



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 16, 2022

PUBLIC HEARING

2. Airport Good-Neighbor Policies (Bateschell) (30 minutes)

**PLANNING COMMISSION
RESOLUTION NO. LP22-0003**

A RESOLUTION OF THE CITY OF WILSONVILLE PLANNING COMMISSION RECOMMENDING THE WILSONVILLE CITY COUNCIL AMEND THE COMPREHENSIVE PLAN TEXT AND AREAS OF SPECIAL CONCERN MAP TO ADOPT AIRPORT GOOD-NEIGHBOR POLICIES AND DESIGNATE THE AURORA STATE AIRPORT AND SURROUNDING PROPERTIES AS AN AREA OF SPECIAL CONCERN.

WHEREAS, the Aurora Airport is located in Marion County only 1.6 miles south of the Wilsonville City Limits and the airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau; and

WHEREAS, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues; and

WHEREAS, the City's Urban Growth Management Agreement with Clackamas County has included reference to the Airport as an area of interest to the City and County since 1991; and

WHEREAS, as part of a previous airport master planning process beginning in 2009, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport, and both entities were included on the Planning Advisory Committee; and

WHEREAS, a similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft; and

WHEREAS, the Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City of Wilsonville; and

WHEREAS, since the City is an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in State law; and

WHEREAS, the City's Comprehensive Plan includes Section F, Areas of Special Concern, intended to "include specific language describing special considerations that must be addressed in development of these areas," which guides the City when participating in planning efforts and development review in these Areas, where development of them could impact the City; and

WHEREAS, the Aurora Airport is outside the City limits but affects the Wilsonville community, and planning and development proposed at and near the Airport requires special consideration for its potential impacts to the City of Wilsonville, making it suitable to be designated as an Area of Special Concern; and

WHEREAS, from October 2021 to November 2022, the Wilsonville Planning Commission and City Council each held three work sessions, two online public open houses were held, a survey and stakeholder interviews conducted to gather public input; and

WHEREAS, that process captured the impacts of existing Airport operations, and potential impacts from Airport-related development in the vicinity of the Airport, to public infrastructure and services, natural and environmental systems, and health and well-being of local residents and businesses; and

WHEREAS, the articulation of these special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City's participation in planning efforts led by other agencies and the City's review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed; and

WHEREAS, the Area of Special Concern O boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City from the Airport operations, growth, development, and intensification of use in the Area; and

WHEREAS, the Planning Commission, after public hearing notices were mailed to 256 property owners and interested agencies, published in the Wilsonville Spokesman, Canby Herald, and Woodburn Independent, and posted in three locations through the City and on the City's website, held a public hearing on November 16, 2022, to review the proposed Comprehensive Plan Amendments, and to gather additional testimony and evidence regarding the proposed Amendments; and

WHEREAS, the Planning Commission has duly considered the subject, including the staff recommendation and all the exhibits and testimony introduced and offered by all interested parties.

NOW, THEREFORE, THE CITY OF WILSONVILLE PLANNING COMMISSION RESOLVES AS FOLLOWS:

Section 1. The Wilsonville Planning Commission does hereby adopt the Planning Staff Report (attached hereto as Exhibit A) and Attachments, as presented at the November 16, 2022, public hearing, including the findings and recommendations contained therein.

Section 2. The Planning Commission does hereby recommend that the Wilsonville City Council adopt the proposed amendments to the Wilsonville Comprehensive Plan and Areas of Special Concern Map.

Section 3. Effective Date. This Resolution is effective upon adoption.

ADOPTED by the Wilsonville Planning Commission at a regular meeting thereof this 16th day of November, 2022, and filed with the Planning Administrative Assistant on this date.

PLANNING COMMISSION CHAIR HEBERLEIN

ATTEST:

Mandi Simmons, Administrative Assistant III

SUMMARY OF VOTES:

Ronald Heberlein, Chair

Jennifer Willard, Vice-Chair

Olive Gallagher

Andrew Karr

Kamran Mesbah

Breanne Tusinski

Aaron Woods

EXHIBITS:

A. Staff Report and Attachments

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Planning Commission Meeting - November 16, 2022
Airport Good-Neighbor Policies



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: November 16, 2022		Subject: Airport Good-Neighbor Policies	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: 11/16/22 <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Adopt Resolution No. LP22-0003 recommending adoption of the Comprehensive Plan amendments to adopt Area of Special Concern O and related Airport Good-Neighbor Policies.			
Recommended Language for Motion: I move to adopt Resolution No. LP22-0003			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will present the proposed airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. The Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to both the City and County.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

Federal and state law require protecting aviation operation from intrusion of incompatible uses, and the City's existing zoning and transportation policies comply with limiting physical hazards to air navigation in the area surrounding the Aurora Airport. However, policies have not been adopted to address potential impacts of existing Airport operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents and businesses.

This Comprehensive Plan update project aims to: acknowledge the positive and negative impacts of the Airport's current operations to Wilsonville residents and businesses; identify the prospective impacts of potential growth and intensification of use at the Aurora Airport and through-the-fence properties; and establish policy objectives that both articulate these effects on the City of Wilsonville and also provide direction to the City on how to advocate for the continued benefits of the existing operations as well as the proper mitigation for the negative impacts of aviation activity and development.

The project team incorporated feedback from the community, key stakeholders, the Planning Commission and City Council into proposed amendments to the City's Comprehensive Plan (Attachment 1). The airport good-neighbor policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to "include specific language describing special considerations that

must be addressed in development of these areas.” The special considerations guide the City when planning for or reviewing development in these Areas. Potential development in these Areas could affect the immediate vicinity, places in Wilsonville connected to the Area of Special Concern through geography or travel routes, or the Wilsonville community as a whole, depending on what is proposed.

The Aurora Airport affects the community but is located outside of the City. Planning and development proposed in that Area may impact the City of Wilsonville in several ways but is outside the City’s direct control and entitlement process, making it suitable to be designated as an Area of Special Concern. The articulation of special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City’s participation in planning efforts led by other agencies and the City’s review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed. As such, the boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City of growth, development, and intensification of use in the Area.

Attachment 2 shows Area of Special Concern O in relationship to geographic facilities and resources relevant to the City and the proposed policies.

EXPECTED RESULTS:

Recommendation to the City Council to adopt the Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

This item is scheduled for public hearing with the City Council on December 5, pending the Commission’s recommendation. Second reading is scheduled for December 19, 2022.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 covered by the Community Development general professional services fund for FY 2021-22 and carried over into FY 22-23.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project included surveys, interviews, and open houses, and was conducted primarily online and remotely due to the COVID-19 pandemic (see Community Engagement Summary on page 243 of Attachment 4). Work sessions with the Planning Commission and Council were also advertised and open to the public. The team received input from the Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Commission can recommend, recommend with modifications, or deny the proposed amendments. If more time is needed to consider the proposed amendments, the Commission may also continue the hearing to a date certain.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Wilsonville Comprehensive Plan Area of Special Concern O
2. Area of Special Concern O Context Map
3. Airport Good-Neighbor Policies LP22-0003 Findings Report
4. Airport Good-Neighbor Policies LP22-0003 Planning Commission Record

Wilsonville Comprehensive Plan Area of Special Concern O

AREA O

This Area is focused on the Aurora State Airport and adjacent properties. Aurora State Airport is a Category II, Urban General Aviation Airport operated by Oregon Department of Aviation and located approximately 1.6 miles south of Wilsonville city limits. The Airport is within Marion County, but it extends northward to the shared boundary with Clackamas County. Arndt Road serves as the northern boundary, Boones Ferry Road NE is the western boundary, and Area O extends south and east to include the Aurora State Airport and adjacent parcels. The boundary of Area O encompasses the Aurora State Airport property, adjacent properties with through-the-fence access, and adjacent rural properties that form a buffer around developed areas near the Airport.

The City of Wilsonville and Aurora State Airport are separated by a portion of a larger agricultural district known as the French Prairie. Although the Airport is outside of the City of Wilsonville's boundaries, the runway at the Aurora State Airport is oriented in a north-south direction and aircraft taking off and landing fly over Wilsonville bringing noise and air pollution. Existing environmental and infrastructure issues at and in the vicinity of the Aurora State Airport have the potential to negatively impact the City of Wilsonville. These issues could worsen due to development and intensification of use in Area O. The Interstate 5 Freeway, State Route 551, and other major roadways in the vicinity connect to the transportation system within the City of Wilsonville. Sewage treatment via septic systems for large industrial scale development and stormwater runoff in and around the airport can negatively impact the Willamette River watershed, in turn effecting water quality, natural habitat, and recreational opportunities for the surrounding communities.

The existing federal and state framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airports and aviation operations from intrusion of incompatible uses, rather than limiting or mitigating the impacts of aviation on nearby communities. These aviation policies include limiting physical hazards to air navigation in the area surrounding the Aurora Airport, but do not address potential impacts of existing operations and potential growth to public and private infrastructure and services, natural and environmental systems, and local residents. The designation of Area O provides policy direction for the City when reviewing proposed development and participating in planning efforts in the Area. Area-specific objectives both recognize the Aurora Airport's role in the state transportation system and local economy and identify the impacts to Wilsonville of airport expansion and intensification of use in Area O.

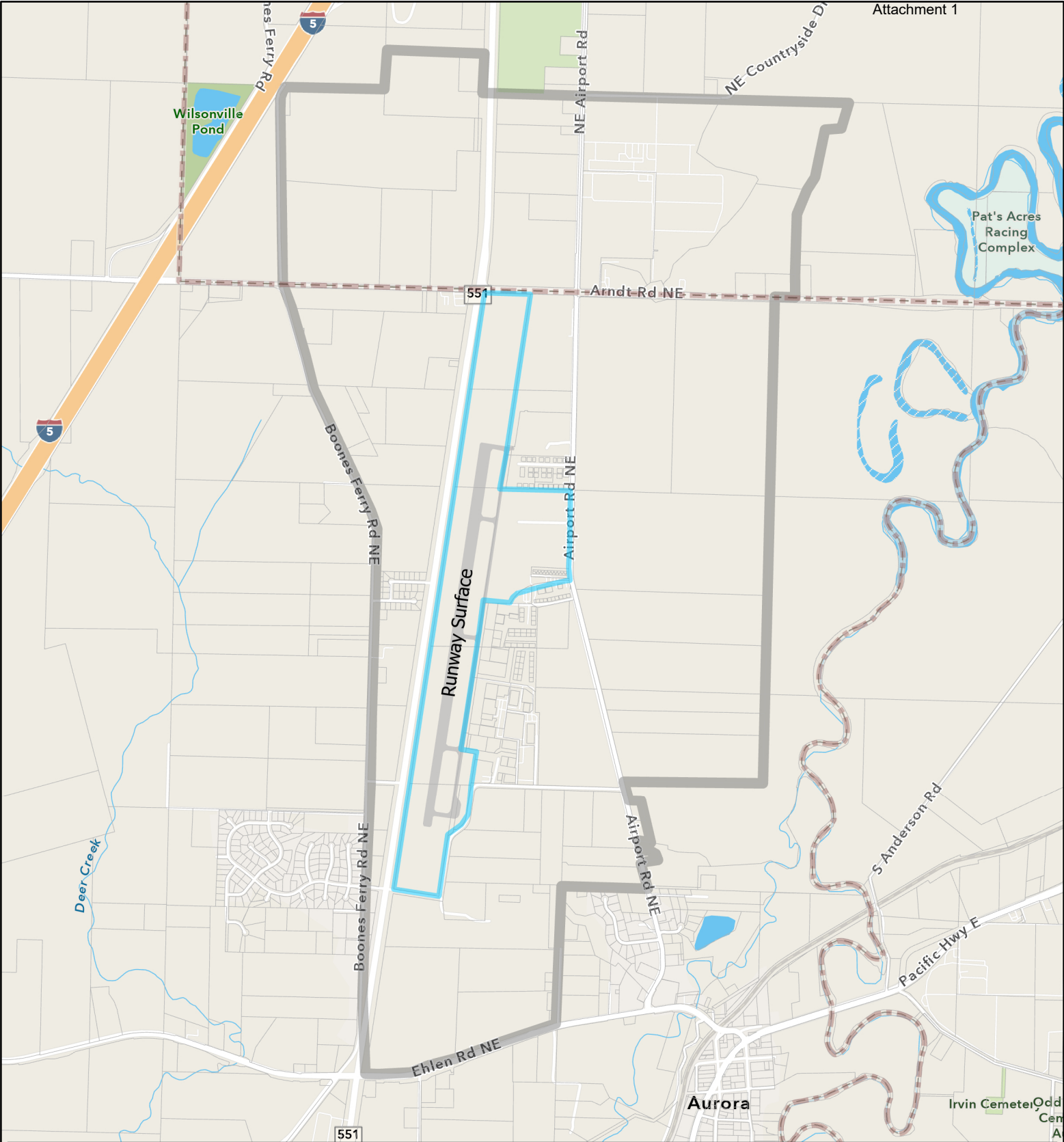
The City has identified a range of potential impacts from aviation operations at Aurora State Airport and development on the airport property and surrounding lands, including:

- Noise and air pollution from flight patterns over Wilsonville, particularly in residential areas, that negatively impact quality of life.
- Water pollution in the vicinity of, and to, the Willamette River, which the City of Wilsonville relies on as its primary source of water. The Willamette River is also an important environmental and recreational resource for the region and is designated and protected as part of the Willamette River Greenway by Statewide Planning Goal 15.

