities. So we have had those experts look at that and we've got those reports in there. I'll be sure in our our final comments to, to highlight citations to the record to that effect.

2:19:48 Sam Brentano: I don't know where I'm going. But even worst case when you really came to trying to site something if it couldn't satisfy sewer requirements or water requirements, you golf course in Aumsville, excuse me, the tanks, cisterns whatever you wanna call it, sewer can be pumped water can be bought, and so those aren't controlling influences.

Alan Sorem: We have obligations to comply with all applicable developments standards there they're still there and comply with all regulations. So you know DEQ is in for is in charge of enforcing stormwater runoff and wastewater issues. So we have to go out and when we do apply for development permits we're gonna get a 1200C, and we'll create a plan and we'll show that there's not going to be unnecessary want, water runoff off the site. And and you know there was a comment from the city about well what about the Pudding River? The Pudding River is is a significant distance from from this property and just like any other development site. Go ahead and if you have more than an acre you you treat it with hydroseeding and you manage your your grading in a way that it doesn't have a significant water runoff. Doing development on this site, isn't inconsistent with any other development projects.

So to your question. Yes, we have to comply with all the normal development standards. We're not jumping any steps in the development process. It's just fundamentally we have to ask, answer the question what is the appropriate comprehensive plan designation? For the next hundred years should this continue to be farmland or is it gonna be better served for the for the community and the county to have this to be publicly zoned designated land available for airport-related uses? The answer to that is what we're trying to get with our zone change request.

Sam Brentano: Thank you.

Colm Willis: Questions Commissioner?

2:22:00 Sam Brentano: No, unless you have any.

Colm Willis: I just have one. There's this list of conditions of approval that we're asked to consider. Do you agreed to these?

Alan Sorem: Yes, we do. We agree to those as we're a joint product between the public works department, planning staff and the application team.

Colm Willis: Okay. Okay. Thank you. Joe, want to come back up?

2:22:10 Joe Fennimore: Once again for the record, Joe Fennimore.

Colm Willis: You're ready to take questions, huh?

Joe Fennimore: Yes, I help.

Colm Willis: Any questions for Joe?

Sam Brentano: Well, since he isn't forthcoming, you just have to say is there anything you heard today that troubles you, hasn't been addressed, or that you were looking for and that hasn't been developed enough?

Joe Fennimore: I think the hearings officer laid out the issues that needed to be, needed to be addressed and I think there's been a lot of discussion and information about those issues. I don't see anything missing at this point.

Kevin Cameron: Thank you. Good. So I did have a couple of questions on the tra, going back to the traffic issue. I know that there's a, a share that they will pay for future changes. The two impact intersections were Airport Road and Ehlen, Eelen which is it Sam?

Colm Willis: Oh, it depends who you talk to; Ellen, Eelen, which is it Sam?

Kevin Cameron: We you have this debate whether it's Ehlen or Ellen, right? And then the other one was up at Arndt where there's a signal today. Right?

Joe Fennimore: Correct.

Kevin Cameron: So those two intersections. Is there future, and then that intersection is shared with Clackamas County I believe up up at the north. Is their future, so triggers?

Joe Fennimore: So I have John Rasmussen here from Engineering and he can he could probably address his better.

Colm Willis: Please. I'm interested in this as well.

2:23:53 John Rasmussen: John Rasmussen Public Works.

Colm Willis: Hello John.

John Rasmussen: And the question again was?

Kevin Cameron: My question was the question was the traffic study showed the the largest impact. Keil Road obviously not because I know where that is coming in in the south of the airport. But the north south corridor on Airport Road impacting that

intersection down at Ehlen and the north at Arndt. Is there plans, future projects that the contribution that they're going to make toward towards those intersections?

I know we've talked about and I don't know if it ever, I haven't looked at it for a while. We talked about a left hand turn signal at the intersection of Arndt and, and Airport Road on the north side. What are the plans for those in the future? It has nothing to do with, I guess this is just for my information right now, but.

John Rasmussen: Well those those are identified projects. The Airport Arndt is a county identified project and then the Airport Ehlen is a City of Aurora identified project.

Kevin Cameron: Okay.

John Rasmussen: And those projects are currently not funded.

Kevin Cameron: Okay. So this contribution would go towards that at some point in time?

John Rasmussen: Yes.

Kevin Cameron: Okay.

John Rasmussen: So they have agreed to contribute to those even though they're not fully funded.

Kevin Cameron: Right. So this this traffic study is not triggering anything there yet?

John Rasmussen: No, it's not.

Kevin Cameron: Okay.

Colm Willis: Will this money that they contribute be held for those projects was the...

John Rasmussen: Yes. They would be held as a dedicated funds for those projects.

Colm Willis: For those projects. Good. That's what I wanted to know. Thank you. Oh , I have a question for you Joe. So it came up it not, not for you, John. It came up a couple times in the hearing. I want to make clear this land that we're talking about has not been used for farming in recent memory.

Joe Fennimore: That's my understanding. It was owned by a, some sort of church group and they has I believe some buildings on it and cabins kind of thing, organization. I don't believe it's been farmed since I've been working with the county.

Colm Willis: Cause it's been called farmland but it hasn't been actually farmed. It's like that the representative from Wilsonville said that as well. We all know this hasn't been farmed. And you're saying as long as you've been here as long as I've been here I know it's never been a farm.

Joe Fennimore: As long as I've been here it hasn't been farmed.

Colm Willis: Okay.

Kevin Cameron: Mr. Chair, we had a request from Alan to leave the record open 21 days which would be July 15th, from now 21 days from now would be July 15th. If you're ready for a motion but my, mo- Joe.

Joe Fennimore: I think we need to leave the record when and in a manner so that the applicant gets the last rebuttal for legal argument.

Colm Willis: Okay.

Joe Fennimore: We usually I believe we would leave the record. It would normally leave the record open for seven days for anybody to submit any additional rebuttal to what they've heard today including evidence, is that right?

2:27:00 Alan Sorem: That's correct. So seven days for the record be open and then then the next seven days would be for people who are testifying in opposition to the project to give their final argument. While the applicant would have in a period to do rebuttals since the applicant has the, has the burden of proof and then the final legal argument would happen in the, in the last seven day period.

So we we typically kind of call this a seven day, three step seven day period. So the first week is an open record period. The second week is to rebut new evidence that was submitted during that seven open record period to not raise new issues but just merely respond to things that have been sent in the last seven days. And then the last period is for the applicant to submit its final legal argument.

Colm Willis: So we would not make a decision today on this matter. We would make a decision after all the evidence has been submitted, is that correct?

2:28:00 Jane Vetto: You would close the public hearing, allow whatever extension you would like. It has to be at least seven days. And then their rebuttal or their written arguments would be submitted in writing and then you would open this up as an action item and deliberate.

Colm Willis: Ok.

Kevin Cameron: So and you can help me clarify this motion that I'm going to make. Mr. Chair, I would move that we close the public hearing. We leave the record open for seven days for testimony, another seven days for rebuttal and the next seven days for final legal argument for a total of 21 days or the seven, seven and seven until July 15. Would we close it?

Colm Willis: Are you comfortable with that motion? Is that...

Jane Vetto: That's fine.

Colm Willis: Clear.

Jane Vetto: Yeah. Yeah, I know under our rules the applicant submits the final written argument.

Colm Willis: Okay. You want to second that motion Commissioner?

Sam Brentano: I just want some clarity that that, so the final decision would be discussed on.

Kevin Cameron: Yeah. When will we deliberate?

Joe Fennimore: So once the record closes, then we would bring it to you on an action item at a subsequent Board session either the follow, within within a reasonable amount of time.

Sam Brentano: You don't need to list that date at this time not.

Joe Fennimore: No.

Same Brentano: Ok. All right. Sounds like the motion is complete and I'll second it.

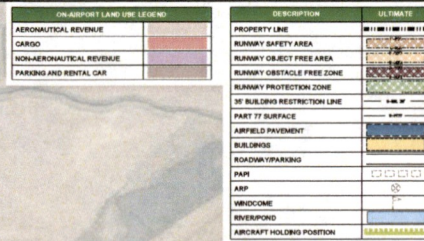
Colm Willis: We have a motion and a second. Is there any further discussion? Seeing none, will all those in favor signify by saying "aye".

Kevin Cameron: Aye.

Sam Brentano: Aye.

Colm Willis: Aye. Motion passes. Thank you, Joe.

Colm Willis: Thank you everyone who testified today. Appreciate your time. And it looks like we're gonna have more testimony. Ok, so that completes our agenda. And next up we have the calendar. [End 2:29:54]



RS&H Oregon Architects-Engineers-Planners, P.C.

7800 E. Union, Suite 700
Denver, CO. 80237
303-409-9700 FAX 303-409-9701
www.rsandh.com



AIRPORT LAYOUT PLAN

CONSULTANTS

DATE ISSUED: AUGUST 2018
REVIEWED BY: ADN, DSC, TJM
DRAWN BY: MP
DESIGNED BY: SD

PROJECT NUMBER
224-0008-000

© 2018 RSAI, INC.

ULTIMATE AIRPORT LAYOUT PLAN DRAWING

SHEET NUMBER

5 OF 18

FAA APPROVAL BLOCK

CITY OF EUGENE

APPROVED: [Signature] 11/26/18

PLANS PREPARED BY:

RSS

7000 E. Union Avenue, Suite 100
Denver, CO 80221
303-409-9700 FAX 303-409-9751
www.rssusa.com

APPROVED: [Signature] 11/26/18

UNITED STATES					
SOUTHING	NAD 83	PAGE OR PAGE	LATITUDE (N)	LONGITUDE (W)	ELEVATION
4305.0	4305.1	PAGE	44° 07' 12.12"	123° 13' 11.87"	363.0
4305.0	4305.1	PAGE	44° 07' 12.12"	123° 13' 11.87"	363.0
4305.0	4305.1	PAGE	44° 07' 12.12"	123° 13' 11.87"	363.0

SOURCE: NATIONAL GEODESIC SURVEY, NAD 83 (2011) NAVD 83

PROPERTY LINE	EXISTING	FUTURE	DESCRIPTION	EXISTING	FUTURE
RUNWAY SAFETY AREA	EXISTING	FUTURE	RUNWAY SAFETY AREA	EXISTING	FUTURE
RUNWAY OBJECT FREE AREA	EXISTING	FUTURE	RUNWAY OBJECT FREE AREA	EXISTING	FUTURE
RUNWAY OBSTACLE FREE ZONE	EXISTING	FUTURE	RUNWAY OBSTACLE FREE ZONE	EXISTING	FUTURE
PRECISION OBSTACLE FREE ZONE	EXISTING	FUTURE	PRECISION OBSTACLE FREE ZONE	EXISTING	FUTURE
RUNWAY PROTECTION ZONE	EXISTING	FUTURE	RUNWAY PROTECTION ZONE	EXISTING	FUTURE
TAXIWAY SAFETY AREA	EXISTING	FUTURE	TAXIWAY SAFETY AREA	EXISTING	FUTURE
TAXIWAY OBJECT FREE AREA	EXISTING	FUTURE	TAXIWAY OBJECT FREE AREA	EXISTING	FUTURE
30' BUILDING RESTRICTION LINE	EXISTING	FUTURE	30' BUILDING RESTRICTION LINE	EXISTING	FUTURE
PART 77 SURFACE	EXISTING	FUTURE	PART 77 SURFACE	EXISTING	FUTURE
AIRFIELD PAVEMENT	EXISTING	FUTURE	AIRFIELD PAVEMENT	EXISTING	FUTURE
ABANDONED AIRFIELD PAVEMENT	EXISTING	FUTURE	ABANDONED AIRFIELD PAVEMENT	EXISTING	FUTURE
AIRFIELD PAVEMENT TO BE REMOVED	EXISTING	FUTURE	AIRFIELD PAVEMENT TO BE REMOVED	EXISTING	FUTURE
BUILDINGS TO BE REMOVED	EXISTING	FUTURE	BUILDINGS TO BE REMOVED	EXISTING	FUTURE
REEL	EXISTING	FUTURE	REEL	EXISTING	FUTURE
ROADWAY/PARKING	EXISTING	FUTURE	ROADWAY/PARKING	EXISTING	FUTURE

