

Cottage Grove State Airport Master Plan Update Planning Advisory Committee Meeting #3 Presentation of Development Alternatives

June 27, 2018

City of Cottage Grove City Hall: Cottage Grove, Oregon
6:00 to 8:00 p.m.

-Meeting Summary-

Attendees:

Oregon Department of Aviation: Matt Maass, Jeff Caines, and John Wilson

WHPacific, Inc: Dave Nafie and Mark Steele

Planning Advisory Committee Members: See sign in sheet

Public Attendees: See sign in sheet

Welcome and Recap

Meeting opened at 3:00 pm, with a brief discussion of the agenda for the evening, a recap of the PAC roles and responsibilities, the master plan elements, and a project schedule update.

Summary of Aviation Forecasts

The discussion of forecasts began with a recap of the national trends data presented at PAC Meeting #1 and how that information, along with state and local data, was utilized to develop several ranges of potential growth that could occur at the Cottage Grove State Airport in the next 20 years.

An updated summary of the aviation forecasts was presented and discussed, followed by a summary of the scenario planning exercise from the prior meeting. This was necessary due to changes in the current operations and based aircraft estimates since the previous meetings. The revised estimates resulted in approximately 50% less activity at the Airport than was previously thought. However, the forecasts continue to show low to moderate growth over the planning period.

Introduction of Three Alternative Concepts

The two concepts presented had these characteristics:

Alternative 1

- Construct helipad and hangars off west apron
- Install AWOS east of runway
- Construct additional ramp and hangar space south of terminal ramp
- widen hangar row taxiway to 25 ft
- Establish helipad GPS approach/departure procedures
- Acquire property for RPZ, Approach, & AWOS protection
- Acquire property for helipad facilities and non-aviation development
- Clear trees for AWOS

Alternative 2

- Construct new hangars and taxiway off west auxiliary ramp
- Install AWOS east of runway
- Reserve property for future aviation use south of terminal ramp
- widen hangar row taxiway to 25 ft
- Acquire property for RPZ, Approach, & AWOS protection
- Acquire property for hangar facilities and non-aviation development
- Clear trees for AWOS

Dave Nafie from WHPacific described each concept and gathered initial feedback through Q&A.

The Development Alternatives are described in more detail in the PowerPoint presentation linked below:

[Cottage Grove State Airport Development Alternatives Presentation](#)

Response to Alternatives:

Both alternative concepts featured many similar features, including widening the taxiway to 25 ft, constructing additional hangars along hangar row, and extending existing security fence around the property. The primary differences between the two are related to the intended use of the development areas off the west ramp, and south of the terminal ramp. Most commenters, PAC and public, did not have a strong preference for either the helipad or the new hangar area. However, they were strongly in favor of purchasing the property to the south of the west ramp for event parking and boundary protection. Alternative 1 was preferred by most, as the helipad development would likely serve a greater need for the community, including the neighboring hospital.

Comments:

The City (Amanda Ferguson) had several comments to note:

- The “Zombie House” property located on the property south of the terminal ramp has recently been purchased. This lot was identified for acquisition by the Airport for approach and RPZ protection.
- The City Master plan identifies a proposed route for the Row River National Recreation Trail segment goes through the property identified for helipad development. Rerouting the trail alignment is possible if the Airport moves ahead with purchasing the property.
- The three lots identified for helipad/hangar/non-aviation development are currently for sale.

Next Steps

The State will take these comments under advisement and choose a preferred development alternative. The preferred alternative will likely draw elements from each of the presented concepts, however it may not match a particular concept as a whole. Over the coming month the preferred development will be further analyzed to identify projects for inclusion in the Airport’s Capital Improvement Plan and the Airport Layout Plan. These documents will be presented to the PAC at the next meeting.

Next meeting date in October will be determined soon and sent to PAC members well in advance. The meeting was adjourned at 4:30 p.m.