- Loss of high-quality farmland. The fertile agricultural land of French Prairie has been designated by the United States Department of Agriculture (USDA) as “Prime Farmland” due to having the best combination of high-quality soils, growing season, and moisture supply. These high-quality agricultural lands surround the Aurora State Airport and “through the fence” properties (adjacent lands which gain access to the Airport and operate aviation services and businesses) and are designated Rural Reserve, by Clackamas County and zoned Exclusive Farm Use (EFU) by Marion County, consistent with existing policies adopted by the State of Oregon and Metro region. The City acknowledges and supports the Airport’s contribution to various sectors of the local economy, and also recognizes agricultural activity in French Prairie is exceptional and contributes substantially to the State’s and Wilsonville’s economy. French Prairie is a distinctive place in Oregon and some businesses locate in the City to have close proximity and access to these farm goods. Preservation of high-quality farmland in the French Prairie and its designation as a Rural Reserve continues to be a City priority.
- Negative impacts to the development of industrial and employment land in Wilsonville. The Metro Urban Growth Management Functional Plan designates several locations within the Wilsonville Urban Growth Boundary as Regionally Significant Industrial Areas, Industrial Areas, or other Employment Lands. The City of Wilsonville and other public agencies have adopted standards to preserve these areas for the purpose of meeting regional employment need and set aside resources to provide infrastructure supporting their development. Potential development of industrial or other employment uses in “through-the-fence” areas or other parcels adjacent to the Airport, conflicts with regional and state policy in directing industrial growth towards designated employment lands within urban areas, including Wilsonville.
- Surface transportation access and adequate levels of service, or in the case of ODOT facilities adequate volume to capacity (v/c) ratios, in the City of Wilsonville, Area O, and routes connecting across the French Prairie. The Aurora State Airport is a component of the State’s transportation system and provides economic benefits to Wilsonville residents and businesses by providing nearby access to general aviation and helicopter facilities. Surface transportation facilities, including I-5, Highway 551, Arndt Road, Airport Road, and Boones Ferry Road all connect to and impact the effective function of the transportation system in Wilsonville, and provide access between Wilsonville and French Prairie, the Aurora Airport, and Willamette Valley to the south. These transportation routes are designed to cross rural areas and could be negatively impacted by increased development intensity on rural land in the vicinity of the Airport.
- Resiliency and capacity for emergency response. The Airport provides an operational base for emergency service providers and could support the resilience of the region in the event of a natural disaster or other emergency. Changes to the configuration of the Airport, type of operations housed there, or development and intensification of use in Area O, could lead to impacts that may diminish the overall benefits provided by the Airport.

Objectives

- 1) Engage as an Affected Jurisdiction in Aurora State Airport master planning or other processes to review future development plans and policy for the Airport and through-the-fence properties. Advocate for operational and development policies for the Airport that include adequate provision of infrastructure, protection of environmental systems, and noise control measures.
- 2) Evaluate and respond to proposals for changes to the type and intensity of aviation activities at the Aurora State Airport to minimize noise and pollution impacts to residents, businesses, and environmental or public resources in the Wilsonville Urban Growth Boundary.
- 3) Maintain ongoing coordination with applicable agencies and organizations, including Oregon Department of Aviation, Oregon Department of Environmental Quality, Airport operators and aviation stakeholders to reduce the impacts of aviation on noise-sensitive areas like residential districts and environmental resource areas such as the Willamette River. Support a Federal Aviation Regulation Part 150 study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the Airport.
- 4) Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected, supporting regional food security, the agricultural economy, and protection of environmental resources, consistent with policies adopted by the State of Oregon, Metro Region Rural Reserves, and County Exclusive Farm Use zoning.
- 5) Ensure that development within Area O maintains rural development patterns and includes appropriate, concurrent upgrades to public and private infrastructure and services to prevent negative impacts to the water, sewer, stormwater, and transportation systems serving Wilsonville and surrounding areas.
- 6) Advocate to maintain the general aviation designation and existing services at Aurora State Airport, as an air transportation resource supporting Wilsonville-based businesses, as a hub in emergency management plans, and as an operational base for emergency service providers. Evaluate and respond to development proposals proposing to increase development intensity in Area O that could hinder safe, convenient, and efficient access to the Airport.



The City of Wilsonville, Oregon
Clackamas and Washington Counties



Area of Special Concern

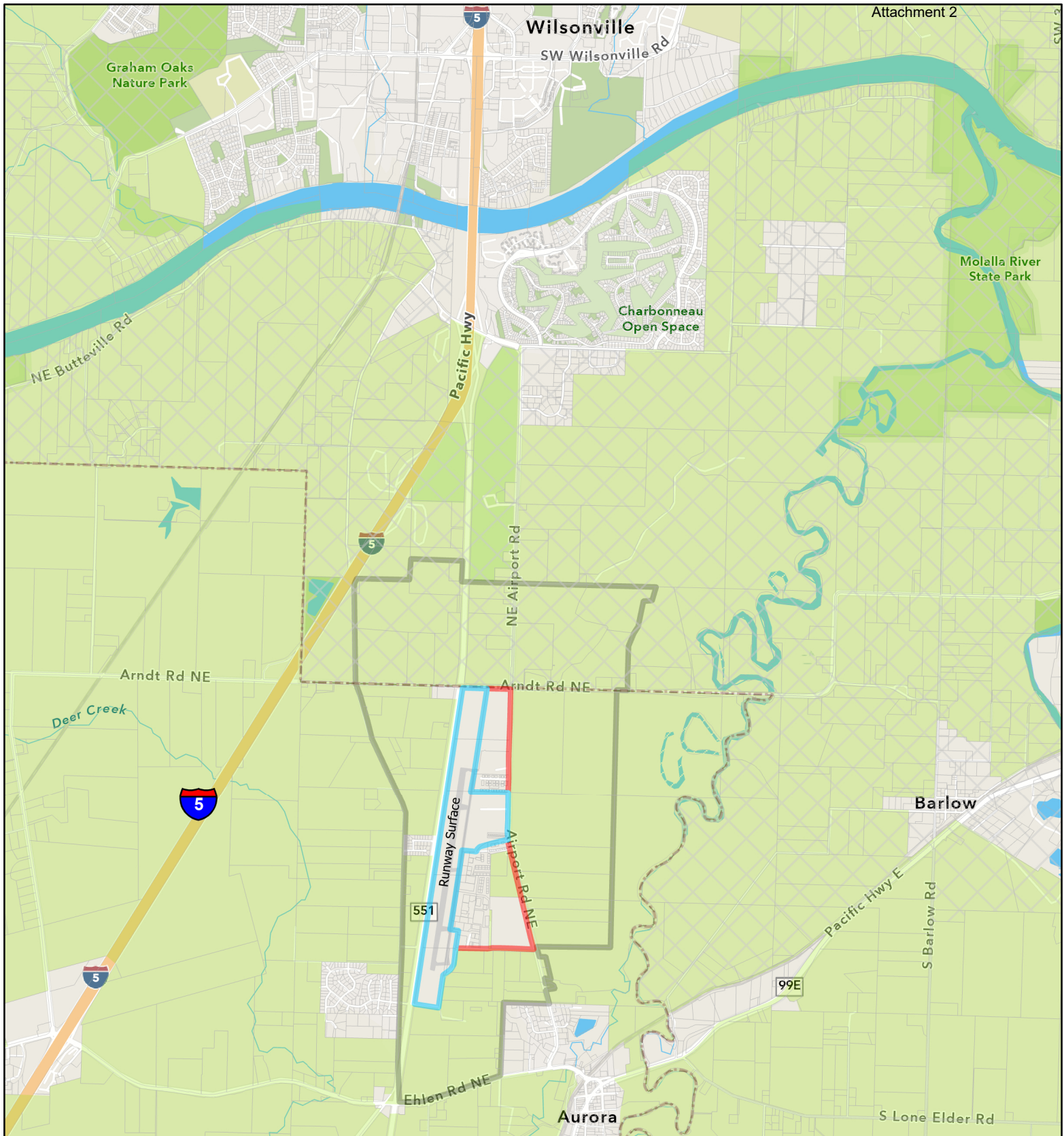
- Aurora State Airport
- Area of Special Concern
- County Boundary

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Airport Good-Nighbor Policies



11/8/2022

0 Miles 0.5



The City of Wilsonville, Oregon
Clackamas and Washington Counties



Area of Special Concern: Context Map

- Area of Special Concern
- Aurora State Airport
- "Through the Fence" Access
- Metro & Clackamas Co. Rural Reserves
- County Boundary
- EFU Zoning

Planning Commission Meeting - November 16, 2022
Airport Good-Nighbor Policies



AIRPORT GOOD-NEIGHBOR POLICIES: AREA OF SPECIAL CONCERN 'O'

FINDINGS REPORT

INTRODUCTION

This Findings Report provides evidence supporting the City of Wilsonville's adoption of a new Area of Special Concern in the vicinity of Aurora State Airport. The proposal includes the following:

- a. Amendments to the Comprehensive Plan Text; and
- b. Amendments to the Areas of Special Concern Map.

Area of Special Concern 'O' is included in the record as Attachment 1 to the Staff Report.

WILSONVILLE DEVELOPMENT CODE

Section 4.032. Authority of the Planning Commission.

(.01) As specified in Chapter 2 of the Wilsonville Code, the Planning Commission sits as an advisory body, making recommendations to the City Council on a variety of land use issues. The Commission also serves as the City's official Committee for Citizen Involvement and shall have the authority to review and make recommendations on the following types of applications or procedures:

B. Legislative changes to, or adoption of new elements or sub-elements of, the Comprehensive Plan;

Response: The proposed Comprehensive Plan amendments are considered legislative changes. The Planning Commission will conduct a public hearing on November 16, 2022, providing the City Council with a recommendation on the proposed amendments to add Area of Special Concern O. The City Council is the final local authority on the Comprehensive Plan and its sub-elements. This criterion is satisfied.

STATEWIDE PLANNING GOALS

ORS 197.175(2) (a) requires that cities and counties amend and revise comprehensive plans in compliance with the goals approved by the Land Conservation and Development Commission. The following findings address the proposal's compliance with the applicable statewide planning goals.

The City finds that the following Statewide Planning Goals are not applicable because the proposal will not impact the existing policy and programs relevant to the referenced goals:

- Goal 3 – Agricultural Lands;
- Goal 4 – Forest Lands;
- Goal 7 – Areas Subject to Natural Disasters and Hazards;

- Goal 10 – Housing;
- Goal 13 – Energy Conservation;
- Goal 15 – Willamette River Greenway;
- Goal 16 – Estuarine Resources
- Goal 17 – Coastal Shorelands
- Goal 18 – Beaches and Dunes
- Goal 19 – Ocean Resources

GOAL 1, CITIZEN INVOLVEMENT (OAR 660-015-0000(1))

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The proposed Area of Special Concern O and associated policy objectives will allow for the positive and negative potential impacts of aviation activities at Aurora State Airport and further development within Area O to be incorporated into the Comprehensive Plan. The policies were developed through a process that provided multiple opportunities and venues for public involvement. Three work sessions were held with both the Planning Commission and City Council at various stages of the project. The City's website and *Let's Talk, Wilsonville!* virtual engagement platform has been updated regularly containing all of the information for the amendments and notice of public meetings and open houses. City staff and consultants have spoken directly with stakeholders and the public at large about the issues under consideration and proposed Airport Good-Neighbor Policies. The City of Wilsonville has provided notice of public hearings before the Planning Commission and City Council consistent with the Planning and Land Development Ordinance requirements and State law. Such notices were published in the *Wilsonville Spokesman*, *Canby Herald*, and *Woodburn Independent* newspapers, and were provided to a list of interested agencies, emailed to interested parties, mailed to interested parties and property owners in the Planning Area, mailed to each property owner in and within 250 feet of the Wilsonville portion of the planning area, and posted in three locations throughout the City and on the City's website. At the upcoming public hearing, the public will be afforded an opportunity to provide public testimony. **This Statewide Planning Goal is met.**

GOAL 2, LAND USE PLANNING (OAR 660-015-0000(2))

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Response: This goal is implemented through the applicable Goals and Policies in the Land Use and Development section of the Wilsonville Comprehensive Plan. Because these are amendments to the City's Comprehensive Plan, the amendments are reviewed pursuant to the legislative decision process outlined in the City Code, which is consistent with Statewide Planning Goal 2. **This goal is met.**

GOAL 3, AGRICULTURAL LANDS (OAR 660-015-0000(3))

To preserve and maintain agriculture lands.

Response: The proposed amendments support the statewide goal to reduce development pressure on farms and forest lands outside of Urban Growth Boundaries. The proposed amendments identify high value farmland in the French Prairie area, particularly lands designated by Clackamas County as Rural Reserve and lands in Marion County zoned Exclusive Farm Use (EFU). The amendments support regional coordination and land use standards that prevent potential impacts to high value farmlands from aviation operations, development at the Aurora State Airport site, or development in areas with Through-the-Fence access or other adjacent properties in the proposed Area of Special Concern O. **This goal is met.**

GOAL 5, NATURAL RESOURCES, SCENIC AND HISTORIC AREAS, AND OPEN SPACES (OAR 660-015-0000(5))

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services sections of the Comprehensive Plan. The City Code contains specific review criteria for establishing a Significant Resource Overlay Zone (Development Code Section 4.139.00, SROZ Ordinance) to ensure that designated Goal 5 resources are appropriately considered when development is proposed in the City. The proposed amendments identify resources that may be impacted by intensity of operations at Aurora State Airport, or development activity within Area O, and support the City's efforts to protect these resources. **This goal is met.**

GOAL 6, AIR, WATER, AND LAND RESOURCES QUALITY (OAR 660-015-0000(6))

To maintain and improve the quality of the air, water and land resources of the state.

Response: The proposed amendments support the City of Wilsonville's efforts through regional and interagency coordination to avoid or limit potential impacts to air or water quality from aviation operations, development at the Aurora State Airport site, or development in areas with Through-the-Fence access or other adjacent properties in proposed Area of Special Concern O. Policy objectives proposed for Area O also identify potential impacts to water and land quality from inadequate public facilities and services supporting development at and near the airport, and support coordination with applicable local, state, and federal agencies to that development is aligned with adequate infrastructure, and that pollution controls are enforced. **This goal is met.**

GOAL 8, RECREATIONAL NEEDS (OAR 660-015-0000(8))

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: This goal is implemented through the applicable Park/Recreation/Open Space Goals and Policies in the Public Facilities and Services sections of the Comprehensive Plan. The proposed amendments identify the Willamette River, park lands and other recreational opportunities within the

City that may be impacted by intensity of operations at Aurora State Airport, or development activity within Area O, and support the City's efforts to protect these resources. **This goal is met.**

GOAL 9, ECONOMIC DEVELOPMENT (OAR 660-015-0000(9))

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Response: Title 4 of Metro's Urban Growth Management Functional Plan designates specific areas within the City of Wilsonville and its Urban Growth Boundary as "Industrial Areas," "Employment Areas," and "Regionally Significant Industrial Areas." One of the region's largest clusters of Title 4 employment land, includes existing developed areas in Tualatin, Wilsonville, and Sherwood and planned future employment areas of Southwest Tualatin, Tonquin Employment Area, Basalt Creek and Coffee Creek Industrial Areas. Viewed together, these areas comprise one of the largest industrial and employment clusters in the region. Each jurisdiction in this area, including the City of Wilsonville, has engaged in a careful process of planning, adopting implementing land use codes, and providing funding for infrastructure to support a variety of employment-based uses: warehouse, manufacturing, high-tech, and craft industrial. As these areas develop, this diverse economic activity will provide a range of job opportunities for the state, region and local cities with easy access adjacent to I-5. The proposed amendments identify the negative impacts to these employment lands if industrial development were to occur within Area O, which is an unincorporated area, outside of an Urban Growth Boundary. The amendments provide strong policy direction for employment development in urban areas subject to the planning and infrastructure requirements needed to adequately serve the businesses and surrounding areas. **This goal is met.**

GOAL 12, TRANSPORTATION (OAR 660-015-0000(12))

To provide and encourage a safe, convenient and economic transportation system.