EXISTING BUILDING LEGEND

BUILDING NO.	BUILDING DESCRIPTION
1	100' TOWER
2	100' TOWER
3	100' TOWER
4	100' TOWER
5	100' TOWER
6	100' TOWER
7	100' TOWER
8	100' TOWER
9	100' TOWER
10	100' TOWER
11	100' TOWER
12	100' TOWER
13	100' TOWER
14	100' TOWER
15	100' TOWER
16	100' TOWER
17	100' TOWER
18	100' TOWER
19	100' TOWER
20	100' TOWER
21	100' TOWER
22	100' TOWER
23	100' TOWER
24	100' TOWER
25	100' TOWER
26	100' TOWER
27	100' TOWER
28	100' TOWER
29	100' TOWER
30	100' TOWER
31	100' TOWER
32	100' TOWER
33	100' TOWER
34	100' TOWER
35	100' TOWER
36	100' TOWER
37	100' TOWER
38	100' TOWER
39	100' TOWER
40	100' TOWER
41	100' TOWER
42	100' TOWER
43	100' TOWER
44	100' TOWER
45	100' TOWER
46	100' TOWER
47	100' TOWER
48	100' TOWER
49	100' TOWER
50	100' TOWER
51	100' TOWER
52	100' TOWER
53	100' TOWER
54	100' TOWER
55	100' TOWER
56	100' TOWER
57	100' TOWER
58	100' TOWER
59	100' TOWER
60	100' TOWER
61	100' TOWER
62	100' TOWER
63	100' TOWER
64	100' TOWER
65	100' TOWER
66	100' TOWER
67	100' TOWER
68	100' TOWER
69	100' TOWER
70	100' TOWER
71	100' TOWER
72	100' TOWER
73	100' TOWER
74	100' TOWER
75	100' TOWER
76	100' TOWER
77	100' TOWER
78	100' TOWER
79	100' TOWER
80	100' TOWER
81	100' TOWER
82	100' TOWER
83	100' TOWER
84	100' TOWER
85	100' TOWER
86	100' TOWER
87	100' TOWER
88	100' TOWER
89	100' TOWER
90	100' TOWER
91	100' TOWER
92	100' TOWER
93	100' TOWER
94	100' TOWER
95	100' TOWER
96	100' TOWER
97	100' TOWER
98	100' TOWER
99	100' TOWER

RS&H
RS&H Oregon Architects-
Engineers-Planners, P.C.
7800 E. Union, Suite 700
Denver, CO. 80237
303-409-9700 FAX 303-409-9701
www.rsandh.com



EUGENE
AIRPORT

**MAHLON SWEET
FIELD AIRPORT**

**AIRPORT
LAYOUT PLAN**

CONSULTANTS

REVISIONS		
NO.	DESCRIPTION	DATE

DATE ISSUED: AUGUST 2018

REVIEWED BY: ADN, DSC, TJM

DRAWN BY: MP

DESIGNED BY: SD

DATE ISSUED: AUGUST 2018
REVIEWED BY: ADN, DSC, TJM
DRAWN BY: MP
DESIGNED BY: SD

PROJECT NUMBER
224-0008-000

© 2018 KSBM, INC.

SHEET TITLE

AIRPORT LAYOUT PLAN DRAWING

SHEET NUMBER
1 OF 18



2017

Wastewater Master Plan

Prepared by Public Works
Engineering Division

DRAFT

measure capacity). Additional capacity (acres) gained by UBG expansion areas is not included in this analysis.

Table 2-1: Population Estimate and Land Use Projections for Eugene Wastewater Basins

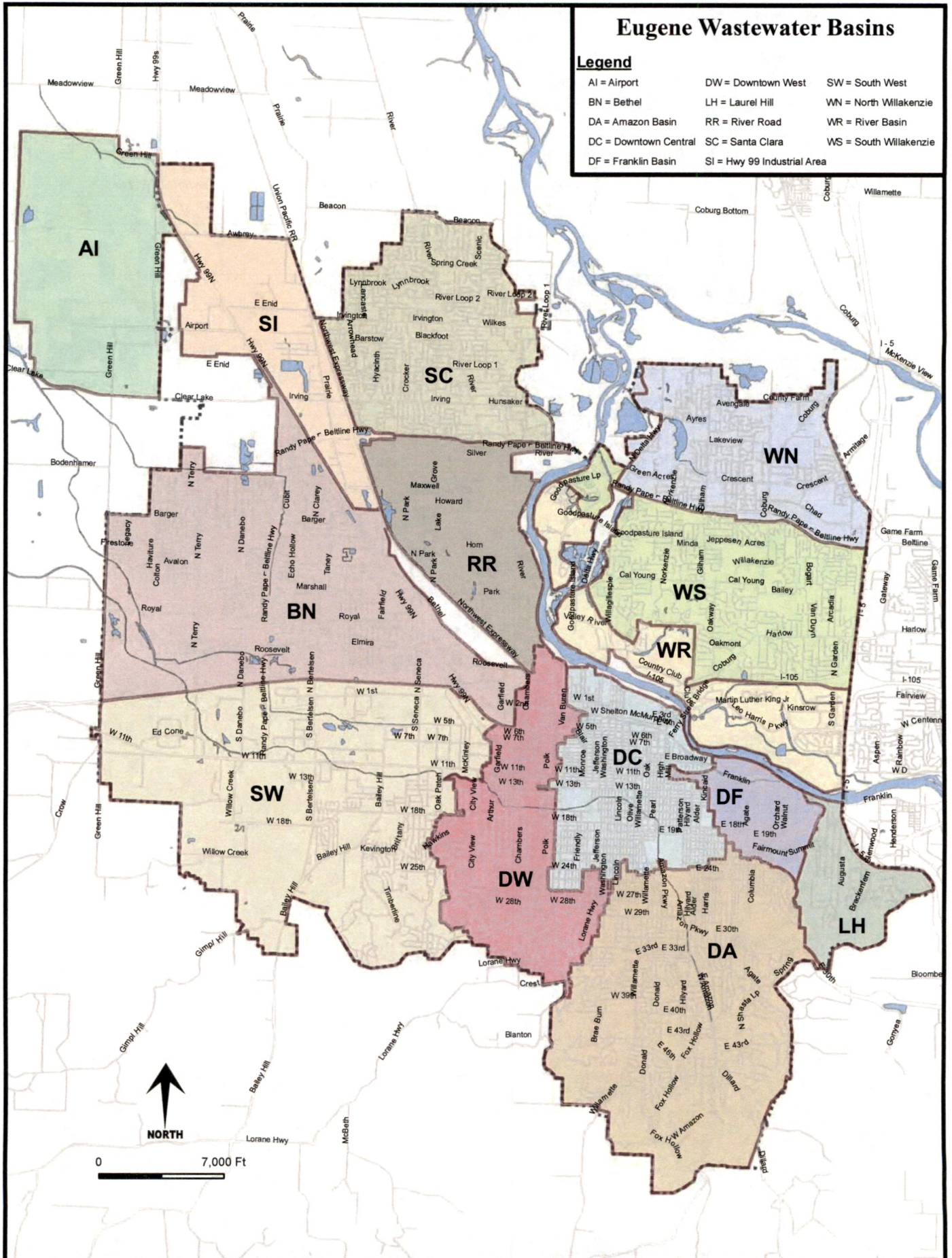
Major Basins	Population (People)		Commercial (Acres)		Industrial (Acres)	
	2017	2032	2012	2032	2012	2032
Highway 99 Industrial Area, including Airport (SI, AI)	338	403			729	836
River Road/Santa Clara (RR, SC)	30,179	35,209	128	146		
Willakenzie (WN, WR, WS)	41,541	50,362	456	485	96	148
Bethel (BN)	28,325	31,812	147	160	411	462
South West (SW)	12,905	21,190	148	175	817	1,044
Downtown (DA, DC, DF, DW)	70,826	81,828	345	350	82	84
Laurel Hill (LH)	1,622	3,819	5	16		
City-wide (not basin specific)				120		
Totals	185,736	224,623	1,229	1,452	2,135	2,574

[Top](#)

Eugene Wastewater Basins

Legend

AI = Airport	DW = Downtown West	SW = South West
BN = Bethel	LH = Laurel Hill	WN = North Willakenzie
DA = Amazon Basin	RR = River Road	WR = River Basin
DC = Downtown Central	SC = Santa Clara	WS = South Willakenzie
DF = Franklin Basin	SI = Hwy 99 Industrial Area	



In 2004 a comprehensive update to the 1977 regional wastewater treatment plan was completed. The 2004 plan included an evaluation of the regional wastewater treatment facilities, including Eugene-Springfield Water Pollution Control Facility (E-S WPCF), major pump stations and interceptors, the Biosolids Management Facility, the Biocycle Farm, and the Seasonal Industrial Waste Facility. The intent of this MWMC Facilities Plan was to identify facility enhancements and expansions necessary to serve the community's wastewater needs through 2025. The plan identified improvements necessary to increase the capacity from 175 MGD to 277 MGD to serve a 2025 MWMC metro population of 297,585.

Some of the improvements of the 13-phase, \$144 million project included significant upgrades to the existing facilities and installation of new pretreatment grit removal, digesters, additional clarifiers and a new tertiary filtration system and high-rate disinfection facilities. By 2016, the majority of regional capital projects identified in the 2004 MWMC Facilities Plan and the 2014 MWMC Partial Facilities Plan Update dealing with wastewater capacity and treatment needs through 2025 have been completed.

In 2017, the City simplified the jurisdictional boundary of private versus public wastewater systems. Prior to that time, the portion of the service lateral to a business or residence was public within the right of way if it was built with the mainline, and considered private if it was built after the mainline. This distinction was difficult to track for both the City and the public. Effective 2017 the City has taken ownership and maintenance responsibilities for all wastewater lines within the public rights of way. The financial implications of this policy change are still being evaluated, but at a minimum it will greatly increase the inventory of pipe in the 4- to 6-inch size category.

MAJOR BASINS

The 1992 USSMP divided the Eugene service area into 14 major basins (Map 3-A shows the basins and major system components) and 144 sub-basins, shown in basin flow diagrams (see Map 3-B West and Map 3-C East). Several of the major basins have a common outfall and similar characteristics and, therefore, are grouped together for the purpose of this plan. The seven groups are:

- Highway 99 Industrial area, including the Airport
- River Road/Santa Clara
- Willakenzie
- Bethel
- South West
- Downtown
- Laurel Hill

Each group of major basins is described as follows:

Highway 99 Industrial Area, including the Airport (SI & AI)

The Highway 99 Industrial Area (see Map 3-D) is the area between State Highway 99 and Northwest Expressway and includes five sub-basins. There are only 6 miles of wastewater lines in this basin, all of which have been constructed since 1985.

The Highway 99 Industrial Area has a significant amount of undeveloped or underdeveloped land. The 1992 USSMP required two new pump stations to serve this basin, but they have not yet been built, and are still necessary.

