

Cottage Grove State Airport Master Plan Update

Planning Advisory Committee Meeting #1

Issues & Opportunities, Existing Conditions, and Aviation Forecasts

January 24, 2018
City of Cottage Grove
10:00 a.m. to 12:30 p.m.

-Meeting Summary-

Attendees:

Oregon Department of Aviation: Matthew Maass, Jeff Caines, John Wilson, and David Astorga

WHPacific, Inc: Mike Dane, Dave Nafie and Holly Williams

Planning Advisory Committee Members: See sign in sheet

Public Attendees: See sign in sheet

Welcome and Introductions

Meeting opened at 10:00 a.m., with a brief introduction from Matthew Maass. Matthew briefly explained the status of the previous master plan and the State's goal of asking the community to participate in the development of this Master Plan Update. After the PAC was asked to introduce themselves, a brief discussion on the lines of communication, planning ground rules, and the meeting format of being focused on the PAC. The purpose of a master plan, as well as the elements of a master plan were presented in addition to the planning process and schedule.

Area Information

Airport History: An overview of the Airport's history was presented with a focus on the grant funding over the last 30 years.

Airport Role: The information on the Airport's National, State, and local role was presented. The local role of the Airport was discussed with the PAC. It was confirmed that the Airport is a secondary site for emergency medical evacuations. It was determined that nearly all of the med-vac flights were Lifeflight helicopters, operating near the Oregon Aviation History Center. Tourism was also discussed as a key part of the Airport's local role. There is a monthly pancake breakfast at the Oregon Aviation History Center as well as several other events throughout the year that bring tourists to the Airport. Tourism was determined to be a growing part of the local role of the Airport.

Community Data: A brief presentation on local socio-economic data and trends for Oregon, Lane County, and Cottage Grove. Lane County employment in recent years has grown on trend with the State of Oregon, income in Lane County, although increasing at a similar rate to the State, has been significantly lower than the State of Oregon. PAC Member and City Planner Amanda Ferguson echoed the information on the slides showing growth in the community and pointed out that building permits have increased in the last two years and the community is currently 98 percent occupied. The PAC and public felt that

growth in neighboring communities (Eugene) will create growth in Cottage Grove as well. The City is currently doing a land study to consider a UGB expansion.

Relevant Studies: Discussion and presentation of the relevant studies that have been and will be utilized, reviewed, and incorporated in to the Master Plan as well as a brief discussion of the annexation of the Airport into the City of Cottage Grove and Urban Growth Boundary.

Environmental Data depicted was focused on local climate data and some environmental conditions and the relationship to the National Environmental Policy Act (NEPA). The most notable issue identified by environmental experts and addressed during the meeting was the floodplain. A discussion on the floodplain and bank stabilization was presented by the Planning team. The Planning team pointed out past stabilization projects done in 2008 and what the riverbank looks like today, 10 years after the project.

Landside

Land-Use: A discussion on zoning and land use compatibility in the area adjacent to the Airport began with a discussion of the annexation of the Airport. A brief discussion on the existing land use zoning overlay zones in place with the City and County identified that there may be some deficiencies in the zoning code that need to be resolved at the local level in order to achieve best planning practices.

Utilities: Existing utilities such as water and sewer in the vicinity of the Airport were presented. It was confirmed by a member of the PAC that the sewer line had been extended to the welcome center during the recent construction.

Drainage: No drainage issues have been reported at the Airport. Members of the PAC and public had no comments on this issue.

Fencing/Security: The Airport is not entirely enclosed with fencing, and security has been determined as an important issue. Planning Team was corrected by City Planner Amanda Ferguson about the City code as it relates to fencing in the floodway. It was established that while chain-link fencing is not permitted in the floodway, it may be permitted in the floodplain. This could allow for approximately 1,500 feet more fencing along the east side of the Airport. PAC members noted that there have been issues with vagrancy in the past, especially along the east and south east side of the Airport.

Access/Parking: Access to the Airport is provided from East Palmer Ave. Existing parking areas at the welcome center and Oregon Aviation History Center were presented.

Terminal Area/Hangars: An overview of the existing facilities was provided. A PAC member confirmed that there are currently two 10,000 gallon underground fuel tanks, but only one is in operation. Matthew Mass informed the PAC and Planning Team that the State has approved the replacement of existing tank. A new, above ground 10,000 gallon tank for AvGas is expected to be installed summer of 2018.

The information about a new fuel tank lead to a discussion by the PAC and public about the possible options for the tank. It was suggested that the tank sell MoGas (motor gas) in addition to AvGas. Some members of the PAC and public felt that selling MoGas at a competitive price would be a draw for both

pilots and local citizens. The feasibility of this was discussed among PAC, public, and State representatives. It was determined that the Planning Team will develop a question, or series of questions, to be added to the existing Airport survey. The question(s) will help determine the desire for MoGas and the distance the local community is willing to travel for a lower price.

Airside

Airside Facilities: Existing airside facilities including signage, lighting, taxiways, apron area, tie-downs, runway pavement and marking, and visual approach aids such as PAPI and windsocks were presented. No AWOS. After the presentation of existing facilities, the discussion was focused on pavement condition and ODA Pavement Management Program (PMP).

FAA Design Standards: The FAA Design Standards section began with a brief presentation on how standards are determined based on critical aircraft and existing runway approach procedures. The Airport currently meets FAA Design Standards.

Airspace: The airspace involved a presentation on instrument approach procedures, FAA Part 77 Airspace, and airspace obstructions. It was pointed out that there are terrain obstructions in the airspace at Cottage Grove, and more information will be available after the AGIS survey in spring 2018.

Administration and Financials: The planning team presented existing data on airport administration and maintenance services provided by ODA as well as the state and federal compliance laws directed at Airports. Additionally, 5 years of historic financial data as well as the next 5 years of forecast data were presented.

Aviation Forecasts

The forecast discussion began with a brief overview of the purpose, the phasing (5-year, 10-year, 20-year forecasts), the types of forecasts (based aircraft, operations, and critical aircraft), and the methodology that will be used in developing the forecasts.

Statewide fuel sales, obtained from ODA, was presented and trends were discussed. It was shown that over the past 10 years AvGas has been trending down while JetA has been trending up statewide. Local data for AvGas sales in Cottage Grove was in line with statewide trends. Reasons for the incline and decline of fuel sales across the last 10 years was discussed. Matthew Mass suggested that the steep decline in 2013 could be due to the closure of the runway for construction.

A summary of the national trends in aviation was presented as well as a recap of the existing critical aircraft.

The conversation then transitioned to based aircraft forecasts and the starting point of 30 aircraft based on recent updated counts provided by ODA. The consultants recommended a growth rate in between the national experimental aircraft growth rate of 1% and the state system plan of 1.26%. There were no objections from PAC members.

A conversation about operations per based aircraft was focused around the average OPBA of nearby airports. It was shown that the Cottage Grove OPBA count of approximately 350 was similar to Creswell, Corvallis, and Roseburg.

The conversation then transitioned to operations forecasts and the starting point of 10,500 operations was explained. The consultants recommended a growth rate in between the TAF growth rate of 1.2% and the national experimental aircraft growth rate of 2%. There were no objections from PAC members.

Next Steps

The next steps of the planning process were presented including the schedule, the release of a draft narrative report, and the PAC Meeting #2 tentative date.

Public Comments

It was noted that as Cottage Grove continues to grow, residents of California might consider living in Cottage Grove while using the Airport to fly back to California to operate or own a business there.