Response: The proposed amendments recognize the Aurora State Airport as a useful transportation facility and economic asset to the Wilsonville community and aim to maintain this benefit through safe and convenient surface transportation access between Wilsonville and the Airport. The proposed amendments identify potential impacts of more intense aviation activities or land development within Area O to the network of surface transportation facilities adjacent to both Wilsonville and the Aurora State Airport, including the I-5 freeway, I-5 interchanges, State Route 551, and local roadways. The policy objectives proposed for Area O focus on maintaining and improving access and mobility of people and freight within the region. **This goal is met.**

GOAL 14, URBANIZATION (OAR 660-015-0000(14))

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Response: The proposed amendments identify potential impacts to employment lands within the City of Wilsonville and resource lands in unincorporated Clackamas and Marion Counties from disorderly conversion of resource lands adjacent to the Aurora State Airport from rural to urban land uses. The proposed amendments support the City of Wilsonville's involvement in regional planning efforts and review of development and infrastructure projects in Area O to ensure that uses in the vicinity are consistent with Goal 14. **This goal is met.**

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

Title 4: Industrial and Other Employment Areas – *Provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial and Employment Areas.*

Response: Title 4 of Metro's Urban Growth Management Functional Plan designates specific areas within the City of Wilsonville and its Urban Growth Boundary as "Industrial Areas," "Employment Areas," and "Regionally Significant Industrial Areas." The City of Wilsonville has adopted regulations to protect these sites for employment uses, and adopted implementation measures, such as tax increment financing, to support development of necessary infrastructure to support employment uses there. The proposed amendments identify potential impacts to these employment sites if industrial development were allowed on an ad-hoc basis within Area O. The proposed amendments support the City of Wilsonville's involvement in interagency coordination and review of proposed development projects to ensure that regionally significant employment sites are prioritized for new industrial uses. **This title is met.**

Title 12: Protection of Residential Neighborhoods – *Protect existing neighborhoods from air and water pollution, noise and crime and to provide adequate levels of public services.*

Response: The proposed amendments identify potential impacts to existing residential neighborhoods in the City of Wilsonville from air and water pollution and noise from aviation activities at Aurora State Airport, as well as development in and around the airport site. The proposed amendments identify adequate infrastructure and levels of public services in Area O as essential to protecting existing neighborhoods from water pollution and other impacts. Policy objectives proposed for Area O support the City's involvement in interagency coordination and review of proposed development projects to ensure that residential neighborhoods are protected. **This title is met.**

Title 14: Urban Growth Boundary – *A clear transition from rural to urban development, an adequate supply of urban land to accommodate long-term population and employment, and a compact urban form.*

Response: Metro has designated a portion of Area O as Rural Reserve, which cannot be added to Urban Growth Boundaries or developed with urban land uses. The policy objectives proposed for Area O support the City of Wilsonville's efforts to protect this area as EFU and from incompatible uses through interjurisdictional planning and review of proposed development projects. **This title is met.**

WILSONVILLE COMPREHENSIVE PLAN

Citizen Involvement

Policy 1.1.1 *The City of Wilsonville shall provide opportunities for a wide range of public involvement in City planning programs and processes.*

Policy 1.2.1 *The City of Wilsonville shall provide user-friendly information to assist the public in participating in City planning programs and processes.*

Response: During this process, an interested parties list was developed through the *Let's Talk, Wilsonville!* virtual engagement platform and through contact information provided by participants at various stages in the process. These contacts, as well as online and print information to the general public, continued to serve as the basis for outreach during the review of the proposed Comprehensive Plan amendments. Three work sessions were held with the Planning Commission, and three work sessions were held with the City Council regarding the proposed amendments. These work sessions were televised, streamed online, and open to the public. Public notice of the public hearing was mailed to property owners in the proposed Area of Special Concern, affected agencies and the list of interested parties, as well as posted in three locations throughout the community, included in the local newspaper, and emailed to the interested parties list. Through the planning process, Planning Commission and City Council work session schedules, public hearing notices, Planning Commission meeting minutes, project-related materials and announcements on the City website and *Let's Talk, Wilsonville!* virtual engagement platform, an online survey, and a *Boones Ferry Messenger* article, the City has informed and encouraged the participation of a wide variety of individuals. Two online Community Conversation open house meetings were held, one in the afternoon and one in the evening, to accommodate interested parties with different schedules. **These criteria are met.**

Policy 1.3 *The City of Wilsonville shall coordinate with other agencies and organizations involved with Wilsonville's planning programs and policies.*

Response: Representatives and others from interested agencies received updates and draft documents through the mailings to interested parties of the Airport Good Neighbor Policies and consideration of Area of Special Concern O. Because this is a Comprehensive Plan amendment, notice of the proposed amendment was provided to DLCD prior to the Planning Commission hearing. **This criterion is met.**

Urban Growth Management

Policy 2.2.1 *The City of Wilsonville shall plan for the eventual urbanization of land within the local planning area, beginning with land within the Urban Growth Boundary.*

Response: The proposed amendments support the Comprehensive Plan in maintaining consistency with state and regional policies which prioritize urbanization of land within the Urban Growth Boundary, and protect agricultural and other resource land outside of the Urban Growth Boundary from incompatible development. **This criterion is met.**

Transportation

Policy 3.2.1 *To provide for safe and efficient vehicular, transit, pedestrian and bicycle access and circulation.*

Policy 3.2.2 *To provide for a mix of planned transportation facilities and services that are sufficient to ensure economical, sustainable and environmentally sound mobility and accessibility for all residents and employees in the city.*

Policy 3.4.2 *The City will work with ODOT, Metro and neighboring communities to maintain the capacity of I-5 through a variety of techniques, including requirements for concurrency, continued development of a local street network within and connecting cities along I-5, access management, and completion of targeted improvements on I-5 such as auxiliary lanes, improvements at interchanges, etc.*

Policy 3.5.2 *Review all land use/development proposals with regards to consistency with the TSP transportation impacts.*

Policy 3.5.3 *Provide for an adequate system of local roads and streets for access and circulation within I-5 Interchange Management Areas that minimize local traffic through the interchanges and on the interchange cross roads.*

Policy 3.8.1 *The City shall work with the State, Metro, Clackamas and Washington Counties and adjacent jurisdictions to develop and implement a Regional Transportation Plan that is complementary to and supportive of the City's Plan while addressing regional concerns. The City expects a reciprocal commitment from the other agencies. This policy recognizes that there is a need for a collective and cooperative commitment from all affected agencies to solve existing and future transportation problems. The City will do its part to minimize transportation conflicts, but it must also have the support of County, regional, State and Federal agencies to effectively implement this Plan.*

Response: The proposed amendments identify surface transportation access to and from Aurora State Airport and the French Prairie area as important to the City of Wilsonville for efficient travel, movement of goods, and safety. The proposed amendments identify potential impacts to I-5, I-5 interchanges, the nearby road network, and Wilsonville transportation system from changes in operations or development in and around the airport site. The proposed amendments support the City of Wilsonville's involvement in interjurisdictional coordination and regional planning, as well as review of public and private development and infrastructure projects, to help maintain and preserve surface transportation access in proposed Area of Special Concern O and the vicinity. **These criteria are met.**

Land Use and Development

Policy 4.1.2 *The City of Wilsonville shall encourage commercial growth primarily to serve local needs as well as adjacent rural and agricultural lands.*

Response: The proposed amendments recognize the unique nature of high value farmlands in the French Prairie district as well as the economic interdependence between businesses in the City of

Wilsonville and nearby farms. The proposed amendments aim to maintain and protect these agricultural uses, in support of the type and scale of commercial growth within the city described in this policy. **This criterion is met.**

Policy 4.1.5 *Protect valuable resource lands from incompatible development and protect people and property from natural hazards.*

Response: .

Implementation Measure 4.1.5.g Encourage identification and conservation of natural scenic and historic areas within the City.

Implementation Measure 4.1.5.k Develop open, limited, or restricted access natural areas connected where possible by natural corridors, for wildlife habitat, watershed, soil and terrain protection. Preservation of contiguous natural corridors throughout the City for the protection of watersheds and wildlife will be given priority in land use decisions regarding open space.

Implementation Measure 4.1.5.m Protect the river-connected wildlife habitat and encourage the integration and inter-connection of the Willamette River Greenway to open space areas of the City. Continue to regulate development within the Greenway boundaries. Provide for public access to the river only through and within the City parks or other properties intended for public access.

Implementation Measure 4.1.5.y Protect the Willamette River Greenway from incompatible uses or development activities, using the standards of the Greenway section on the development code.

Response: Policy objectives proposed for Area O identify and support protection of natural features and recreation opportunities in and around the City of Wilsonville, including the Willamette River and its tributaries. Proposed policies recognize the interconnected watershed and natural systems of the Willamette River watershed in the vicinity of Area O, and support City of Wilsonville monitoring and review of public and private development activities and of infrastructure systems and public services to protect habitat areas, recreational opportunities, and water quality in Area O and the City of Wilsonville.

These criteria are met.

Implementation Measure 4.1.5.hh Minimize the impact of urban development on adjacent rural and agricultural lands. A combination of open space and low density designation may be employed.

Response: The proposed amendments identify the highly productive farmland in the French Prairie designated by Clackamas County (Metro Rural Reserve 4J) and Marion County (Exclusive Farm Use zone) as valuable resource lands, and support efforts by the City of Wilsonville to protect these lands from incompatible development on or around the Aurora State Airport site. The amendments support protection of farmland through implementation of state and regional requirements for agriculture land preservation. **This criterion is met.**

Implementation Measure 4.1.5.nn The City shall coordinate with and encourage the State and other appropriate agencies to assist in developing noise controls and mitigation measures.

Implementation Measure 4.1.5.oo Industrial and other potential noise generating activities will be located and designed so as to minimize noise conflicts with adjacent uses. The City will cooperate with DEQ and ODOT in establishing and where practicable assisting in enforcing noise control standards.

Implementation Measure 4.1.5.pp In reviewing all major residential, commercial, industrial, and public facility uses, the City shall coordinate with DEQ to ensure compliance with the Portland AQMA Plan and standards, as well as other applicable regional, State and Federal air, water and environmental quality standards.

Implementation Measure 4.1.5.qq The City will further cooperate with the appropriate State and Federal agencies for enforcement of air, water, noise and other environmental quality standards.

Response: The proposed amendments identify potential impacts to Wilsonville residents, businesses, and visitors from noise, air, and water pollution due to aviation activity related to Aurora State Airport, or associated industrial development within Area O. The policy objectives encourage coordination with regulatory agencies and aviation stakeholders to implement standards protecting surrounding lands from noise, air, and water pollution from air traffic and other airport-associated activities. The proposed amendments also support protection of people and property in the City of Wilsonville and Area O through coordination with applicable state and federal agencies to protect air navigation from potential hazards and enforce aviation safety rules and adopted noise standards. **These criteria are met.**

LP22-0003
Airport Good-Neighbor Policies
Planning Commission Public Hearing Record Index
DRAFT (November 9, 2022)

PLANNING COMMISSION AND CITY COUNCIL MEETINGS

November 16, 2022 - Planning Commission Public Hearing
 Resolution LP22-0003 *(included above, adoption pending)*
 Staff Report and Attachments *(included above, adoption pending)*
 Presentation *(not included at this time)*
 Affidavit of Notice of Hearing

September 19, 2022 - City Council Work Session
 Staff Report and Attachments
 Presentation
 Action Minutes

September 14, 2022 - Planning Commission Work Session
 Staff Report and Attachments
 Presentation
 Minutes Excerpt

May 2, 2022 - City Council Work Session
 Staff Report and Attachments
 Presentation
 Action Minutes

April 13, 2022 - Planning Commission Work Session
 Staff Report and Attachments
 Presentation
 Minutes Excerpt

December 6, 2021 - City Council Work Session
 Staff Report and Attachments
 Presentation
 Action Minutes

November 10, 2021 - Planning Commission Work Session
 Staff Report and Attachments
 No Presentation
 Minutes Excerpt

PUBLIC ENGAGEMENT

Community Engagement Summary

- Public Online Survey: February 13 - March 14, 2022
- Online Community Conversations: March 9 & 10, 2022
- Boones Ferry Messenger – March 2022 Excerpt

Comments/Articles

- None received

AFFIDAVIT OF MAILING AND POSTING NOTICE OF PUBLIC HEARING IN THE CITY OF WILSONVILLE

STATE OF OREGON)

COUNTIES OF CLACKAMAS)
AND WASHINGTON)

CITY OF WILSONVILLE)

I, Mandi Simmons, do hereby certify that I am Administrative Assistant for the City of Wilsonville, Counties of Clackamas and Washington, State of Oregon, that the attached copy of Notice of Public Hearing is a true copy of the originals of the following that I did cause to be mailed/displayed copies of said public hearing in the exact form hereto attached:

- Single-paged notice was mailed on October 25, 2022 to the attached list of property owners and affected agencies
- Single-paged notice was sent to the Wilsonville Spokesman, Canby Herald, and Woodburn Independent for publication in the November 2, 2022 newspaper issues
- The content of the notice was posted on October 28, 2022 on the City's website
- Single-paged notice was posted at physical locations listed below on October 25, 2022
 - City Hall, 29799 SW Town Center Loop, East, Wilsonville OR 97070
 - Wilsonville Community Center, 7965 SW Wilsonville Road, Wilsonville, OR 97070
 - Library, 8200 SW Wilsonville Road, Wilsonville OR 97070

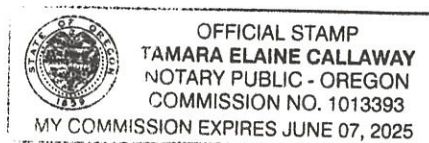
Witness my hand this 1st day of November 2022


Mandi Simmons, Administrative Assistant

Acknowledged before me this 1st day of November 2022, in Clackamas County, Oregon


Signature of Oregon Notary

Tamara E. Callaway
Printed Notary Name



NOTARY PUBLIC

My Commission Expires 6/7/25

NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION AND CITY COUNCIL: AIRPORT GOOD-NEIGHBOR POLICIES, CASE FILE LP22-0003

The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners as required.

PLANNING COMMISSION

On **Wednesday, Nov. 16, 2022, beginning at 6pm**, the Planning Commission will hold a public hearing on the **Airport Good-Neighbor Policies**, and will consider whether to recommend adoption of the Comprehensive Plan text amendments to the City Council.

You will not receive another mailed notice unless you: submit a request in writing or by phone, or submit testimony or sign-in at the hearing.