The Airport has been divided into three sub-basins, corresponding with the three pump stations that serve this area. Planned wastewater expansion in this basin is minimal.

Table 3-3: Existing Wastewater System Estimated Replacement Value – Gravity System					
Pipe Diameter (inches)	Average Trench Depth (feet)	Systems Length (feet * 1000)	Estimated Construction Cost (per foot) ¹	Total Unit Cost ²	Reconstruction Total Cost (in millions)
4	5	3.71	\$98.90	\$123.62	\$ 0.46
6	7	237.81	\$136.89	\$171.12	\$40.69
8	8	2,675.25	\$138.90	\$173.63	\$464.49
10	10	171.33	\$140.73	\$175.91	\$30.14
12	11	127.87	\$179.70	\$224.63	\$28.72
14	8	2.51	\$151.62	\$189.53	\$0.47
15	12	77.39	\$188.53	\$235.66	\$18.24
16	10	1.61	\$188.67	\$235.83	\$0.38
18	13	91.92	\$232.89	\$291.12	\$26.76
21	14	50.67	\$249.84	\$312.30	\$15.82
22	8	1.23	\$231.72	\$289.65	\$0.36
24	12	29.23	\$260.23	\$325.29	\$9.51
27	14	16.78	\$301.91	\$377.39	\$6.33
30	15	43.76	\$344.99	\$431.24	\$18.87
36	16	45.92	\$446.84	\$558.57	\$25.65
42	17	8.64	\$487.29	\$609.11	\$5.26
48	20	27.87	\$562.04	\$702.55	\$19.58
54	20	11.85	\$670.04	\$837.55	\$9.93
60	18	7.42	\$779.24	\$974.05	\$7.23
66	17	7.28	\$832.47	\$1040.59	\$7.57
72	14	11.35	\$790.49	\$988.11	\$11.22
Total		3,651.60			\$747.68 ³
¹ Estimated construction costs are from Table 6-1 of this report for construction in developed areas, and include 6 inches of asphalt concrete pavement (ACP) surfacing					
² Total unit costs include 25% for engineering and administration					
³ Estimated replacement cost for total gravity wastewater system, based on 2015 dollars (ENR 10035)					

EXISTING WASTEWATER PUMP AND LIFT STATIONS

The Eugene service area currently includes 27 wastewater pump and lift stations, owned and operated by the City, in addition to two regional pump stations (Irvington and Willakenzie), owned and operated by MWMC. The number in each of the basins is shown below:

Table 3-4: Number of Wastewater Pump/Lift Stations in Eugene Service Area	
Major System Area	Number of Pump/Lift Stations
Highway 99 Industrial area, including the Airport	5
River Road/Santa Clara	8
Willakenzie	5
Bethel	3
South West	0
Downtown	6
Laurel Hill	0
Total	27

An information summary on each pump station is shown in Table 3-5. Pump station locations are shown on Map 3-A (marked by +)

Highway 99 Industrial Area and Airport Stations

Five locally owned pump stations serve the Highway 99 industrial area and the Eugene Airport. The airport has three stations. The South Airport station serves a single hanger, and lifts the flow to the gravity system and into the Piper station, which is also a lift station. Additional flow is collected from the terminal and other development north of the terminal, all of which flows into the Airport pump station. From there, a force main extends 5,500 feet, west on Awbrey Lane and south on Highway 99, which then converts to gravity to the Enid pump station. The Enid station collects additional flow from developments along Airport Road, and pumps under Highway 99, ultimately converting back to gravity, and continuing on to the MWMC-owned Irvington station.

The fifth station is the Prairie Road pump station, located at Beltline Highway. The Prairie Road station, built in 1997, was sized to serve the area adjacent to Prairie Road from Kaiser Avenue to Maxwell Road. It is not anticipated that improvements will be necessary within the planning period.

The portion of the basin north of Auction Way is largely undeveloped. The 1992 USSMP identified the need for two additional pump stations to serve this area, and those stations are still indicated in this plan to be constructed.

River Road/Santa Clara Stations

With the exception of two small sub-basins that drain to the River Avenue pump station or the West Bank interceptor, the River Road basin drains to the Skipper pump station located along the northwest boundary of the basin. This large site-built station pumps into the 30-inch force main coming from west Eugene.

There are two pump stations and four lift stations in the Santa Clara basin. All four lift stations (Santa Clara, Wilkes, Spring Creek and Lynnbrook) lift flow to a point where gravity takes it to the Irvington pump station. From Irvington, a 24-inch force main carries the flow to the 30- and 48-inch force mains coming from west Eugene. The Irvington pump station is a regional station because it handles flows to the MWMC biosolids farm to the north, and therefore is not addressed in this master plan.

The remaining two pump stations (Greenwich and Division) pump into the 30- and 48-inch force mains to the treatment plant. Division is a medium-sized station. Increased development may require an upgrade to this station. The Greenwich station is a large station but the basin is almost fully developed so upgrades are unlikely to be required.

Willakenzie Stations

All of the flow from the Willakenzie area is pumped across the Willamette River by the Willakenzie pump station. The Willakenzie station is a regional station, maintained by MWMC.

The other major station in the Willakenzie basin is the Oakway pump station, which is located on St. Andrews Drive near Oakway Road. This station has a 500-foot-long pressure line that lifts the flow back into the gravity system in Oakway Road. It was relocated and reconstructed in 2001.

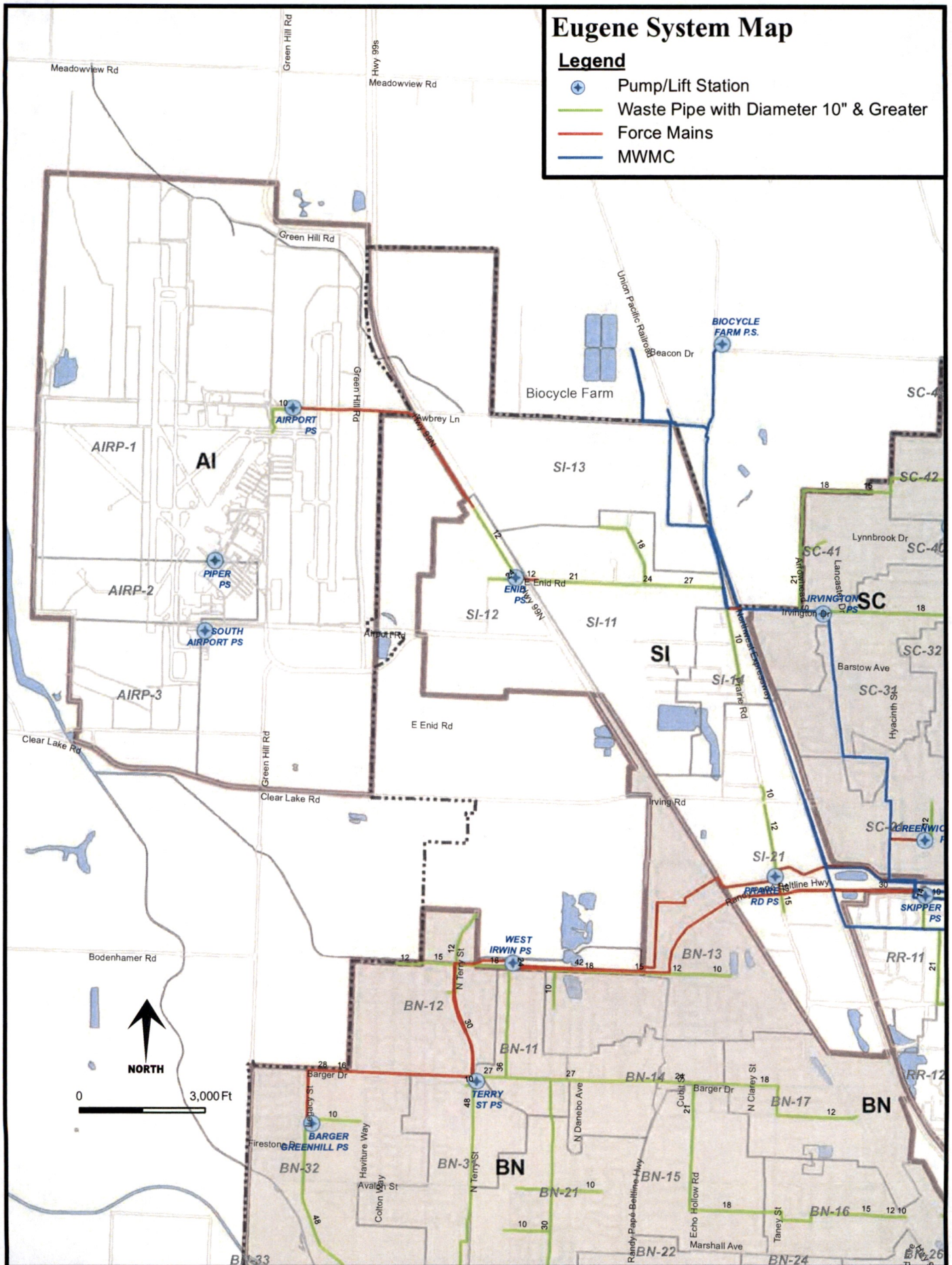
The other four stations in the Willakenzie system are lift stations that serve fairly small, localized areas. All of these stations have two pumps, and no special issues are expected.

Bethel Stations

All of the wastewater from the South West and Bethel basins flows by gravity to the West Irwin, Terry

Table 3-5: Existing Wastewater Pump Stations (Eugene Local)						
Name/Location	Year Built	No. of (Pumps) /HP	Firm Capacity (MGD)	Maximum Flow (MGD)	Estimated Replacement Cost * (\$ million)	Pump Station Features
A. Highway 99 Industrial Area/Airport						
Airport	2004	(2) 18	0.60	1.2	\$0.72	A, B, C, D
Piper	1977	(2) 3	0.50	0.7	\$0.69	A, B
Airport South	1996	(2) 3	0.40	0.5	\$0.50	A, B, E
Enid	1985	(2) 20	2.38	4.0	\$1.17	C, D
Prairie Road	1997	(2) 88	3.30	5.4	\$1.40	A, B, C
B. River Road/Santa Clara Areas						
Skipper	1985	(2) 60	3.00	5.0	\$1.33	C, D
Division	1984	(2) 28	1.30	2.6	\$0.89	A, B, D
Greenwich	1985	(2) 30	1.00	1.5	\$0.82	B, C, D
Lynnbrook	1997	(2) 3	0.29	0.5	\$0.64	A, C, D, E
Wilkes	1985	(2) 7.5	0.50	0.8	\$0.69	A, B, D
Spring Creek	1985	(2) 7.5	0.50	0.8	\$0.69	A, B, D
North Santa	2001	(2) 10	0.60	0.9	\$0.72	A, C, E
River	1992	(2) 7.5	0.70	1.0	\$0.74	A, E
C. Willakenzie Area						
Oakway	2001	(3) 25	3.01	6.0	\$1.33	B, C
Spyglass	1977	(2) 4.7	0.60	0.9	\$0.72	A, B, D
Delta	1975	(2) 9.4	0.80	1.4	\$0.76	A, B
Tadmore	1978	(2) 3	0.50	0.8	\$0.69	A, B, D
Crimson	1997	(2) 30	2.14	3.6	\$1.10	E, A, C
D. Bethel						
West Irwin	1964	(3) 300	11.00	21.0	\$3.80	F
Terry Street	1984	(3) 200	6.60	14.0	\$2.67	F
Barger/	1999	Note 1	3.60	6.2	\$1.91	A, F
E. Central Eugene Area						
Judkins Point	1954	(2) 10	0.29	0.5	\$0.64	A, D
Fillmore	1960	(2/3)	12.9	44.0	\$4.29	A, D
Tonawanda	1962	(2) 15	0.29	0.5	\$0.64	B, C, E
Foxcroft	1966	(2) 7.5	0.60	0.9	\$0.72	B, D, E
Willamette	1967	(2) 3.5	0.60	1.0	\$0.72	B, C, E
Riverfront	1990	(2) 5	0.40	0.6	\$0.67	A, B, C, D
Total Replacement Cost					\$31.15	
<p>Notes:</p> <p>*ENR 10035; estimated replacement cost includes 25% engineering and administration.</p> <p>Note 1 – Station has one 177 hp and one 130 hp pumps; designed for four 385 hp pumps</p> <p>Pump Station Features</p> <p>A = Submersible pumps D = Pump around available</p> <p>B = No bypass available E = Package type station</p> <p>C = Emergency generator hookup F = Two power sources</p>						

Map 3-D: Highway 99 Industrial Area, including the Airport (SI & AI)



Lane Code
CHAPTER 10 CONTENTS

AIRPORT OPERATIONS DISTRICT (AO)

- 10.200-05 Purpose.
- 10.200-10 Permitted Buildings and Uses.
- 10.200-15 Conditional Uses.
- 10.200-20 Conformance Requirement.
- 10.200-23 Setback Requirements.
- 10.200-28 Vision Clearance.
- 10.200-42 Area.

