

Cottage Grove State Airport Master Plan Update Planning Advisory Committee Meeting #4 Presentation of Preferred Development Alternative

October 24, 2018

City of Cottage Grove City Hall: Cottage Grove, Oregon

1:00 to 2:30 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 1:00 pm, with a brief discussion of the agenda for the afternoon, a recap of the PAC roles and responsibilities, the master plan elements, forecast results, facility requirements, and preliminary development alternatives. The updated project schedule was also presented.

Presentation of the Preferred Alternative and Phasing Plan:

Dave Nafie presented the preferred alternative projects broken down into short term, mid-term, and long-term phases. Short term projects are currently scheduled in the Airport's 5-year CIP. Mid- and long-term projects are listed in the order that they are anticipated to be implemented. However, all projects, mid and long-term projects especially, are subject to operational need and funding availability.

Mr. Nafie went on to explain that although the Airport anticipates only modest growth over the planning period, the projects presented in the mid and long-term phases will likely exceed the anticipated need but are included in the purpose of long term planning.

SHORT TERM PROJECTS (2019-2023)	
2019	Install West Fence: Phase II - Construction
2019	Environmental Assessment
2020	PMP
2020	Rehabilitate Apron: Phase I - Design
2021	Rehabilitate Apron: Phase II - Construction
2022	Carry Over
2023	PMP

MID TERM PROJECTS (2024-2028)
Install Taxiway A Lighting
Install AWOS; Tree Clearing
Install East Fence
Hangar Row Taxilane Widening Design & Construction
Welcome area improvements/Relocate Fuel Tanks; PMP
Purchase Row River Road Properties

LONG TERM PROJECTS (2029-2038)
Expand West Apron
Construct West Apron Hangar Vehicle Parking/Access
Construct helipad and facilities
Master Plan Update
Taxiway A Rehab: Phase - Design/Construction
Purchase property for boundary, approach, RPZ protection
Expand Terminal Apron: Phase I - Design & Construction
Expand Terminal Apron: Phase II - Design & Construction

The Preferred Alternative and Phasing Plan are illustrated in the PowerPoint presentation linked below:

[Cottage Grove PAC Meeting #4 Presentation](#)

Response to Preferred Alternative

Matt Maass commented that although the fuel tank project is shown to begin in the mid-term phase, it will likely be completed next year and will be funded by fuel sales revenue. Dave Nafie responded that the current phasing plan assumes FAA grant funding and is ordered in a way that is likely to be funded by FAA. By using Airport money (fuel revenue) the project could be completed at any time.

A commenter expressed interest in moving the Row River Road property acquisition up in the time line so that the property could be used for event parking. Mr. Nafie responded that FAA assistance for land acquisition would not be likely in the near term as there is not yet a demonstrated need for aviation use in that area. However, the State has the option to purchase the property without FAA funds if they wish to develop parts of the property for non-aviation use and generate additional revenue.

Some commenters voiced concern over the clearing of trees in the AWOS “Critical Area” regarding potential soil erosion and disturbance of wetlands and riparian zones in the area. The consultant team clarified that the trees would not be fully removed. They will be topped to an appropriate height and the soil will not be disturbed. Appropriate short vegetation will be installed as needed to ensure that the soils remain stable. These were the recommendations of environmental and wetland scientists consulted during the planning effort.

A final commenter expressed their support of the helipad facilities and suggested continued coordination with the neighboring hospital medivac flight staff as the approaches of both pads are in close proximity to each other.

All comments were generally favorable to the presented concepts and no one voiced an opposition to the adoption of the Preferred Alternative.

Next Steps

With the Preferred Alternative adopted, the next steps are to complete the drafting of the Master Plan report, and assemble the Airport Layout Plan for submission to the FAA

This was the last scheduled PAC meeting for this Master Plan, but PAC members and members of the public are encouraged to contact the consultant team with further questions or comments.