CITY COUNCIL

On **Monday, Dec. 5, 2022, beginning at 7pm**, the City Council will hold a public hearing regarding the **Airport Good-Neighbor Policies** after which it may make a final decision.

The hearings will take place at **Wilsonville City Hall**, 29799 SW Town Center Loop East. A complete copy of the project record, including staff report, findings, and recommendations, will be available online and at City Hall for viewing seven (7) days prior to each public hearing.

SUMMARY OF PROPOSAL

The City of Wilsonville is updating its Comprehensive Plan by adding Airport Good-Neighbor Policies. The Airport Good-Neighbor Policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to include specific language describing special considerations to be addressed during development of these areas. The amendments will serve as a guide to the City when participating in planning efforts or reviewing development proposals in the defined Area of Special Concern. The new policies will direct the City on how to advocate for the continued benefits of the existing operations of the Aurora Airport as well as proper mitigation for potential negative impacts to the City of proposed development and related aviation activity in this area.

HOW TO COMMENT: Oral or written testimony may be presented at the public hearings. Written comment on the proposal is also welcome prior to the hearings. To have your written comments or testimony distributed to the Planning Commission before the meeting, it must be received by 2 pm on Nov. 8, 2022. **Direct written comments to** Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@ci.wilsonville.or.us

*Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. **The City will endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting.** To obtain such services, please call Mandi Simmons, Administrative Assistant at (503) 682-4960.*

EXIT 282A DEVELOPMENT CO LLC
1205 SW FAIRFAX PL
PORTLAND, OR 97225

COUNTRYSIDE NURSERY INC
13200 SW WILSONVILLE RD
WILSONVILLE, OR 97070

BAUGH ROSALIE A & ROBERT E
13627 NE ARNDT RD
AURORA, OR 97002

ARENS JOAN P
14585 NE ARNDT RD
AURORA, OR 97002

HITTLE GRETCHEN L
14829 NE COUNTRYSIDE DR
AURORA, OR 97002

BEYERS RANDAL CLARK TRUSTEE
15055 NE ARNDT RD
AURORA, OR 97002

COLVIN NORMAN R TRUSTEE
15245 NE ARNDT RD
AURORA, OR 97002

KEYSTONE-PACIFIC LLC
18555 SW TETON AVE
TUALATIN, OR 97062

AURORA LAND COMPANY LLC
23735 NE AIRPORT RD
AURORA, OR 97002

FLACK JEREMY & KATHARINE
24051 NE AIRPORT RD
AURORA, OR 97002

LFGC LLC
24377 NE AIRPORT RD
AURORA, OR 97002

MILEY WILLIAM E
25600 NE EILERS RD
AURORA, OR 97002

SMITH INVESTMENTS LLC
6968 CHAMPOEG RD NE
ST PAUL, OR 97137

COUNTRYSIDE INVESTMENTS LLC
8232 SW EDGEWATER W
WILSONVILLE, OR 97070

RMJ PROPERTIES LLC
937 SW 14TH AVE STE 200
PORTLAND, OR 97205

GRAMS PLACE LLC
PO BOX 1132
WINCHESTER, OR 97495

WESTERN INTERNATIONAL INVESTORS
AND DEV LLC
PO BOX 116
WILSONVILLE, OR 97070

MCKAY DEAN A TRUSTEE
PO BOX 504
ST PAUL, OR 97137

WINSTON ROBIN J & KATHERINE M
PO BOX 649
AURORA, OR 97002

POOL RONALD DEE
PO BOX 69
CANBY, OR 97013

ROMAINES PRODUCE & BAKERY LLC
PO BOX 924
CANBY, OR 97013

Property Owner 0 AIRPORT RD NE AURORA, OR, 97002	Property Owner 0 AURORA AIRPORT HA COMM. ELEMNT AURORA, OR, 97002	Property Owner 0 S-END CORP AIRPRK COMM. ELEMNT AURORA, OR, 97002
Property Owner 0 STENBOCK WAY NE AURORA, OR, 97002	Property Owner 0 WYLEE COMMON AREA AURORA, OR, 97002	Property Owner 13963 EHLEN RD NE AURORA, OR, 97002
Property Owner 13964 EHLEN RD NE AURORA, OR, 97002	Property Owner 13990 BLACKTAIL LN NE AURORA, OR, 97002	Property Owner 14010 CESSNA ST NE AURORA, OR, 97002
Property Owner 14011 CESSNA ST NE AURORA, OR, 97002	Property Owner 14018 KEIL RD NE AURORA, OR, 97002	Property Owner 14020 CESSNA ST NE AURORA, OR, 97002
Property Owner 14021 CESSNA ST NE AURORA, OR, 97002	Property Owner 14030 CESSNA ST NE AURORA, OR, 97002	Property Owner 14050 CESSNA ST NE AURORA, OR, 97002
Property Owner 14053 PIPER ST NE AURORA, OR, 97002	Property Owner 14063 PIPER ST NE AURORA, OR, 97002	Property Owner 14070 CESSNA ST NE AURORA, OR, 97002
Property Owner 14071 CESSNA ST NE AURORA, OR, 97002	Property Owner 14072 PIPER ST NE AURORA, OR, 97002	Property Owner 14073 PIPER ST NE AURORA, OR, 97002
Property Owner 14074 ARNDT RD NE AURORA, OR, 97002	Property Owner 14080 CESSNA ST NE AURORA, OR, 97002	Property Owner 14081 CESSNA ST NE AURORA, OR, 97002
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14362 STENBOCK WAY NE 103A
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21338 OAK LN NE
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21415 HUBBARD CUTOFF NE
AURORA, OR, 97002

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21458 OAK LN NE
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21805 BOONES FERRY RD NE
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22012 FLORAL AVE NE
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22660 BOONES FERRY RD NE
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22720 BOONES FERRY RD NE
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22720 MOONEY AVE NE
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AURORA, OR, 97002

Property Owner
22750 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
22775 AIRPORT RD NE
AURORA, OR, 97002

Property Owner
22781 AIRPORT RD NE
AURORA, OR, 97002

Property Owner
22821 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
22846 AIRPORT RD NE
AURORA, OR, 97002

Property Owner
22910 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23001 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23050 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE #18
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE #21
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 1
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 12
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 13
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 15
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 2
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 24
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 25
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 26
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 27
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 28
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 29
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 3
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 4
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 7
AURORA, OR, 97002

Property Owner
23055 AIRPORT RD NE 8
AURORA, OR, 97002

Property Owner
23115 AIRPORT RD NE
AURORA, OR, 97002

Property Owner
23150 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23190 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23200 HUBBARD CUTOFF NE
AURORA, OR, 97002

Property Owner
23215 AIRPORT RD NE
AURORA, OR, 97002

Property Owner
23241 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23270 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23271 BOONES FERRY RD NE
AURORA, OR, 97002

Property Owner
23283 HUBBARD CUTOFF NE
AURORA, OR, 97002

Property Owner
S-END CORP AIRPRK COMM. ELEMNT
AURORA, OR, 97002

Property Owner
TAXI WAY NE
AURORA, OR, 97002

Pat McGough
West Linn/Wilsonville School District 3J
2755 SW Borland Road
Tualatin, OR 97062

Andy Back
Wash. County Long Range Planning
155 N. First Avenue
Hillsboro, OR 97124

Aquilla Hurd-Ravich
City of Tualatin
18880 SW Martinazzi Avenue
Tualatin, OR 97062

Attn: Development Review
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209

Ben Baldwin
Tri-Met Project Planning Dept
4012 SE 17th Avenue
Portland, OR 97202

Bill Ferber, Region Manager
Oregon Water Resources Department
725 Summer Street, NE
Salem, OR 97301

Dr. Kathy Ludwig
West Linn/Wilsonville School District 3J
22210 SW Stafford Road
Tualatin, OR 97062

Tracy Wilder, Department of Corrections
Facilities Services
3601 State Street
Salem, Oregon 97301

Steve Hursh, Service & Design Supervisor
Portland General Electric
2213 SW 153rd Drive
Beaverton, OR 97006

Brian Harper
Metro
600 NE Grand Avenue
Portland, OR 97232

Nina Carlson
NW Natural Gas
250 SW Taylor St.
Portland, OR 97204

John Olivares, Operations Manager
Republic Services of Clackamas &
Washington Counties
10295 SW Ridder Road
Wilsonville, OR 97070

City Planner
City of Canby
P.O. Box 930
Canby, OR 97013

Diane Taniguchi-Dennis
Clean Water Services
2550 SW Hillsboro Hwy.
Hillsboro, OR 97123

Department of Corrections
2575 Center Street NE
Salem, OR 97310

John Lilly
Department of State Lands
775 Summer Street, NE
Salem, OR 97301

Roseann Johnson, Assistant Director of
Government Affairs
Home Builders Associations
15555 SW Bangy Road, Suite 301
Lake Oswego, OR 97035

Metro
600 NE Grand Avenue
Portland, OR 97232

Clackamas County Planning Director
150 Beavercreek Road
Oregon City, OR 97045

Oregon Dept of Environ Quality
700 NE Multnomah Street, Suite 600
Portland, OR 97232

Land Use Contact, Planning Department
Metro
600 NE Grand Ave
Portland, OR 97232

Planning Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

James Clark
BPA, Realty Department
2715 Tepper Lane
Keizer, OR 97013

Sherwood School Dist Admin Office
23295 SW Main Street
Sherwood, OR 97140

Tualatin Valley Fire and Rescue
South Division
8445 SW Elligsen Road
Wilsonville, OR 97070

Tualatin Valley Fire and Rescue
29875 SW Kinsman Road
Wilsonville, OR 97070

Tualatin Valley Water District
1850 SW 170th Ave.
Beaverton, OR 97005

**NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE PLANNING COMMISSION
AND CITY COUNCIL:
AIRPORT GOOD-NEIGHBOR POLICIES, CASE FILE LP22-0003**

The City has not determined how or if this particular proposal will reduce or otherwise impact either the value or use of properties. Any changes to permitted land uses may reduce or increase property values, depending on various factors. A written notice has been mailed to potentially impacted property owners as required.

PLANNING COMMISSION:

On **Wednesday, Nov. 16, 2022, beginning at 6pm**, the Planning Commission will hold a public hearing on the **Airport Good-Neighbor Policies**, and will consider whether to recommend adoption of the Comprehensive Plan text amendments to the City Council.

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SUMMARY OF PROPOSAL:

The City of Wilsonville is updating its Comprehensive Plan by adding Airport Good-Neighbor Policies. The Airport Good-Neighbor Policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to include specific language describing special considerations to be addressed during development of these areas. The amendments will serve as a guide to the City when participating in planning efforts or reviewing development proposals in the defined Area of Special Concern. The new policies will direct the City on how to advocate for the continued benefits of the existing operations of the Aurora Airport as well as proper mitigation for potential negative impacts to the City of proposed development and related aviation activity in this area.

HOW TO COMMENT:

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distributed to the Planning Commission before the meeting, it must be received by 2 pm on Nov. 8, 2022. Direct written comments to Mandi Simmons, Administrative Assistant, 29799 SW Town Center Loop East, Wilsonville, Oregon, 97070 or msimmons@ci.wilsonville.or.us

Note: Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting. The City will endeavor to provide qualified sign language interpreters and/or bilingual interpreters, without cost, if requested at least 48 hours prior to the meeting. To obtain such services, please call Mandi Simmons, Administrative Assistant at (503) 682-4960.

PamplinMediaGroup

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Aurora Dyer prior to deadline at or adyer@theoutlookonline.com.

<p>Date: 10/26/22 Account #: 108863 Reference #: Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015</p>	<p>Ad ID: 263072 Start: 11/02/22 Stop: 11/02/22 Total Cost: \$162.67 Ad Size: 9.569 Column Width: 1 Column Height: 9.569 Ad Class: 1202 Phone # Email: adyer@theoutlookonline.com</p>
<p>Run Dates:</p> <p>Canby-Molalla Herald 11/02/22</p>	

**NOTICE OF LEGISLATIVE PUBLIC HEARING
BEFORE THE PLANNING COMMISSION AND CITY
COUNCIL:
AIRPORT GOOD-NEIGHBOR POLICIES, CASE FILE
LP22-0003**

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Publish November 2nd, 2022

CH263072

Pamplin Media Group

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Charlotte Allsop prior to deadline at (971) 204-7706 or callsop@pamplinmedia.com.

Date: 10/26/22 Account #: 108863 Reference #: Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015	Ad ID: 263050 Start: 11/02/22 Stop: 11/03/22 Total Cost: \$167.90 Ad Size: 9.819 Column Width: 1 Column Height: 9.819 Ad Class: 1202 Phone # (971) 204-7706 Email: callsop@pamplinmedia.com
Run Dates: Wilsonville Spokesman 11/03/22	

**NOTICE OF LEGISLATIVE PUBLIC HEARING BE-
FORE THE PLANNING COMMISSION
AND CITY COUNCIL:
AIRPORT GOOD-NEIGHBOR POLICIES, CASE FILE
LP22-0003**

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Publish November 3, 2022

WI263050

PamplinMediaGroup

-Ad Proof-

This is the proof of your ad, scheduled to run on the dates indicated below. Please proofread carefully, and if changes are needed, please contact Kristine Humphries prior to deadline at (971) 204-7785 or khumphries@pamplinmedia.com.

Date: 10/27/22 Account #: 108863 File #: LP22-0003 Company Name: WILSONVILLE, CITY OF Contact: Address: 29799 SW TOWN CENTER LOOP E WILSONVILLE Telephone: (503) 570-1510 Fax: (503) 682-1015	Ad ID: 263130 Start: 11/02/22 Stop: 11/02/22 Total Cost: \$92.97 Columns Wide: 1 Ad Class: 1216 Phone # (971) 204-7785 Email: khumphries@pamplinmedia.com Amount Due: \$92.97
Run Dates Woodburn Independent 11/02/22	

**NOTICE OF LEGISLATIVE PUBLIC HEARING BEFORE THE
PLANNING COMMISSION
AND CITY COUNCIL:**

AIRPORT GOOD-NEIGHBOR POLICIES, CASE FILE LP22-0003

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Published November 2, 2022

WI263130



CITY COUNCIL

MONDAY, SEPTEMBER 19, 2022

WORK SESSION

Airport Good-Neighbor Policies (Bateschell)



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: September 19, 2022		Subject: Aurora Airport Comprehensive Plan Policies	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Planning Commission held a work session on the draft policies on September 14, 2022.	
Staff Recommendation: Review and provide feedback on the draft Comprehensive Plan Policies pertaining to the Aurora Airport.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will present draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. The Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to both the City and County.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

Federal and state law require protecting aviation operation from intrusion of incompatible uses, and the City's existing zoning and transportation policies comply with limiting physical hazards to air navigation in the area surrounding the Aurora Airport. However, policies have not been adopted to address potential impacts of existing Airport operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents and businesses.