AIRPORT VICINITY DISTRICT (AV)

- 10.201-05 Purpose.
- 10.201-10 Permitted Buildings and Uses.
- 10.201-12 Uses Permitted Subject to Site Review.
- 10.201-15 Conditional Uses.
- 10.201-17 Accessory Dwellings.
- 10.201-20 Conformance Requirement.
- 10.201-23 Setback Requirements.
- 10.201-28 Vision Clearance.
- 10.201-42 Area.

SAND, GRAVEL AND ROCK PRODUCTS DISTRICT (S-G)

- 10.205-05 Purpose.
- 10.205-07 Definitions.
- 10.205-10 Permitted Buildings and Uses.
- 10.205-15 Conditional Uses.
- 10.205-20 Site Improvement Standards.
- 10.205-21 Operation Standards.
- 10.205-52 Performance Bond.
- 10.205-81 Administration.
- 10.205-82 Materials to be Filed.
- 10.205-83 Filing Procedures.

AIRPORT OPERATIONS DISTRICT (AO)**10.200-05 Purpose.**

The Airport Operations District is intended to recognize those areas devoted to or most suitable for the immediate operational facilities necessary for commercial and non-commercial aviation. It is also intended to provide areas for those activities directly supporting or dependent upon aircraft or air transportation when such activities, in order to function, require a location within or immediately adjacent to primary flight operations and passenger or cargo service facilities. In addition, the AO District is intended to provide areas for certain open space uses for airfield grounds maintenance and as a buffer to minimize potential dangers from, and conflicts with, the use of aircraft. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.200-10 Permitted Buildings and Uses.

In the AO District, the following types of buildings and uses are permitted as hereinafter specifically provided for by this section, subject to the general provisions and exceptions set forth in this chapter:

- (1) Expansions or alterations of public use airports that do not permit service to a larger class of airplanes as defined by the Federal Aviation Administration, including uses and buildings which are necessary for airport operation such as aircraft hangars, fuel storage facilities, control tower, passenger and air freight terminals, aircraft run-ways, taxi-ways and tie-down areas, etc.
- (2) Retail sales and commercial services for air passengers or flight connected activities.
- (3) Air cargo warehousing and distribution facilities.
- (4) Aerial mapping and surveying.
- (5) Aircraft or aircraft component manufacturing or assembly.
- (6) Aircraft related research and testing.
- (7) Aircraft sales, repair, service and storage.
- (8) Schools relating to aircraft operations.
- (9) Public parking and/or auto storage.
- (10) Aircraft or air transportation business or professional uses.
- (11) Aviation clubs.
- (12) Auto rental agencies.
- (13) Hotels and motels.
- (14) Restaurants.
- (15) Taxi, bus and truck terminals.
- (16) Environmental monitoring and enforcement agencies.
- (17) General farming, including the growing of trees, vines, shrubs, berries, vegetables, nursery stock, hay grains, seed, and similar food and fiber products.
- (18) Pastures and grazing.
- (19) Forest or open land preserves.
- (20) Game and fish preserves.
- (21) Accessory buildings normally required in connection with a use as specified in this paragraph.
- (22) Public and semi-public buildings, structures and uses essential to the physical and economic welfare of an area. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73; 10-04, 6.4.04)*

10.200-15 Conditional Uses.

Airport related uses not listed in LC 10.200-10 above are conditional uses, subject to a conditional use permit granted pursuant to the provisions of this chapter providing for the granting of conditional use permits (LC 10.320). An airport related use is defined as an activity or use of the land whose immediate presence on or proximity to an airport is necessary to proper airport function, to meet the needs of the use when a significant portion of its business or activity is derived from the airport, or when special transportation cost or time factors make operation from less immediate sites prohibitively expensive. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.200-20 Conformance Requirement.

All structures and uses within the Airport Operations District shall conform to the requirements of Federal Aviation Agency regulation FAR-77 or successor, and to other Federal and State laws as supplemented by Lane County ordinances, particularly Lane County Ordinance #105 or successor, regulating structure height, lights, glare producing surfaces, radio interference, smoke, steam or dust, and other hazards to flight, air navigation or public health, safety and welfare. *(Revised by Ordinance No. 7-73E, Effective 7.11.73)*

10.200-23 Setback Requirements.

- (1) Front Yard. Front yards shall be not less than twenty (20) feet deep.
- (2) Side Yard. Side yards shall be not less than five (5) feet for residential use.

Side yards shall not be required for non-residential permitted uses, but if provided shall be not less than five feet. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.200-28 Vision Clearance.

Vision clearance for corner lots shall be a minimum of fifteen (15) feet. *(Revised by Ordinance No. 13-72, Effective 7.21.72)*

10.200-42 Area.

- (1) The minimum area for the division of land shall be five (5) acres.

(2) Notwithstanding the provisions of paragraph (1) above, the minimum area for a parcel or lot may be reduced when it is intended as a site for a commercial, industrial, public or semipublic use allowed within the district if there is a finding that the location, design, and arrangement of the proposed lot or parcel can be integrated in a logical manner with the location, design, and arrangement of lots or parcels and uses, existing and potential, of (a) adjacent properties, and (b) the remainder of the contiguous ownership proposed for division.

- (3) The following animal use area regulations shall apply on lots of less than five (5) acres.

Cows, horses, sheep or goats cannot be kept on lots having an area of less than one (1) acre. The minimum area for such animals (other than their young under the age of six months) on less than five (5) acres shall be as follows:

Horses	One (1) per acre, plus one additional for every 15,000 square feet.
Cows	One (1) per acre, plus one additional for every 10,000 square feet.
Goats or sheep	Five (5) per acre, plus one (1) additional for every 2,000 square feet.

The area of a property may be utilized one time only for the computation of the above allowable animal usage. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73; 13-73, 11.21.73 [4-17-74])*

AIRPORT VICINITY DISTRICT (AV)

10.201-05 Purpose.

The Airport Vicinity District is intended to provide areas for activities directly supporting or dependent upon aircraft or air transportation which are not of necessity required to locate within the on-site operational area of the airport. It is also intended to provide areas for open land uses which minimize potential dangers from, and conflicts with, the use of aircraft.

Underlying these purposes are the concerns that air transportation has special functional, support and safety needs; that it would be desirable to provide locational opportunities for those commercial, industrial or other land uses which require close proximity to the airport and its services, that land values should be safeguarded by preventing the encroachment of incompatible uses which could better serve the community by being located elsewhere; and that there is the need to protect the public health, safety and general welfare from hazards, noise, and other conditions incidental to airport activity. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.201-10 Permitted Buildings and Uses.

In the AV District, the following types of buildings and uses are permitted as hereinafter specifically provided for by this section, subject to the general provisions and exceptions set forth in this chapter.

- (1) General farming, including the growing of trees, vines, shrubs, berries, vegetables, nursery stock, hay grains, seed, and similar food and fiber products.
- (2) Pastures and grazing.
- (3) Animal husbandry, including the raising of cattle, sheep, horses, goats and rabbits (but specifically excluding poultry or fowl raised for commercial purposes), provided that such raising activities are not part of, nor conducted in conjunction with any livestock sales yard, slaughterhouse, or animal by-product business, provided further that such uses on lots of less than five (5) acres shall be subject to the area requirements of LC 10.201-42(2).
- (4) Raising and selling of fur-bearing animals (except mink).
- (5) Keeping of honey bees and the production and sale of honey.
- (6) Forest or open land preserves.
- (7) Game and fish preserves.
- (8) Botanical gardens.
- (9) Landscape nurseries.
- (10) Golf courses.
- (11) Parks, picnic areas and other passive recreation areas except those involving public assembly.
- (12) Accessory buildings normally required in connection with a use as specified in this paragraph.
- (13) A dwelling for the owners, operators, and/or help required to carry out a use as specified in this paragraph.
- (14) One (1) single-family dwelling or one (1) mobile home per lot.
- (15) Kennel, provided the following conditions are satisfied:
 - (a) The maximum number of dogs over four (4) months of age, shall be eight (8).

(b) For more than three (3) dogs over four (4) months of age, there shall be at least five thousand (5,000) square feet of lot area for each dog on the lot.

(c) All dogs shall be owned by the occupant of the premises, except those temporarily kept for purposes of breeding.

(16) Home occupations. (See LC 10.340 for home occupation provisions.)

(17) Sale of agricultural products grown or raised on the premises, provided the sales floor area does not exceed three hundred (300) square feet.

(18) Transportation facilities and uses as specified in LC 10.500-15(1) through (13). *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73; 10-04, 6.4.04)*

10.201-12 Uses Permitted Subject to Site Review.

In the AV District, the following types of buildings and uses are permitted as hereinafter specifically provided for by this section subject to the general provisions and exceptions set forth in this Ordinance, and subject to a Site Review Permit granted pursuant to LC 10.335.

- (1) Air cargo warehousing and distribution facilities.
- (2) Aircraft-related research and testing laboratories.
- (3) Aerial mapping and surveying.
- (4) Aircraft or aircraft component manufacturing or assembly.
- (5) Taxi, bus and truck terminals.
- (6) Environmental monitoring and enforcement agencies.
- (7) Public and semi-public buildings, structures and uses essential to the

physical and economic welfare of an area. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.201-15 Conditional Uses.

In the AV District the following conditional uses, subject to a conditional use permit granted pursuant to the provisions of this chapter providing for the granting of conditional use permits (LC 10.320).

(1) Airport-related uses not listed in LC 10.201-12 above. An airport-related use is defined as an activity or use of the land whose immediate presence on or proximity to an airport is necessary to proper airport function, to meet the needs of the use when a significant portion of its business or activity is derived from the airport, or when special transportation cost or time factors make operation from less immediate sites prohibitively expensive.

(2) The following uses, when such uses are operated on the same property as, by the owner or operator of, and customarily provided in conjunction with a farm use, and are not a separate business or enterprise, provided the lot area is a minimum of ten(10) acres.

- (a) Hop, nut and fruit driers.
- (b) Feed mixing and storage facilities.
- (c) Hullers.
- (d) Mint Distilleries.
- (e) Seed processing, packing, shipping and storage.
- (f) Plants for the storage or packing of agricultural products produced on the premises.
- (g) Feed lots.
- (h) Temporary and portable sawmills, barkers, and chippers.
- (i) Any other similar processing and allied farm commercial activities.