This Comprehensive Plan update project aims to: acknowledge the positive and negative impacts of the Airport's current operations to Wilsonville residents and businesses; identify the prospective impacts of potential growth and intensification of use at the Aurora Airport and through-the-fence properties; and establish policy objectives that both articulate these effects on the City of Wilsonville and also provide direction to the City on how to advocate for the continued benefits of the existing operations as well as the proper mitigation for the negative impacts of aviation activity and development.

The project team incorporated feedback from the community, key stakeholders, the Planning Commission and City Council into a draft amendment to the City's Comprehensive Plan (Attachment 1). The airport good neighbor policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to "include specific language describing special considerations that

must be addressed in development of these areas.” The special considerations guide the City when planning for or reviewing development in these Areas. Potential development in these Areas could affect the immediate vicinity, places in Wilsonville connected to the Area of Special Concern through geography or travel routes, or the Wilsonville community as a whole, depending on what is proposed.

The Aurora Airport affects the community but is located outside of the City. Planning and development proposed in that Area may impact the City of Wilsonville in several ways but is outside the City’s direct control and entitlement process, making it suitable to be designated as an Area of Special Concern. The articulation of special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City’s participation in planning efforts led by other agencies and the City’s review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed. As such, the boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City of growth, development, and intensification of use in the Area. Some of the existing Areas of Special Concern (Areas A-N) are either outside of the City limits or were outside of the City limits at the time of their adoption providing precedent for this designation.

Attachment 2 provides a series of maps, which depict Area of Special Concern O and its relationship to geographic facilities and resources relevant to the special considerations and City:

- The “Boundary Map” shows the Area of Special Concern boundary, which serves as the basis for amending the Area of Special Concern Map on Comprehensive Plan page F-13.
- The “Airport Areas Map” shows the Aurora Airport campus and Through-the-Fence boundaries to inform discussions about Area O relative to development near the Airport.
- The “Resource Map” highlights key transportation and natural/recreational resources in the vicinity of Area O.

The team welcomes feedback from the Council on the draft, specifically:

1. Are there any key policy objectives or special considerations missing?
2. Do the policy objectives reflect the City’s scope of influence?

EXPECTED RESULTS:

Work sessions with the Planning Commission and City Council will provide guidance to finalize the airport good-neighbor policies. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

The team is finalizing draft policies with adoption anticipated by the end of the calendar year.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 covered by the Community Development general professional services fund for FY 2021-22 and carried over into FY 22-23.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project included surveys, interviews, and open houses, and was conducted primarily online and remotely due to the COVID-19 pandemic. The team received input from the Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Council can provide policy alternatives to be considered.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Wilsonville Comprehensive Plan Area of Special Concern O (draft, dated 9/3/2022)
2. Area of Special Concern O Maps (draft, dated 9/3/2022)

Attachment 1

Wilsonville Comprehensive Plan Area of Special Concern O Draft Proposed Language

AREA O

This Area is focused on the Aurora State Airport and other adjacent properties. Aurora State Airport is a Category II, Urban General Aviation Airport operated by Oregon Department of Aviation and located approximately 1.6 miles south of Wilsonville city limits. The Airport is within Marion County, but it extends northward to the shared boundary with Clackamas County. Arndt Road serves as the northern boundary, Boones Ferry Road NE is the western boundary, and Area O extends south and east to include the Aurora State Airport and adjacent parcels. The boundary of Area O encompasses the Aurora State Airport property, adjacent properties with through-the-fence access, and adjacent rural properties that form a buffer around developed areas near the Airport.

The City of Wilsonville and Aurora State Airport are separated by a portion of a larger agricultural district known as the French Prairie. Although the Airport is outside of the City of Wilsonville's boundaries, the runway at the Aurora State Airport is oriented in a north-south direction and aircraft taking off and landing fly over Wilsonville bringing noise and air pollution. Existing environmental and infrastructure issues at and in the vicinity of the Aurora State Airport have the potential to negatively impact the City of Wilsonville. These issues could worsen due to development and intensification of use in Area O. The Interstate 5 Freeway, State Route 551, and other major roadways in the vicinity connect to the transportation system within the City of Wilsonville. Sewage treatment via septic systems for large industrial scale development and stormwater runoff in and around the airport can negatively impact the Willamette River watershed, in turn effecting water quality, natural habitat, and recreational opportunities for the surrounding communities.

The existing federal and state framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airports and aviation operations from intrusion of incompatible uses, rather than limiting or mitigating the impacts of aviation on nearby communities. Therefore, existing policies include limiting physical hazards to air navigation in the area surrounding the Aurora Airport, but do not address potential impacts of existing operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents. The designation of Area O provides policy direction for the City when reviewing proposed development and participating in planning efforts in the Area. Area-specific objectives both recognize the Aurora Airport's role in the state transportation system and local economy and identify the impacts to Wilsonville of airport expansion and intensification of use in the Area.

The City has identified a range of potential impacts from aviation operations at Aurora State Airport and development on the airport property and surrounding lands, including:

- Noise and air pollution from flight patterns over Wilsonville, particularly in residential areas, that negatively impact quality of life.
- Water pollution in the vicinity of, and to, the Willamette River, which the City of Wilsonville relies on as its primary source of water. The Willamette River is also an important environmental

and recreational resource for the region and is designated and protected as part of the Willamette River Greenway by Statewide Planning Goal 15.

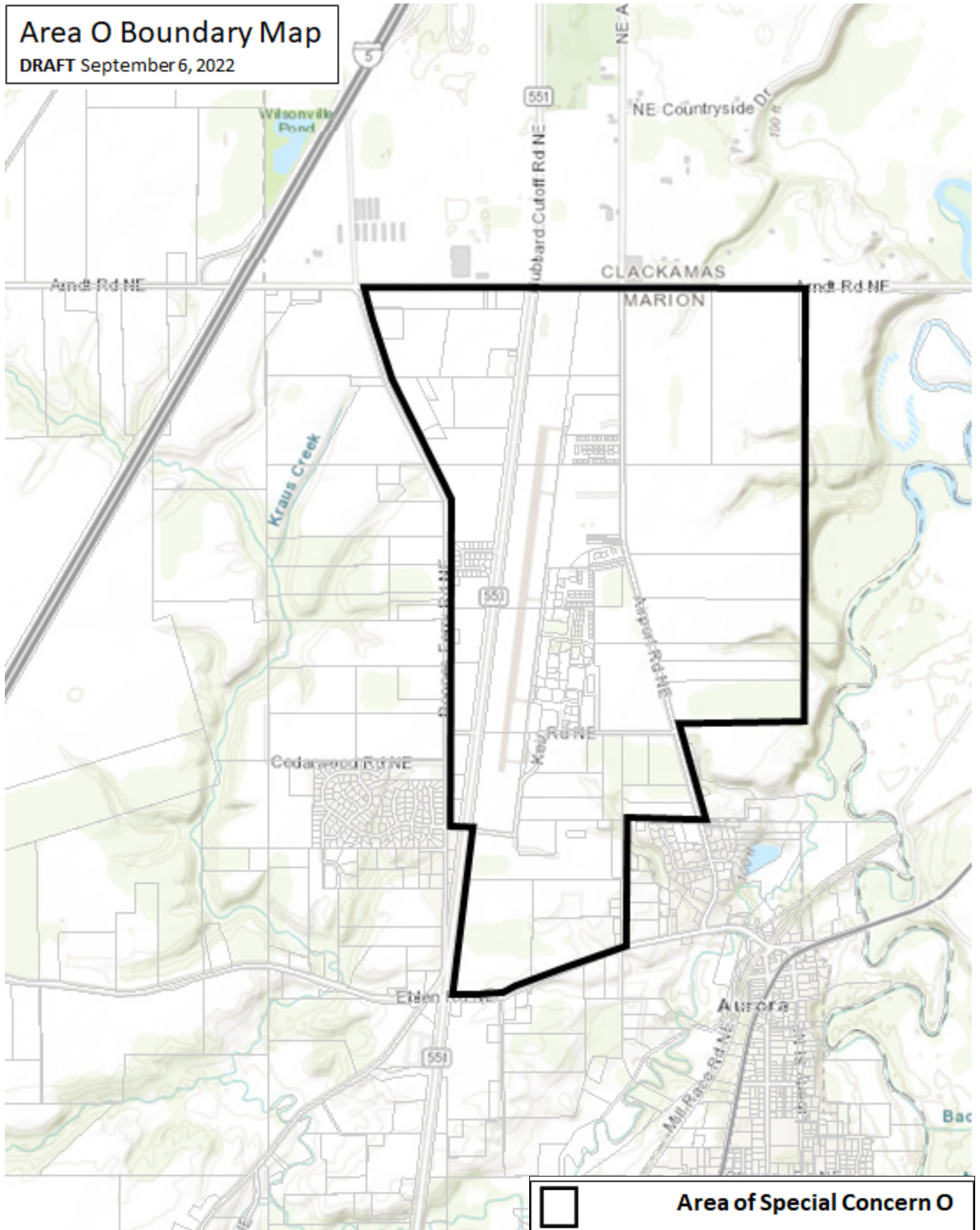
- Loss of high-quality farmland. The fertile foundation agricultural land of French Prairie surrounding the Aurora State Airport includes high value soils. This area is designated Rural Reserve, consistent with existing policies adopted by the State of Oregon, Clackamas County, the Metro region, and City of Wilsonville. The City acknowledges and supports the Airport's contribution to various sectors of the local economy, and also recognizes agricultural activity in French Prairie is exceptional and contributes substantially to the State's and Wilsonville's economy by providing farm goods to local firms. Preservation of high-quality farmland in the French Prairie and its designation as a Rural Reserve continues to be a local priority.
- Negative impacts to the development of industrial and employment land in Wilsonville. The Metro Urban Growth Management Functional Plan designates several locations within the Wilsonville Urban Growth Boundary as Regionally Significant Industrial Areas, Industrial Areas, or other Employment Lands. The City of Wilsonville has adopted standards to preserve these areas for the purpose of meeting regional employment need, and to provide infrastructure to support their development. Potential development of industrial or other employment uses in "through-the-fence" areas or other parcels adjacent to the Airport, conflicts with regional and state policy in directing industrial growth towards designated employment lands within urban areas, including Wilsonville.
- Surface transportation access and adequate levels of service, or in the case of ODOT facilities adequate volume to capacity (v/c) ratios, in the City of Wilsonville, Area O, and routes connecting across the French Prairie. The Aurora State Airport is a component of the State's transportation system and provides economic benefits to Wilsonville residents and businesses by providing nearby access to general aviation and helicopter facilities. Surface transportation facilities, including I-5, Highway 551, Arndt Road, Airport Road, and Boones Ferry Road all connect to and impact the effective function of the transportation system in Wilsonville, and provide access between Wilsonville and French Prairie, the Aurora Airport, and Willamette Valley to the south. These transportation routes are designed to cross rural areas and could be negatively impacted by increased development intensity on rural land in the vicinity of the Airport.
- Resiliency and capacity for emergency response. The Airport provides an operational base for emergency service providers and could support the resilience of the region in the event of a Cascadia event earthquake or other natural disaster. Changes to the configuration of the Airport, type of operations housed there, or development-related impacts to surface transportation connections between Wilsonville and Area O, would diminish the overall benefits provided by the Airport.

Objectives

- 1) Engage as an Affected Jurisdiction in Aurora State Airport master planning or other processes to review future development plans and policy for the Airport and through-the-fence properties.

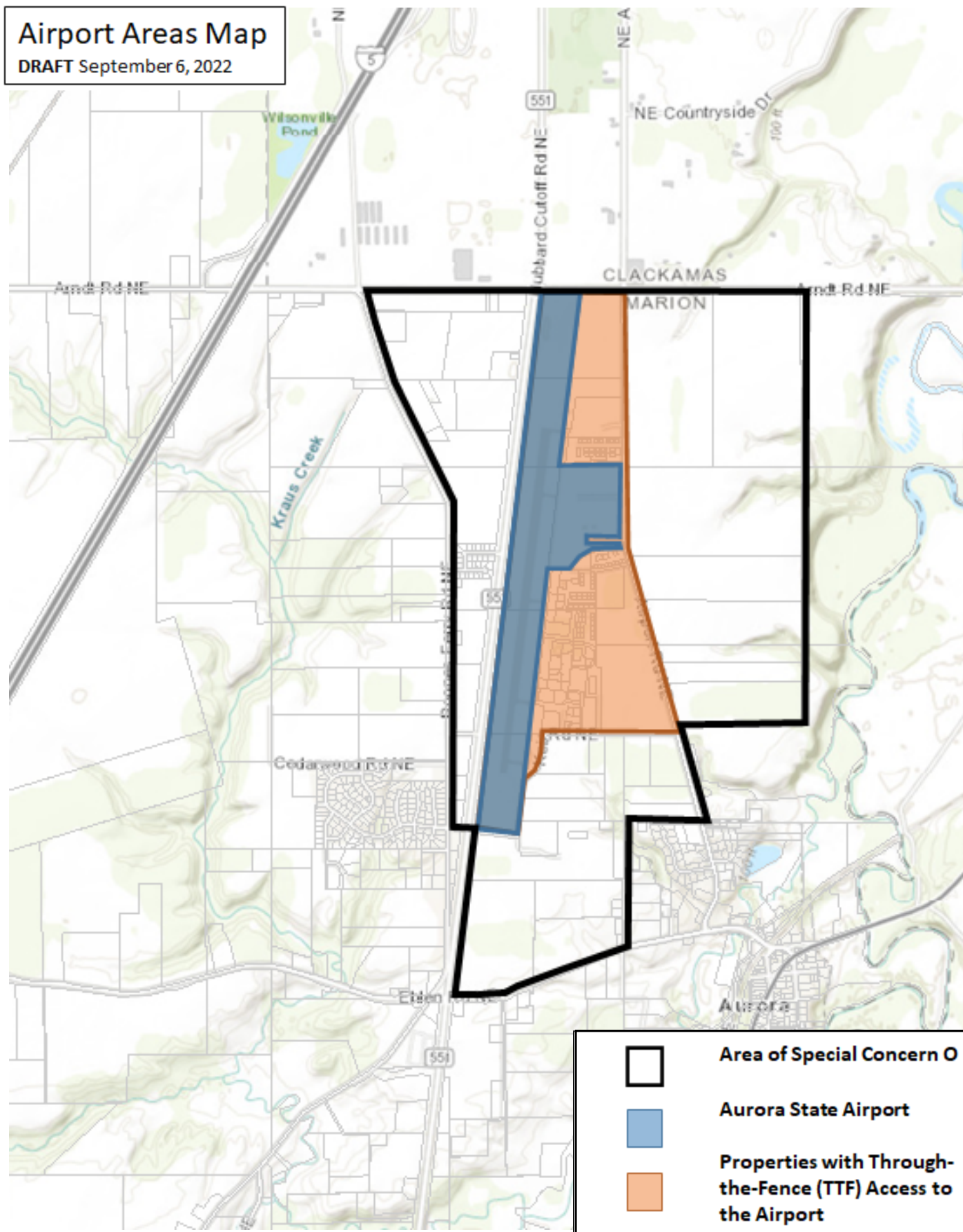
Advocate for operational and development policies for the Airport that include adequate provision of infrastructure, protection of environmental systems, and noise control measures.

- 2) Evaluate and respond to proposals for changes to the type and intensity of aviation activities at the Aurora State Airport to minimize noise and pollution impacts to residents, businesses, and environmental or public resources in the Wilsonville Urban Growth Boundary.
- 3) Maintain ongoing coordination with applicable agencies and organizations, including Oregon Department of Aviation, Oregon Department of Environmental Quality, Airport operators and aviation stakeholders to reduce the impacts of aviation on noise-sensitive areas like residential districts and environmental resource areas such as the Willamette River. Support a FAR Part 150 study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the Airport.
- 4) Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected, supporting regional food security, the agricultural economy, and protection of environmental resources, consistent with State of Oregon and Clackamas County policies designating lands as Exclusive Farm Use and Rural Reserves.
- 5) Ensure that development within Area O includes appropriate concurrent upgrades to infrastructure and public services that maintain rural development patterns and prevent negative impacts to the water, sewer, stormwater, and transportation systems serving Wilsonville and surrounding areas.
- 6) Advocate to maintain the general aviation designation and existing services at Aurora State Airport, as an air transportation resource supporting Wilsonville-based businesses, as a hub in emergency management plans, and as an operational base for emergency service providers. Evaluate and respond to development proposals proposing to increase development intensity in Area O that could hinder safe, convenient, and efficient access to the Airport.



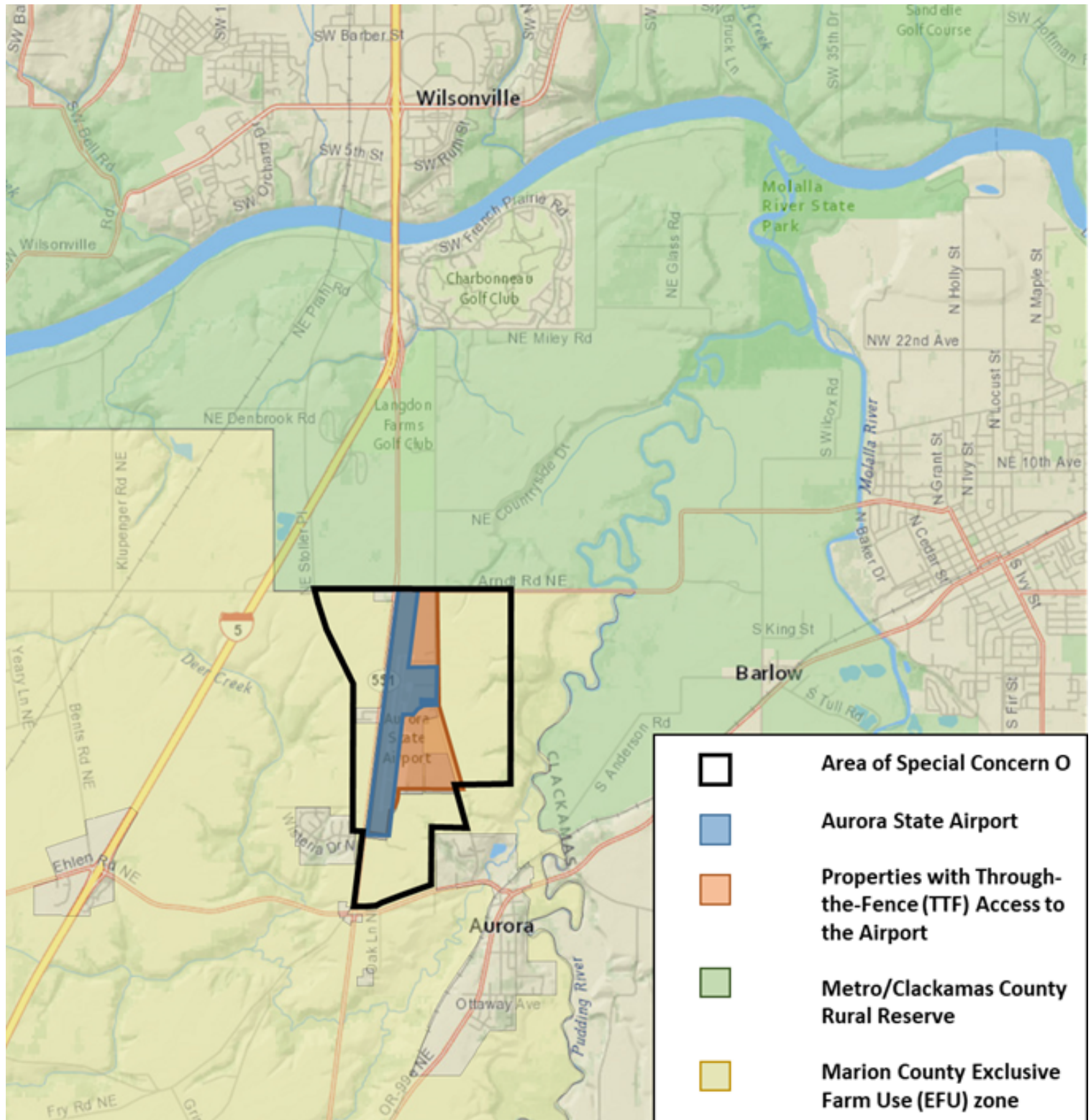
Airport Areas Map

DRAFT September 6, 2022



Area O Resource Map

DRAFT September 6, 2022



Wilsonville and the Aurora Airport: Good-Neighbor Policies

City Council Work Session • September 19, 2022



This Evening's Discussion

Reviewing Interests and Concerns

Draft Policy Objectives

Proposed Area of Special Concern Boundary

Discussion of Draft Policies

Engaging the Community

Online survey

Stakeholder interviews

Online open houses

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Noise and air
pollution from
flight patterns over
Wilsonville

Water pollution in
and around
Willamette River

Loss of high-
quality farmland

Impacts on
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employment land

Maintaining
effective surface
transportation
connections

Resiliency and
capacity for
emergency
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Interests and Concerns

Draft Area of Special Concern Objectives



1) Engage in Airport Master Planning as an Affected Jurisdiction



2) Evaluate and respond to proposed changes to aviation activities at Airport



3) Coordinate with agencies and organizations to minimize noise impacts

Draft Area of Special Concern Objectives



4) Evaluate and respond to public and private development and infrastructure projects

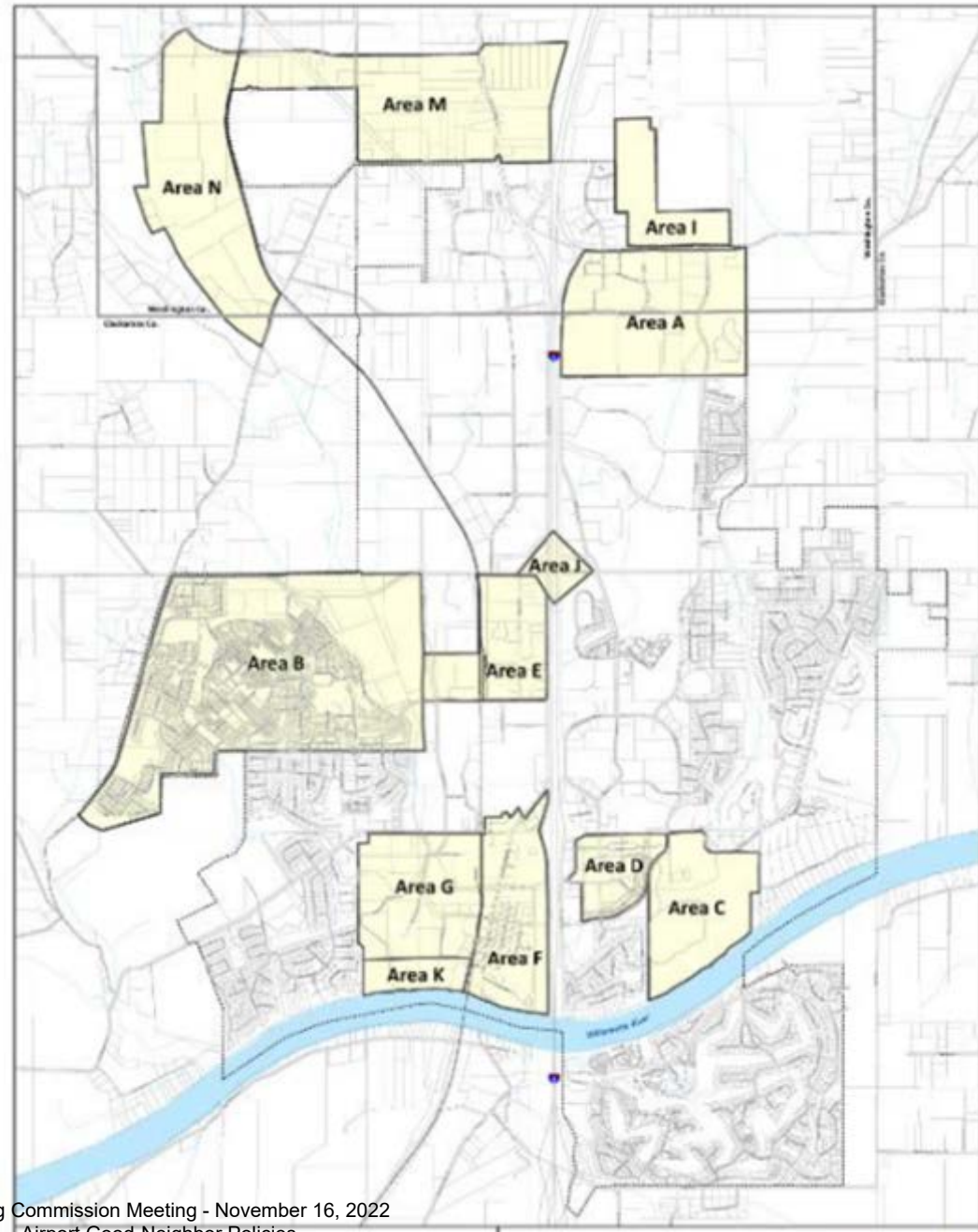


5) Ensure concurrent infrastructure and public service upgrades that maintain rural development patterns

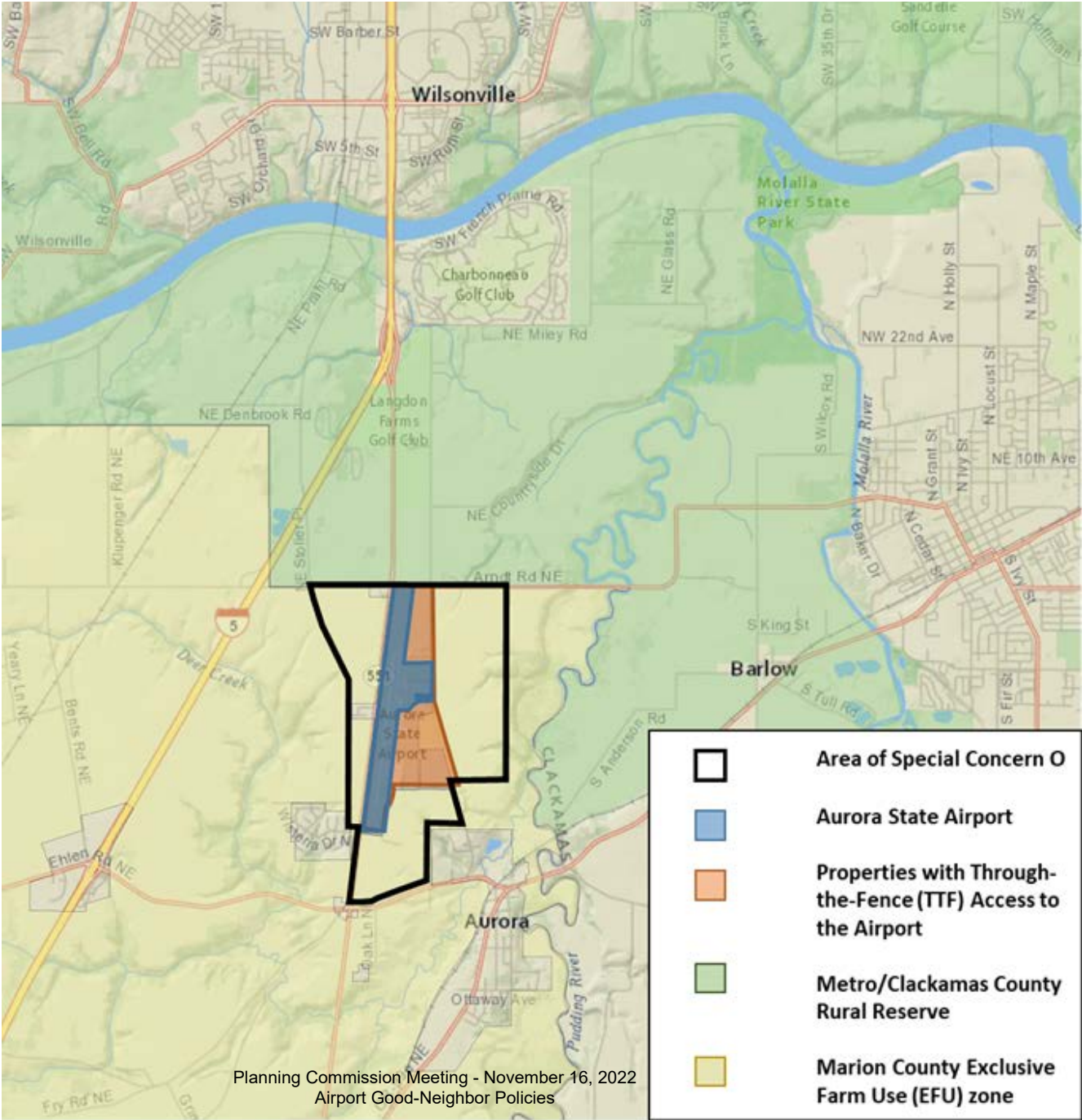


6) Advocate to maintain general aviation and existing services at Airport, maintain access to and from Wilsonville