(3) Sale of agricultural products raised on the premises where the sales floor area exceeds 300 square feet; the sale of livestock grown and raised on the premises.

- (4) Animal hospitals.
- (5) Kennels which do not satisfy the requirements for kennels allowed as a permitted use.
- (6) Transportation facilities and uses as specified in LC 10.500-15(14) through (17). *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73; 5-81, 4.8.81; 10-04, 6.4.04)*

10.201-17 Accessory Dwellings.

Accessory dwellings are allowed as specified in LC 10.370, which are in addition to a dwelling as provided in LC 10.201-10(13) above. *(Revised by Ordinance No. 5-81, Effective 4.8.81)*

10.201-20 Conformance Requirement.

All structures and uses within the Airport Vicinity District shall conform to the requirements of Federal Aviation Agency regulation FAR-77 or successor, and to other Federal and State laws as supplemented by Lane County Ordinances, particularly Lane County Ordinance #105 or successor, regulating structure height, lights, glare producing surfaces, radio interference, smoke, steam or dust and other hazards to flight, air navigation or public health, safety and welfare. *(Revised by Ordinance No. 7-73E, Effective 7.11.73)*

10.201-23 Setback Requirements.

(Also see LC 10.300-15 and 15.065 - .095).

- (1) Front yard setback shall be 20 feet.
- (2) Side yard setback shall be as follows:
 - (a) Street side yard -- 15 feet.
 - (b) Interior side yard -- five feet.
- (3) Rear yard setback shall be as follows:
 - (a) Street rear yard -- 15 feet.
 - (b) Interior rear yard -- five feet. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73; 6-75, 3.26.75; 5-81, 4.8.81)*

10.201-28 Vision Clearance.

Vision clearance for corner lots shall be a minimum of 15 feet. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 7-73E, 7.11.73)*

10.201-42 Area.

(1) The minimum area for the division of land shall be five acres, except that the minimum area for any conditional use granted pursuant to LC 10.201-15(2) above shall be 10 acres.

(2) Notwithstanding the provisions of paragraph (1) above, the minimum area for a parcel or lot may be reduced when it is intended as a site for a commercial, industrial, public or semipublic use allowed within the district if there is a finding that the location, design, and arrangement of the proposed lot or parcel can be integrated in a logical manner with the location, design, and arrangement of lots or parcels and uses, existing and potential, of (a) adjacent properties, and (b) the remainder of the contiguous ownership proposed for division.

(3) The following animal use area regulations shall apply on lots of less than five (5) acres:

Cows, horses, sheep or goats cannot be kept on lots having an area of less than one (1) acre. The minimum area for such animals (other than their young under the age of six months) on less than five (5) acres shall be as follows:

Horses	One (1) per acre, plus one (1) additional for every 15,000 square feet.
Cows	One (1) per acre, plus one (1) additional for every 10,000 square feet.
Goats or sheep	Five (5) per acre, plus one (1) additional for every 2,000 square feet.

The area of a property may be utilized one time only for the computation of the above allowable animal usage. *(Revised by Ordinance No. 7-73E, Effective 7.11.73; 13-73, 11.21.73, [4.17.74])*

SAND, GRAVEL AND ROCK PRODUCTS DISTRICT (S-G)

10.205-05 Purpose.

The intent of the Sand, Gravel and Rock Products District (S-G) is to:

- (1) Recognize that sand and gravel deposits within the County are an unrenewable natural resource, and beneficial to the economy of the County and the welfare of its people;
- (2) Identify and zone under this District major deposits of sand and gravel, rock and related material resources;
- (3) Provide for the utilization of this resource in a manner compatible with other land uses in the area;
- (4) Encourage the regular, systematic and uninterrupted extraction and processing of such resources;
- (5) Establish procedures for assuring protection of public health and safety on and adjacent to land used for extraction and processing;
- (6) Prevent irresponsible extraction of material resources, to the detriment of the public;
- (7) Provide standards to be observed during the extraction process with a view to ultimate utilization of the site;
- (8) Carry out these purposes with the recognition of a need for said resources and the right of each property owner to make a reasonable use of his or her land. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 14-82, 7.16.82)*

10.205-07 Definitions.

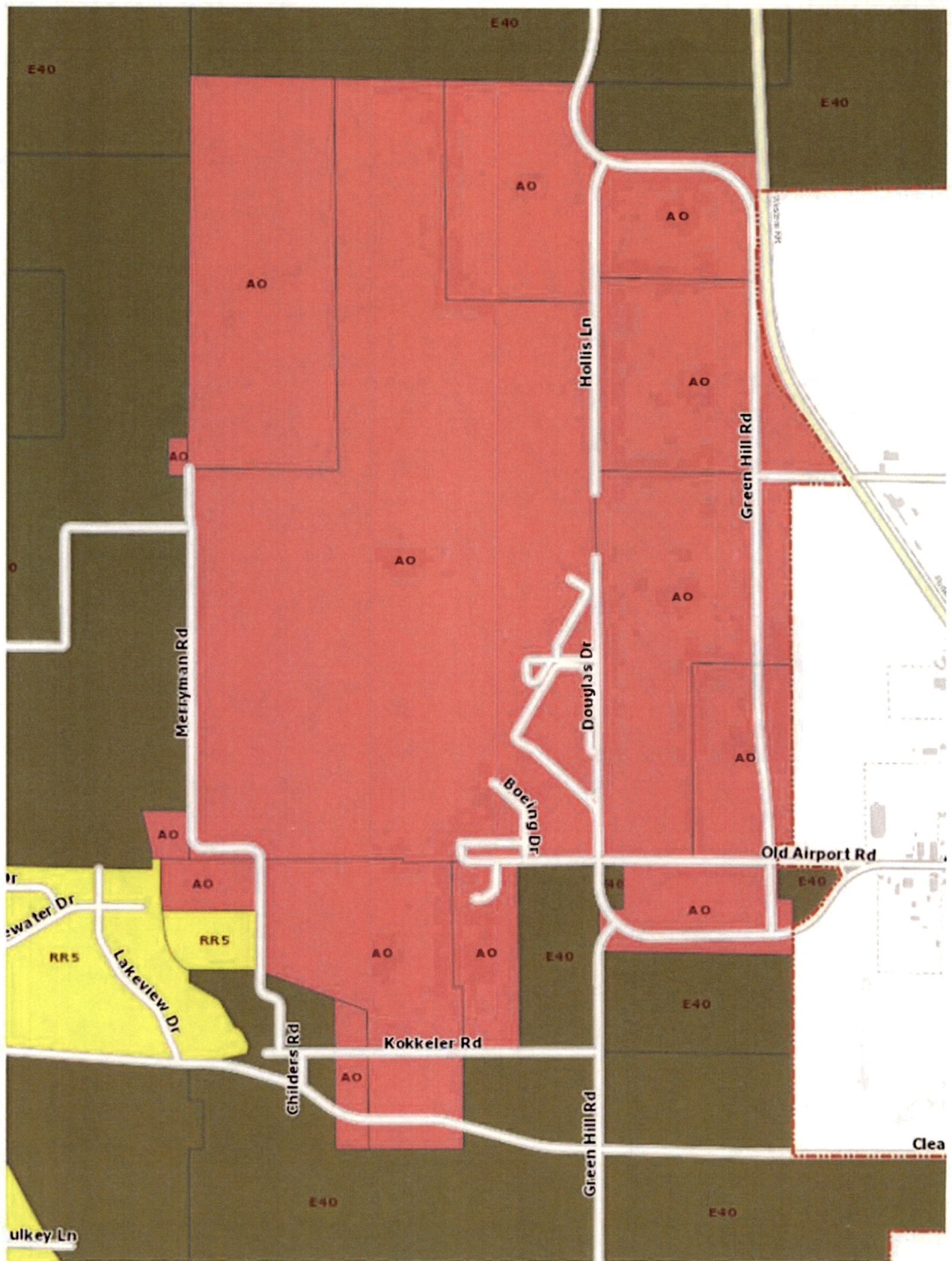
Where conflicting, for the purposes of this section only, the following definitions supersede definitions otherwise provided in this Code:

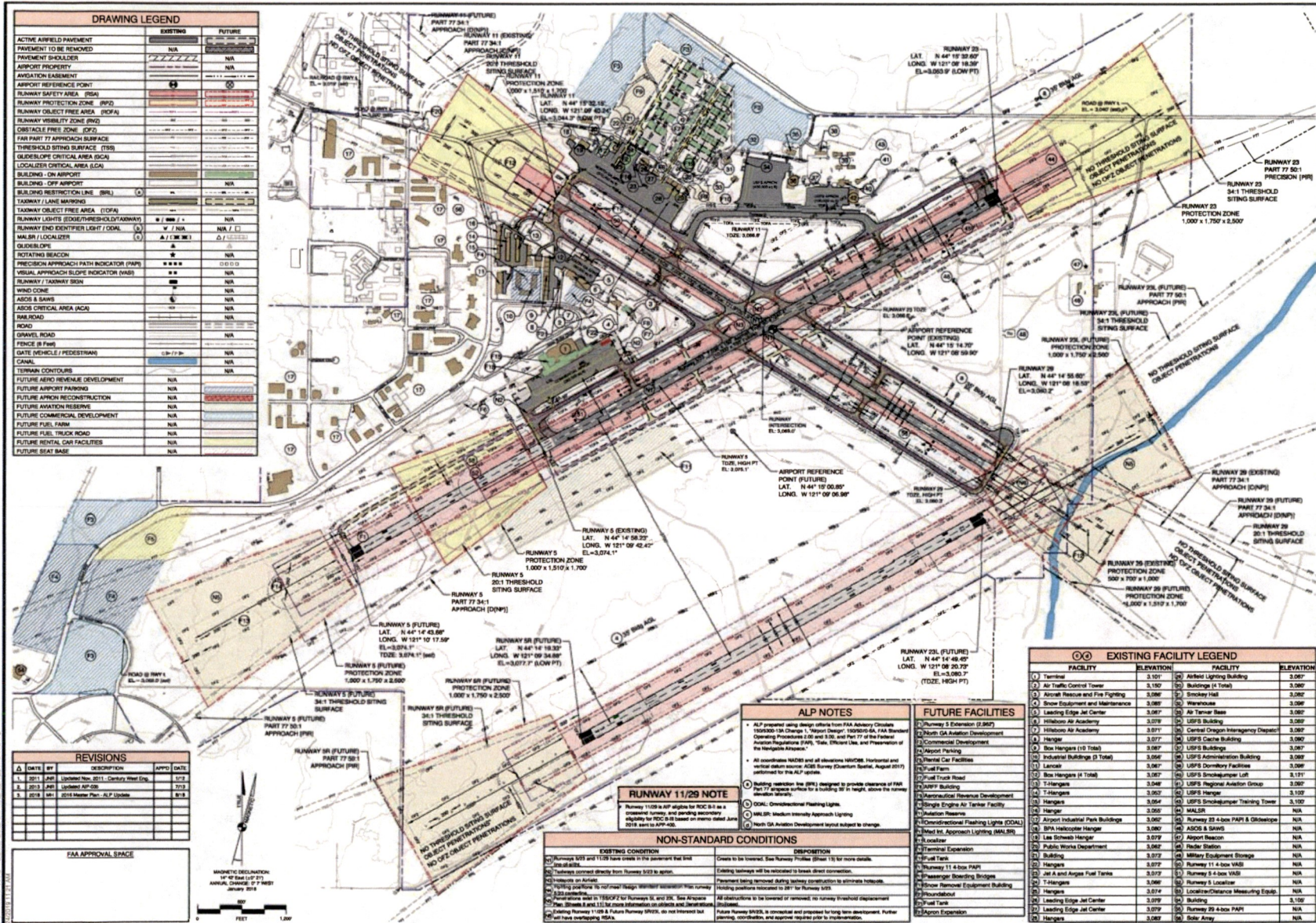
- (1) Director. The Director of the Department of Public Works of Lane County.
- (2) Overburden. All materials lying on top of valuable sand and gravel deposits which must be moved in order to extract those valuable sand and gravel deposits.
- (3) Review Committee. The Sand and Gravel Review Committee authorized to administrate the provisions of this section. *(Revised by Ordinance No. 13-72, Effective 7.21.72; 14-82, 7.16.82)*