Areas of Special Concern *(existing)*



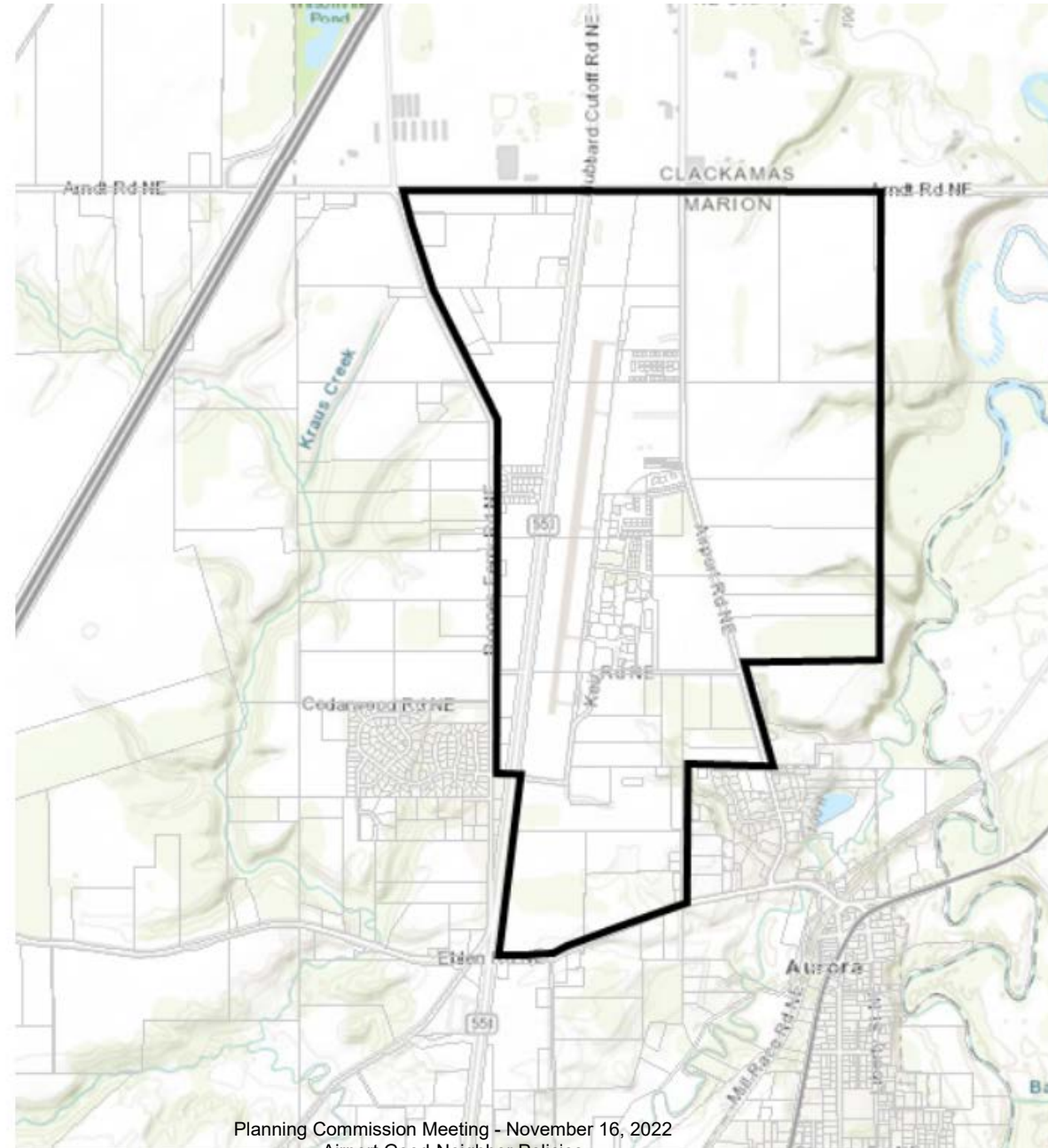
Proposed
Boundary:
Area of Special
Concern O



Council Discussion

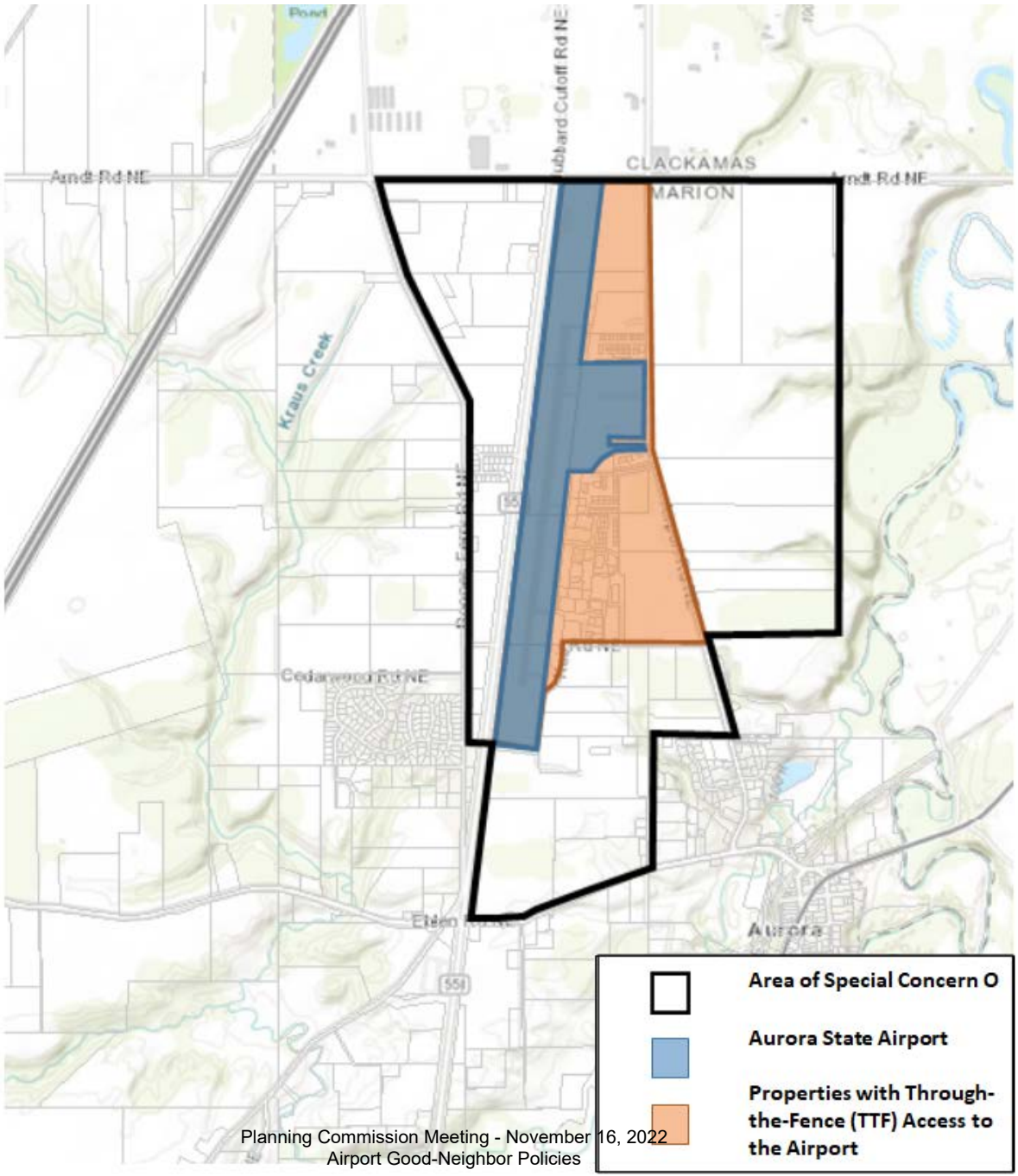
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- *Do the policy objectives reflect the City's scope of influence?*

Proposed Boundary: Area of Special Concern O



Proposed
Boundary:

Area of Special
Concern O



City Council Meeting Action Minutes September 19, 2022

City Council members present included:

Mayor Fitzgerald
Council President Akervall
Councilor Lehan
Councilor West
Councilor Linville

Dwight Brashear, Transit Director
Zoe Mombert, Assistant to the City Manager
Mark Ottenad, Public/Government Affairs Director
Georgia McAlister, Associate Planner
Zach Weigel, City Engineer
Andrea Villagrana, Human Resource Manager
Miranda Bateschell, Planning Director
Cindy Luxhoj, Associate Planner
Mike Nacrelli, Civil Engineer
Amy Pepper, Engineering Manager
Matt Lorenzen, Economic Development Manager
Andrew Barrett, Capital Projects Eng. Manager

Staff present included:

Bryan Cosgrove, City Manager
Amanda Guile-Hinman, City Attorney
Kimberly Veliz, City Recorder
Ryan Adams, Assistant City Attorney

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:06 p.m.
A. Aurora Airport Comprehensive Plan Policies	Staff presented and Council commented on draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.
B. Draft 2023 Legislative Concepts	Council was informed of the draft 2023 Legislative Concepts by Wilsonville's state legislators for potential introduction as legislation for the 2023 session of the Oregon Legislative Assembly.
C. Construction Excise Tax for Affordable Housing	Council directed staff to continue researching CET and other options for affordable housing.
REGULAR MEETING	
<u>Mayor's Business</u>	
A. 2023 Legislative Concepts Request To Rep. Courtney Neron (HD-26)	Council approved 5-0, a set of legislative concepts to be considered by Wilsonville-area Representative Neron for the 2023 State legislative session.
B. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.
<u>Communications</u>	
A. None.	

<p><u>Consent Agenda</u></p> <p>A. <u>Resolution No. 2985</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Murraysmith, Inc. For Owner's Representative Services For The Boeckman Road Corridor Project (Capital Improvement Project # 2102, 4205, 4206, 4212, And 7067).</p> <p>B. <u>Resolution No. 2996</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Enter Into A Development Agreement With BTC III Grahams Ferry IC, LLC For Construction Of Oversized Public Water Infrastructure Improvements.</p> <p>C. <u>Resolution No. 3000</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With Murraysmith, Inc. To Provide Final Design And Construction Support Services For The Charbonneau Lift Station Rehabilitation Project (Capital Improvement Project #2106).</p> <p>D. Minutes of the September 8, 2022 City Council Meeting.</p>	<p>The Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. <u>Resolution No. 2986</u> A Resolution Of The City Of Wilsonville Authorizing Acquisition Of Property And Property Interests Related To Construction Of The Willamette Water Supply Program Right-Of-Way Enhancement Projects.</p>	<p>Resolution No. 2986 was approved 5-0.</p>
<p><u>Continuing Business</u></p> <p>A. <u>Ordinance No. 866</u> An Ordinance Of The City Of Wilsonville Annexing Approximately 11.17 Acres Of Property Located South Of SW Frog Pond Lane At 7480 And 7500 SW Frog Pond Lane For Development Of A 19-Lot Residential Subdivision.</p>	<p>Ordinance No. 866 was adopted on second reading by a vote of 5-0.</p>

<p>B. <u>Ordinance No. 867</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 10.94 Acres Located South Of SW Frog Pond Lane At 7480 And 7500 SW Frog Pond Lane For Development Of A 19-Lot Residential Subdivision.</p>	<p>Ordinance No. 867 was adopted on second reading by a vote of 5-0.</p>
<p><u>Public Hearing</u></p> <p>A. <u>Ordinance No. 868</u> An Ordinance Of The City Of Wilsonville Annexing Approximately 4.92 Acres Of Property Located North Of SW Frog Pond Lane At 7315 SW Frog Pond Lane For Development Of A 12-Lot Residential Subdivision.</p> <p>B. <u>Ordinance No. 869</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 4.07 Acres Located South Of SW Frog Pond Lane At 7314 SW Frog Pond Lane For Development Of A 12-Lot Residential Subdivision.</p>	<p>After a public hearing was conducted, Ordinance No. 868 was approved on first reading by a vote of 5-0.</p> <p>After a public hearing was conducted, Ordinance No. 869 was approved on first reading by a vote of 5-0.</p>
<p><u>City Manager's Business</u></p>	<p>No report.</p>
<p><u>Legal Business</u></p>	<p>No report.</p>
<p>URBAN RENEWAL AGENCY</p>	
<p><u>URA Consent Agenda</u></p> <p>A. <u>URA Resolution No. 329</u> A Resolution Of The City Of Wilsonville Urban Renewal Agency Authorizing The City Manager To Execute A Professional Services Agreement Contract Amendment With MurraySmith, Inc. For Owner's Representative Services For The Boeckman Road Corridor Project (Capital Improvement Project # 2102, 4205, 4206, 4212, And 7067).</p> <p>B. Minutes of the August 1, 2022 Urban Renewal Agency Meeting.</p>	<p>The URA Consent Agenda was approved 5-0.</p>
<p><u>New Business</u></p> <p>A. None.</p>	
<p><u>URA Public Hearing</u></p> <p>A. None.</p>	
<p>ADJOURN</p>	<p>8:26 p.m.</p>



PLANNING COMMISSION

WEDNESDAY, SEPTEMBER 14, 2022

WORK SESSION

2. Airport Good-Neighbor Policies (Bateschell) (30 minutes)



PLANNING COMMISSION MEETING STAFF REPORT

Meeting Date: September 19, 2022		Subject: Airport Good-Neighbor Policies	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The Planning Commission held a work session on the draft policies on September 14, 2022.	
Staff Recommendation: Review and provide feedback on the draft Comprehensive Plan Policies pertaining to the Aurora Airport.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COMMISSION:

The project team will present draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. The Airport's current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, State law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to both the City and County.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

Federal and state law require protecting aviation operation from intrusion of incompatible uses, and the City's existing zoning and transportation policies comply with limiting physical hazards to air navigation in the area surrounding the Aurora Airport. However, policies have not been adopted to address potential impacts of existing Airport operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents and businesses.

This Comprehensive Plan update project aims to: acknowledge the positive and negative impacts of the Airport's current operations to Wilsonville residents and businesses; identify the prospective impacts of potential growth and intensification of use at the Aurora Airport and through-the-fence properties; and establish policy objectives that both articulate these effects on the City of Wilsonville and also provide direction to the City on how to advocate for the continued benefits of the existing operations as well as the proper mitigation for the negative impacts of aviation activity and development.