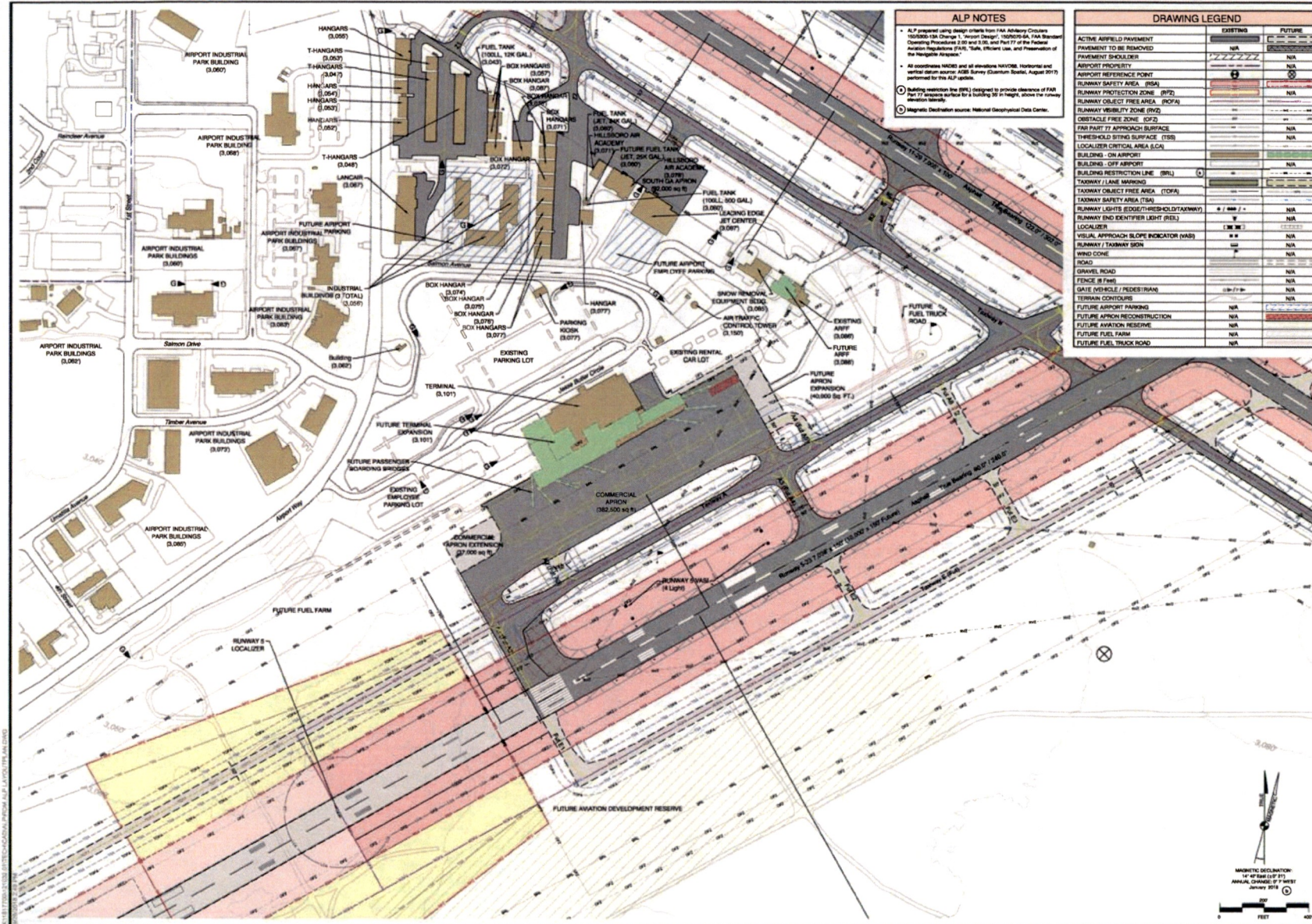
10.205-10 Permitted Buildings and Uses.

In the S-G District, the following types of buildings and uses are permitted as hereinafter specifically provided for by this section, subject to the general provisions and exceptions set forth in this chapter:

- (1) Sand and gravel operations which entail the extraction, stockpiling and processing of sand, gravel, overburden and topsoil shall be permitted, subject to the







Mead & Hunt
Mead and Hunt, Inc.
9600 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com



REDMOND
The City of Redmond, Oregon
is proud to have this project completed.
This project was completed by
Mead and Hunt, Inc. for the City of Redmond.
The project was completed on the 10th of
the month of the year 2018. The project
was completed on the 10th of the month of
the year 2018. The project was completed
on the 10th of the month of the year 2018.
The project was completed on the 10th of
the month of the year 2018. The project
was completed on the 10th of the month of
the year 2018. The project was completed
on the 10th of the month of the year 2018.

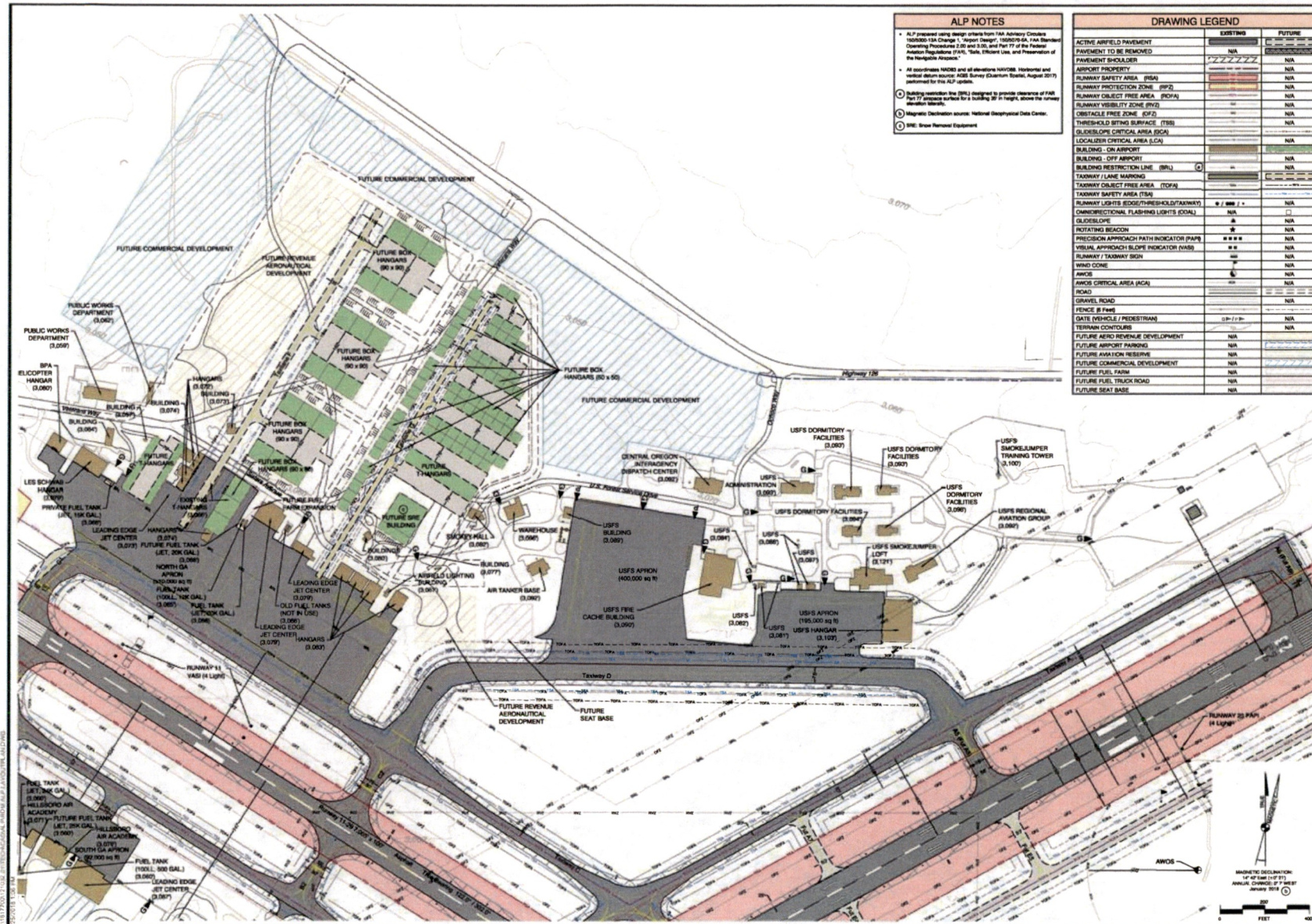
**REDMOND MUNICIPAL AIRPORT /
ROBERTS FIELD
AIRPORT LAYOUT PLAN**
City of Redmond
411 SW 9th Street
Redmond, Oregon 97756

**DRAFT
Work in Progress**

NOT FOR CONSTRUCTION

DATE: 1817700-121028 D1
DATE: August 2018
DESIGNED BY: BM
DRAWN BY: CL, TE
CHECKED BY: BM
DO NOT SCALE DRAWING
SHEET CONTENTS
TERMINAL AREA
PLAN

14 of 17



ALP NOTES

- ALP prepared using design criteria from FAA Advisory Circular 150/5300-13A Change 1, "Airport Design", 150/5300-13A, FAA Advisory Circular 150/5300-13A, and Part 77 of the Federal Aviation Regulations (FAR), "Safe, Efficient Use, and Preservation of the National Airspace".
- All coordinates NAD83 and all elevations NAVD83. Horizontal and vertical data source: AAS Survey (Excerpt from August 2017) performed for the ALP studies.
- Building restriction line (BRL) designed to provide clearance of FAR Part 77 obstructions for a building 30' in height, above the current elevation datum.
- Magentic Declination source: National Geophysical Data Center.
- ENC: Snow Removal Equipment.

DRAWING LEGEND	
EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT	N/A
PAVEMENT TO BE REMOVED	N/A
PAVEMENT INCLINER	N/A
AIRPORT PROPERTY	N/A
RUNWAY SAFETY AREA (RSA)	N/A
RUNWAY PROTECTION ZONE (RPZ)	N/A
RUNWAY OBJECT FREE AREA (ROFA)	N/A
RUNWAY VISIBILITY ZONE (RVZ)	N/A
OBSTACLE FREE ZONE (OFZ)	N/A
THRESHOLD SETBACK SURFACE (TSS)	N/A
GLIDE SLOPE CRITICAL AREA (CA)	N/A
LOCALIZER CRITICAL AREA (LCA)	N/A
BUILDING - ON AIRPORT	N/A
BUILDING - OFF AIRPORT	N/A
BUILDING RESTRICTION LINE (BRL)	N/A
TAXIWAY / LANE MARKING	N/A
TAXIWAY OBJECT FREE AREA (TOFA)	N/A
TAXIWAY SAFETY AREA (TSA)	N/A
RUNWAY LIGHTS EDGE/THRESHOLD/TAXIWAY	N/A
CORNER/END/FLASHING LIGHTS (EOL)	N/A
GLIDE SLOPE	N/A
ROTATING BEACON	N/A
PRECISION APPROACH PATH INDICATOR (PAPI)	N/A
VISUAL APPROACH SLOPE INDICATOR (VASI)	N/A
RUNWAY / TAXIWAY SIGN	N/A
WIND CONE	N/A
AWOS	N/A
AWOS CRITICAL AREA (ACA)	N/A
ROAD	N/A
GRAVEL ROAD	N/A
FENCE & FENCE	N/A
GATE (VEHICLE / PEDESTRIAN)	N/A
TERRAIN CONTOURS	N/A
FUTURE AERO REVENUE DEVELOPMENT	N/A
FUTURE AIRPORT PARKING	N/A
FUTURE AVIATION RESERVE	N/A
FUTURE COMMERCIAL DEVELOPMENT	N/A
FUTURE FUEL TANK	N/A
FUTURE FUEL TRUCK ROAD	N/A
FUTURE SEAT BASE	N/A

Mead and Hunt, Inc.
9000 NE Cascades Parkway,
Suite 100
Portland, OR 97220
phone: 503-548-1494
meadhunt.com

REDMOND

**REDMOND MUNICIPAL AIRPORT /
ROBERTS FIELD
AIRPORT LAYOUT PLAN**
City of Redmond
411 SW 9th Street
Redmond, Oregon 97756

DRAFT
Work in Progress

NOT FOR CONSTRUCTION

DATE: 1817700-151018.01
DATE: August 2018
DESIGNED BY: BM
CHECKED BY: DM, TC
DESIGNED BY: BM
100 NOT SCALE DRAWING

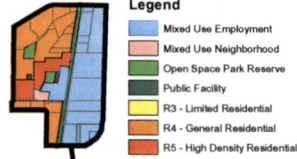
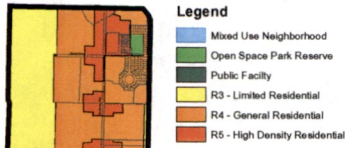
**NORTH BUILDING
AREA PLAN**

15 of 17

Redmond Zoning & Comprehensive Plan

Highway Area Plan

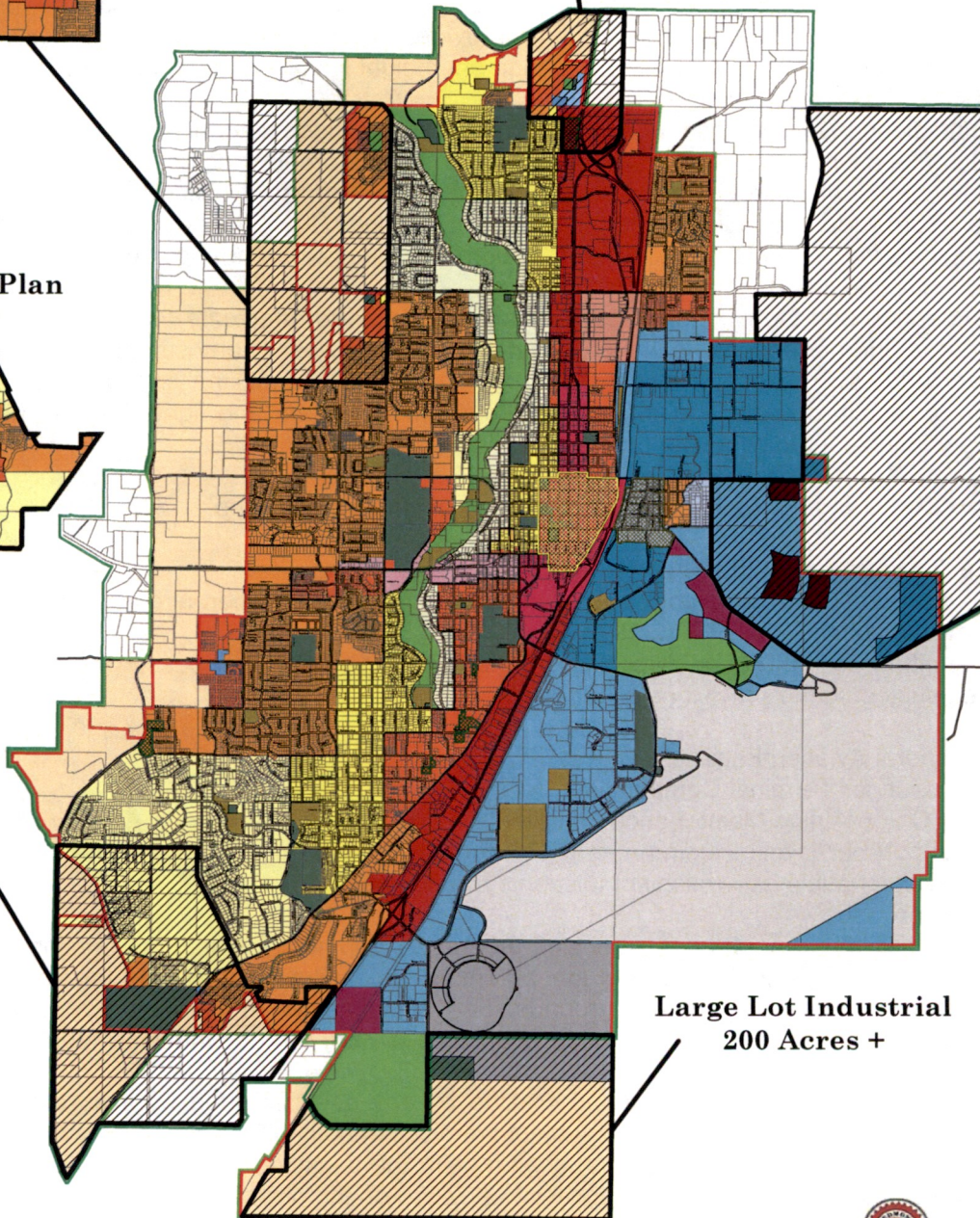
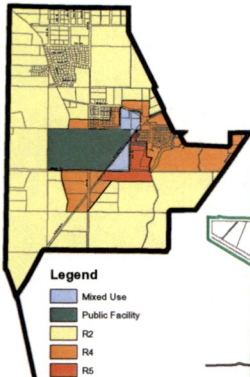
NW Area Plan



Eastside Framework Plan



SW Area Plan



Existing Zones



Map Prepared By
CITY OF REDMOND
PUBLIC WORKS DEPARTMENT
Prepared May 28, 2020

CHAPTER 8 DEVELOPMENT REGULATIONS

- A. In AC Sub-zones, no structure or tree shall be erected, altered, allowed to grow not be maintained in any sub-zone to a height in excess of the height limit herein established for such sub-zones. Such height limitations are determined for the conical and horizontal zones from the airport elevation. The runway and elevations are the basis for the height limitations for the approach surfaces. The height limitations for the transitional zones are based on adjacent runway elevations and the peripheral elevations of the approach, horizontal, and conical surfaces.
 - B. Excepted height limitations, nothing in these standards shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to heights permitted under Sections 8.0100-8.0230; provided, that such tree or structure shall not exceed height limits provided in this section.
 - C. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail.
5. Use Restrictions. Notwithstanding any other provisions of these standards, no use may be made of land within any AC zone in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport or otherwise endanger the landing, taking off or maneuvering of aircraft.
6. Hazard Marking and Lighting. If necessary and advisable to effectuate the purpose of the AC Zone and be reasonable in the circumstances, the owner of any structure or tree which constitutes a hazard to aviation shall be required to permit the city, at its own expense to install, operate and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

8.0235 Airport Zone. In an Airport Zone, the following regulations shall apply:

- 1. Purpose. The purpose of the Airport Zone is:
 - A. To protect the airport from encroachment of incompatible, non-airport and non-aviation uses.
- 2. Uses Permitted Outright. In an Airport Zone, the following uses and accessory uses are permitted subject to the provisions of subsection (4) of this section:
 - A. Airfields
 - B. General Aviation Facilities
 - C. Passenger Terminal Complexes
 - D. Air Cargo/Airline Maintenance Facilities
 - E. Support Facilities including Aircraft Rescue and Firefighting (ARFF) facilities.
 - F. Any compatible use which compliments aviation uses.
- 3. Limitations on Use.
 - A. All uses must meet local, state and federal environmental standards relating to noise, smoke, odor, water, sewage, air emissions, dust and hazardous waste.
 - B. Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propagation of insects or rodents or otherwise create a health hazard.
 - C. All parking and loading demand created by any use permitted by this section shall be accommodated on the subject premises entirely off-street.
 - D. No use permitted by this section shall require the backing of traffic onto a public street or road right-of-way for access to any use on the premises thereof.
- 4. Dimensional Standards. In an Airport Zone, the following dimensional standards shall apply:

CHAPTER 8 DEVELOPMENT REGULATIONS

- A. The minimum lot size shall be determined in accordance with the provisions of this section relative to setback requirements, off-street parking and loading, and as deemed necessary by the Hearings Body to maintain air, water and land resource quality and to protect adjoining and area land uses.
 - B. The minimum building setback between a structure and an arterial street shall be 50 feet unless a greater setback is required for compliance with the Comprehensive Plan policies or criteria, and 25 feet from a collector.
 - C. The right-of-way between the property line and the edge of the improved street shall be landscaped and maintained by the contiguous property owner in accordance with the provisions of the Site and Design Review Standards.
5. Yards. Except as provided by Sections 8.0550-8.0575, in an Airport Zone, the minimum side yard shall be 10 feet from the foundation for one and two story buildings and 15 feet from the foundation for three story buildings; and front and rear yards shall be a minimum of 10 feet or as approved by the Hearings Body.
 6. Height of Buildings. In an Airport Zone, all building shall meet the requirements set forth in the Airport Control (AC) zone.
 7. Off-Street Parking and Loading. In an Airport Zone, off-street parking and loading.

MIXED-USE ZONES

8.0250 Mixed-Use Neighborhood MUN Zone.

[Section 8.0250 added by Ord. #2009-03 passed May 26, 2009]

8.0255 Mixed-Use Employment MUE Zone.

[Section 8.0255 added by Ord. #2009-14 passed December 8, 2009]

8.0256 Mixed Use Live/Work Zone (MULW). In a MULW Zone, the following restrictions shall apply:

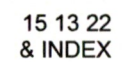
1. **Purpose.** The purpose of the MULW zone is to:
 - A. Provide a mixed use area that is appropriate for development which may include both living units and work space;
 - B. Provide flexibility for the development of live/work units; and,
 - C. Provide locations, where appropriate, for new businesses to start up and existing businesses to continue and potentially expand.
2. **Intent of the Live/Work unit.** The Live/Work unit is a combined form of living unit which can provide the necessities and comforts of home and provide a business venue for a source of income to promote the success of the owner and the surrounding area. To the extent that they include new construction, the new construction shall be well-designed, architecturally interesting, and made of quality products.

[Section 8.0256 added by Ord. #2011-09 passed November 8, 2011]

8/23/2016

$$1'' = 400'$$

Cancelled Nos.
100A9
100B7
100C4, 100C5
100D1
100F5
200A1
300 thru 1300
500A1, 500A2
700A1
900A1
1100A1



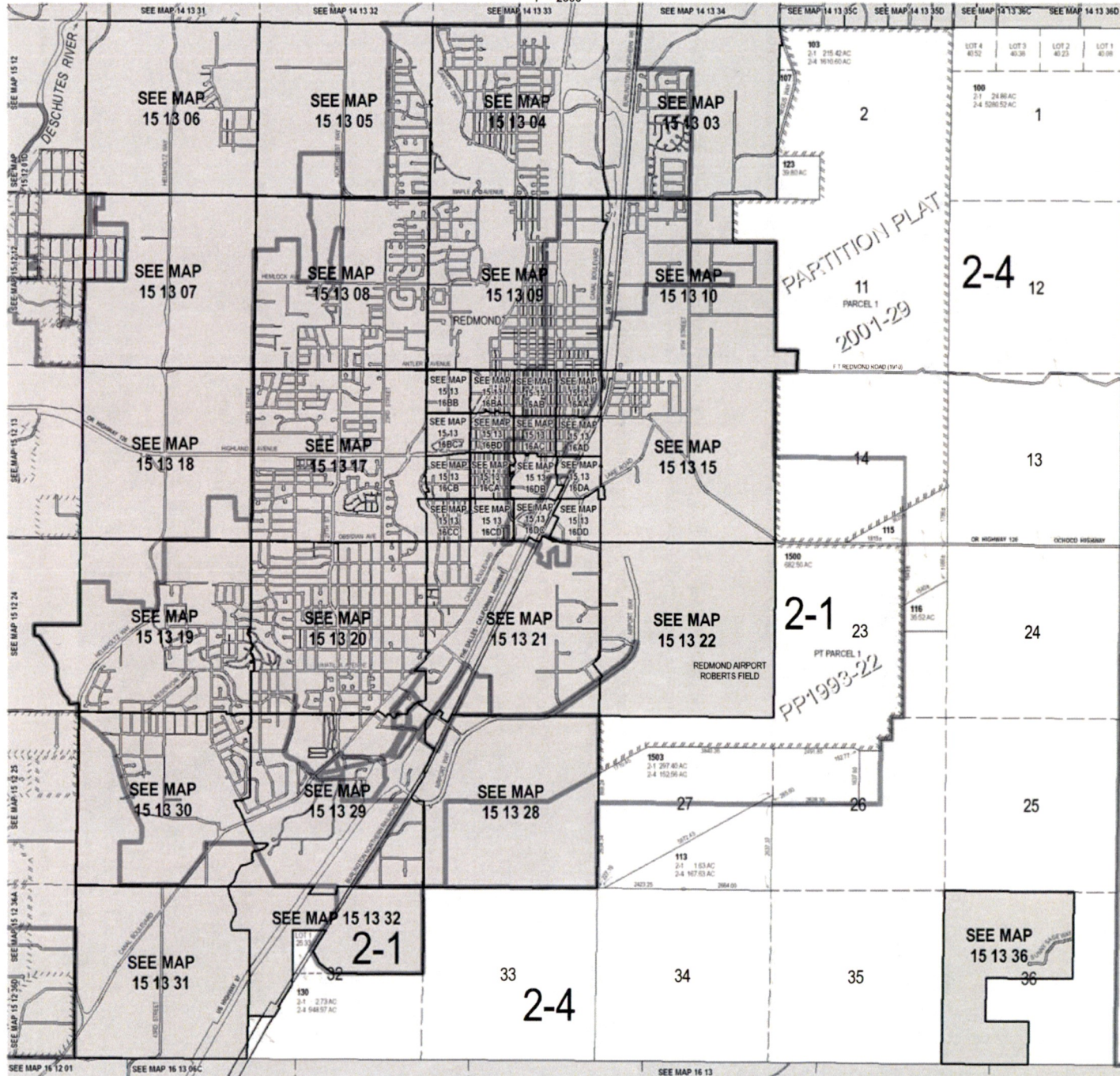
City of Aurora
003627

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY
6/17/2011

T.15S. R.13E. W.M.
DESCHUTES COUNTY

15 13 0000
& INDEX

1" = 2000'



Cancelled Nos.
100A1
101
102
103A1
103A2
104
104A1
105
106
108 thru 112
114
117
117A1
118 thru 122
119A1
122A1
124 thru 129
129A1
200 thru 214
300 thru 1406
1500A1 thru C5
1501
1501A1 thru A4
1502
1502A1
1504
1504A1
1505
1505A1
1506
1507
1508
1508A1
1600 thru 2400

15 13 0000
& INDEX

City of Aurora
003628

Fate of church camp at Aurora Airport could lead to Life Flight's HQ moving away

Bill Poehler, Salem Statesman Journal Published 6:58 p.m. PT June 26, 2020 | Updated 7:29 p.m. PT June 26, 2020

The fate of a long-vacant church camp in north Marion County could lead to the Northwest's largest air ambulance service to move its headquarters elsewhere.

A 16-acre parcel adjacent to the Aurora State Airport and bordered on three sides by airport-related businesses has long been eyed for development for decades and its owner, TLM Holdings, is seeking land-use exemptions to allow the land to be turned into hangars, shops and offices.

Neighbors and nearby cities are fighting the zone change, arguing the land should remain farmland, increased traffic from the development could clog roads and the development could lead to water quality problems.

But if it isn't rezoned and developed, one of the major employers at the airport, Life Flight Network, has threatened to leave.

[Buy Photo](#)



The Aurora State Airport In Aurora on Wednesday, Oct. 24, 2018. There is a \$37 million dollar proposal to expand the airport. (Photo: ANNA REED / Statesman Journal)

"Because of the uncertainties of our ability to expand at the Aurora Airport, we are in the process of evaluating whether we stay at Aurora, or leave Aurora altogether and relocate to Redmond, Oregon, or Boise, Idaho," LifeFlight CEO Michael Griffiths wrote in a letter of support for the zone change.

"Both of these airports have land available for us to build sufficient office and hangar space to fulfill our long-term needs," he wrote.

The church camp

The land on Keil Road was a Methodist Church Camp until 1977, when it was purchased and the site was used to train Pacific Island pastors as the Beyond The Reef Theology Center.

More than a dozen small buildings were constructed among the trees to give the visiting pastors a place to stay while training. But the land was never rezoned from its exclusive farm use designation.

It hasn't been used as a retreat since 1989 and the on-site church ceased operating in August 2017.

The plot has been eyed for airport-related development for decades as it's the only major portion of remaining developable land that could be connected to the airport.

Get the Daily Briefing newsletter in your inbox.

Start your day with the morning's top news

Delivery: Daily

Your Email



"The addition of this area to the airport only makes sense," said Tony Helbling of Aurora Airport-based Wilson Construction.

Support local journalism. Subscribe to the Statesman Journal (https://cm.statesmanjournal.com/specialoffer?gps-source=CPSUBFOOTER&utm_medium=onsite&utm_source=sitefooter&utm_campaign=specialoffer&utm_content=CPSUBFOOTER) and you'll have 24-7 access to stories, photos and videos.

According to Marion County tax assessor records, the parcel was purchased in 2015 for \$2.1 million by TLM Holdings, a company owned by Ted Millar, who owns a number of parcels around the airport.

In 2017, the church training center was moved to Hawaii and the land has sat vacant.

It has not been farmed in the last half century.

"It's never made money as a commercial farming operation," said Alan Sorem, an attorney for TLM Holdings. "We're not going to see any kind of loss to the farming community as it's never really been part of the farming community as we understand it."



The former church camp bordering the Aurora State Airport has been abandoned for decades. (Photo: Bill Poehler | Statesman Journal)

Airport an economic driver

The Aurora State Airport, one of 28 airports owned and managed by the state, is on unincorporated land at the northern tip of Marion County.

It has grown to be the third busiest airport in the state with nearly 95,000 flights per year, trailing only Portland International Airport and Hillsboro Airport.

Life Flight, which has been based in multiple buildings at the airport since 2003, is the largest nonprofit air ambulance in the nation with 600 employees in four states.

More: [Salem officials keep a wary eye on expansion of Aurora State Airport \(/story/news/local/silverton/2018/10/26/aurora-state-airport-salem/1687480002/\)](/story/news/local/silverton/2018/10/26/aurora-state-airport-salem/1687480002/)

Griffiths said the company has run out of space at the airport and moved some support services into Wilsonville. They estimate they needs 65,000 square feet for office and training and 100,000 square feet of hangar space to consolidate operations.

A concept plan for TLM Holdings at the site includes over 276,726 square feet of hangars, offices and shops, with enough space to house 37 aircraft. That plan could accommodate Life Flight.



A motorcyclist was flown to an area hospital after suffering serious injuries in a crash with a Mazda in Marion County. (Photo: Courtesy of Marion County Sheriff's Office)

Businesses have thrived at the airport and there were 1,087 jobs at Aurora Airport as of 2019, according to a presentation by TLM Holdings, and the new development is estimated to add about 110 jobs.

The businesses proposed to be housed there are projected to bring in \$15 million each year.

But the more than 100 jobs the redevelopment would bring would further increase traffic, despite its remote location from population centers among farms.

"We've basically lived with the traffic for so long, on the weekends, the dull roar is pretty constant," said Lee Barkman, a neighbor of the airport.

TLM is offering to pay \$323,500 in improvements that would go towards intersections at Arndt Road and Airport Road and Ehlen Road and Airport Road, projects that have been identified as needed though they area not funded, but not the road itself where the workers would travel to get to the airport.

Roads: [Design for Interstate 5 interchange at Aurora-Donald to be shared at public meeting \(/story/news/2019/11/12/design-interstate-5-aurora-donald-interchange-public-meeting/2518929001/\)](#)

And there are also concerns about how additional traffic from people working at the airport could impact the already busy Boone Bridge on Interstate 5 south of Wilsonville.

Traffic engineer Lacy Brown of DKS Associates said the land would increase fewer than 200 trips during the peak hours.

"Based on our distribution of traffic, we're estimating at most 50 people at the peak hour heading north," Brown said.



The Aurora State Airport In Aurora on Wednesday, Oct. 24, 2018. There is a \$37 million dollar proposal to expand the airport. (Photo: ANNA REED / Statesman Journal)

Cities line up to oppose change

The cities of Aurora and Wilsonville have opposed the plan, as have private citizens, citing water quality issues that would come with the expansion because there is no sewer system at the airport and the desire for it to remain agriculture land.

"There are a lot of concern about water quality issues," said Joseph Schaefer, planning commission chair for Aurora. "The basic idea of having a public sewer system instead of septic systems is the same reason why Aurora about 22 years ago installed its first sewer system."

Aurora has expressed interest in annexing the airport into the city, something Marion County Commissioner Sam Brentano said he supports.

Lawsuits: Two cities, two land-use advocacy groups sue to challenge Aurora Airport expansion (/story/news/2020/06/26/appeals-lawsuits-allege-state-adoption-airport-master-plan-illegal/4696194002/)

But that would take years.

In the meantime, once the plot of land is rezoned from farm use to public, it won't go back, despite it not being used as agricultural land for at least half a century.

"This is land that has been determined historically and by law as ag land to support the ag economy," said Dan Pauly, senior planner for Wilsonville. "With that, there is well established case law that any goal exceptions the burden of proof is intended to be high."

The Marion County commissioners held a public hearing for the property June 24 and voted to leave the record open on the zone change until its July 15 meeting, when it is expected to vote.

Bill Poehler covers Marion County. You may contact him at bpoehler@StatesmanJournal.com or [Twitter.com/bpoehler](https://twitter.com/bpoehler)

Read or Share this story: <https://www.statesmanjournal.com/story/news/2020/06/26/oregon-aurora-state-airport-life-flight-headquarters/3244466001/>