The project team incorporated feedback from the community, key stakeholders, the Planning Commission and City Council into a draft amendment to the City's Comprehensive Plan (Attachment 1). The airport good neighbor policies will be adopted in the form of a new, geographically defined Area of Special Concern in Section F of the Comprehensive Plan. Areas of Special Concern are intended to "include specific language describing special considerations that

must be addressed in development of these areas.” The special considerations guide the City when planning for or reviewing development in these Areas. Potential development in these Areas could affect the immediate vicinity, places in Wilsonville connected to the Area of Special Concern through geography or travel routes, or the Wilsonville community as a whole, depending on what is proposed.

The Aurora Airport affects the community but is located outside of the City. Planning and development proposed in that Area may impact the City of Wilsonville in several ways but is outside the City’s direct control and entitlement process, making it suitable to be designated as an Area of Special Concern. The articulation of special considerations through Area of Special Concern O in the Comprehensive Plan, will guide the City’s participation in planning efforts led by other agencies and the City’s review of development proposals in the Area, giving the City an opportunity to advocate for those considerations to be appropriately addressed. As such, the boundary is focused on the Airport and vicinity, and the language addresses the land use related impacts to the entire City of growth, development, and intensification of use in the Area. Some of the existing Areas of Special Concern (Areas A-N) are either outside of the City limits or were outside of the City limits at the time of their adoption providing precedent for this designation.

Attachment 2 provides a series of maps, which depict Area of Special Concern O and its relationship to geographic facilities and resources relevant to the special considerations and City:

- The “Boundary Map” shows the Area of Special Concern boundary, which serves as the basis for amending the Area of Special Concern Map on Comprehensive Plan page F-13.
- The “Airport Areas Map” shows the Aurora Airport campus and Through-the-Fence boundaries to inform discussions about Area O relative to development near the Airport.
- The “Resource Map” highlights key transportation and natural/recreational resources in the vicinity of Area O.

The team welcomes feedback from the Commission on the draft, specifically:

1. Are there any key policy objectives or special considerations missing?
2. Do the policy objectives reflect the City’s scope of influence?

EXPECTED RESULTS:

Work sessions with the Planning Commission and City Council will provide guidance to finalize the airport good-neighbor policies. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

The team is finalizing draft policies with adoption anticipated by the end of the calendar year.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 covered by the Community Development general professional services fund for FY 2021-22 and carried over into FY 22-23.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project included surveys, interviews, and open houses, and was conducted primarily online and remotely due to the COVID-19 pandemic. The team received input from the Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Commission can provide policy alternatives to be considered.

CITY MANAGER COMMENT:

N/A

ATTACHMENTS:

1. Wilsonville Comprehensive Plan Area of Special Concern O (draft, dated 9/3/2022)
2. Area of Special Concern O Maps (draft, dated 9/6/2022)

Attachment 1

Wilsonville Comprehensive Plan Area of Special Concern O Draft Proposed Language, September 3, 2022

AREA O

This Area is focused on the Aurora State Airport and other adjacent properties. Aurora State Airport is a Category II, Urban General Aviation Airport operated by Oregon Department of Aviation and located approximately 1.6 miles south of Wilsonville city limits. The Airport is within Marion County, but it extends northward to the shared boundary with Clackamas County. Arndt Road serves as the northern boundary, Boones Ferry Road NE is the western boundary, and Area O extends south and east to include the Aurora Airport and adjacent parcels. The boundary of Area O encompasses the Aurora Airport property, adjacent properties with through-the-fence access, and adjacent rural properties that form a buffer around developed areas near the Airport.

The City of Wilsonville and Aurora State Airport are separated by a portion of a larger agricultural district known as the French Prairie. Although the Airport is outside of the City of Wilsonville's boundaries, the runway at the Aurora State Airport is oriented in a north-south direction and aircraft taking off and landing fly over Wilsonville bringing noise and air pollution. Existing environmental and infrastructure issues at and in the vicinity of the Aurora State Airport have the potential to negatively impact the City of Wilsonville. These issues could worsen due to development and intensification of use in Area O. The Interstate 5 Freeway, State Route 551, and other major roadways in the vicinity connect to the transportation system within the City of Wilsonville. Sewage treatment via septic systems for large industrial scale development and stormwater runoff in and around the airport can negatively impact the Willamette River watershed, in turn effecting water quality, natural habitat, and recreational opportunities for the surrounding communities.

The existing federal and state framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airports and aviation operation from intrusion of incompatible uses, rather than limiting or mitigating the impacts of aviation on nearby communities. Therefore, existing policies include limiting physical hazards to air navigation in the area surrounding the Aurora Airport, but do not address potential impacts of existing operations and potential growth to public infrastructure and services, natural and environmental systems, and local residents. The designation of Area O provides policy direction for the City when reviewing proposed development and participating in planning efforts in the Area. Area-specific objectives both recognize the Aurora Airport's role in the state transportation system and local economy and identify the impacts to Wilsonville of airport expansion and intensification of use in the Area.

The City has identified a range of potential impacts from aviation operations at Aurora State Airport and development on the airport property and surrounding lands, including:

- Noise and air pollution from flight patterns over Wilsonville, particularly in residential areas, that negatively impact quality of life.
- Water pollution in the vicinity of, and to, the Willamette River, which the City of Wilsonville relies on as its primary source of water. The Willamette River is also an important environmental

and recreational resource for the region and is designated and protected as part of the Willamette River Greenway by Statewide Planning Goal 15.

- Loss of high-quality farmland. The fertile foundation agricultural land of French Prairie surrounding the Aurora State Airport includes high value soils. This area is designated Rural Reserve, consistent with existing policies adopted by the State of Oregon, Clackamas County, the Metro region, and City of Wilsonville. The City acknowledges and supports the Airport's contribution to various sectors of the local economy, and also recognizes agricultural activity in French Prairie is exceptional and contributes substantially to the State's and Wilsonville's economy by providing farm goods to local firms. Preservation of high-quality farmland in the French Prairie and its designation as a Rural Reserve continues to be a local priority.
- Negative impacts to the development of industrial and employment land in Wilsonville. The Metro Urban Growth Management Functional Plan designates several locations within the Wilsonville Urban Growth Boundary as Regionally Significant Industrial Areas, Industrial Areas, or other Employment Lands. The City of Wilsonville has adopted standards to preserve these areas for the purpose of meeting regional employment need, and to provide infrastructure to support their development. Potential development of industrial or other employment uses in "through-the-fence" areas or other parcels adjacent to the Airport, conflicts with regional and state policy in directing industrial growth towards designated employment lands within urban areas, including Wilsonville.
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Objectives

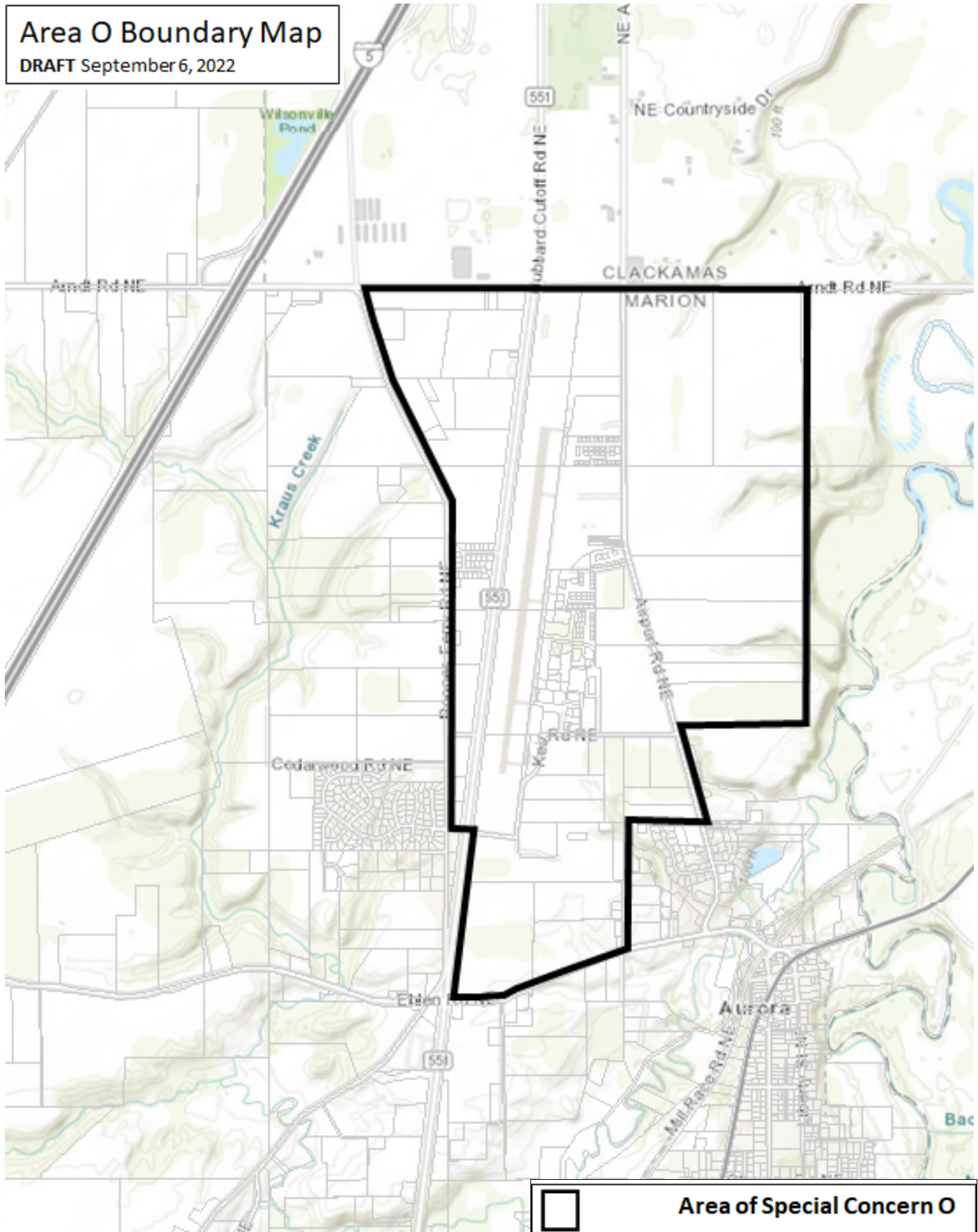
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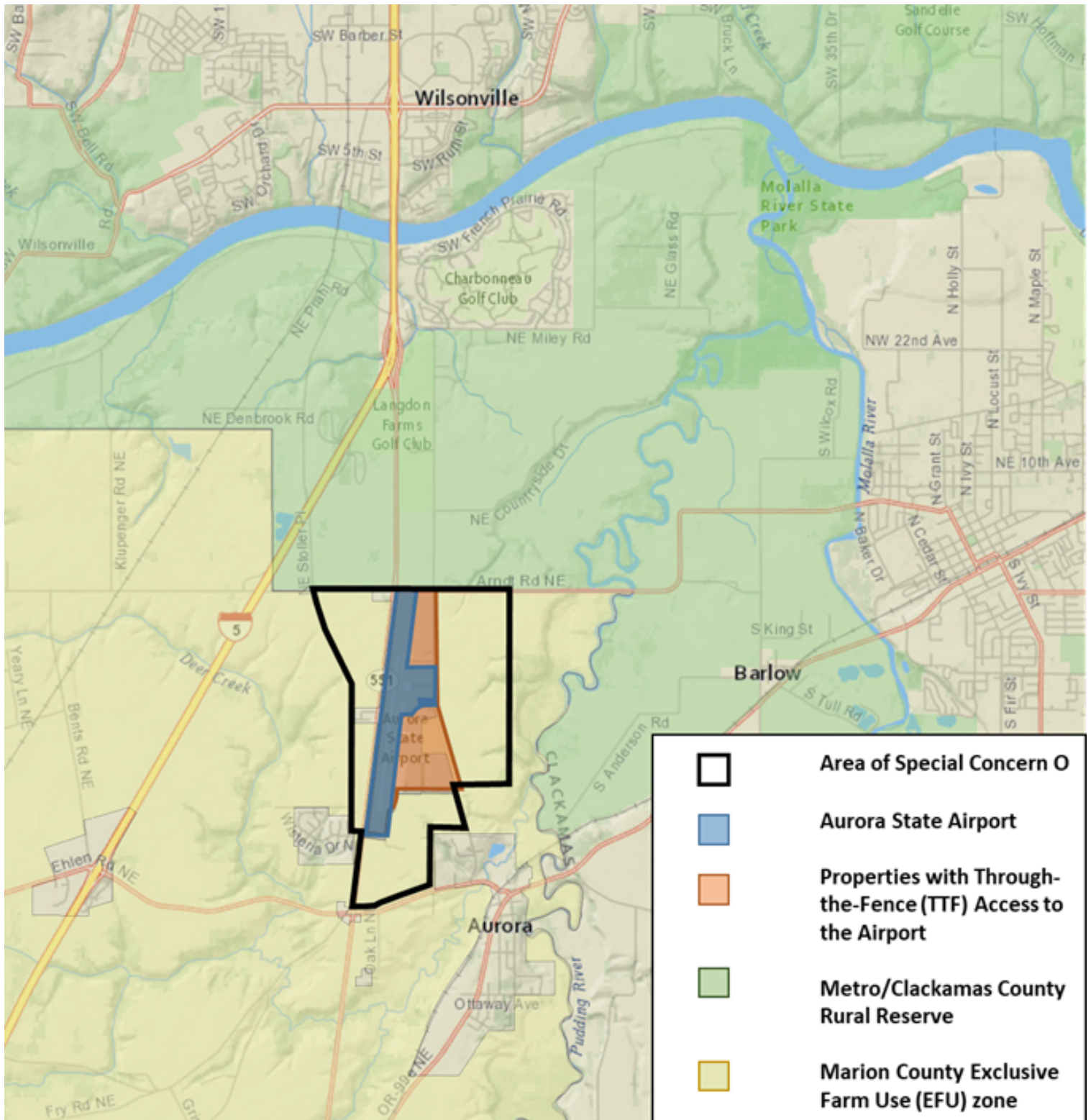
Area O Boundary Map

DRAFT September 6, 2022



Area O Resource Map

DRAFT September 6, 2022



Wilsonville and the Aurora Airport: Good-Neighbor Policies

Wilsonville Planning Commission • September 14, 2022



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Noise and air
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Wilsonville

Water pollution in
and around
Willamette River

Loss of high-
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Impacts on
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effective surface
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Interests and Concerns

Draft Area of Special Concern Objectives



1) Engage in Airport Master Planning as an Affected Jurisdiction



2) Evaluate and respond to proposed changes to aviation activities at Airport



3) Coordinate with agencies and organizations to minimize noise impacts

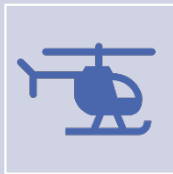
Draft Area of Special Concern Objectives



4) Evaluate and respond to public and private development and infrastructure projects

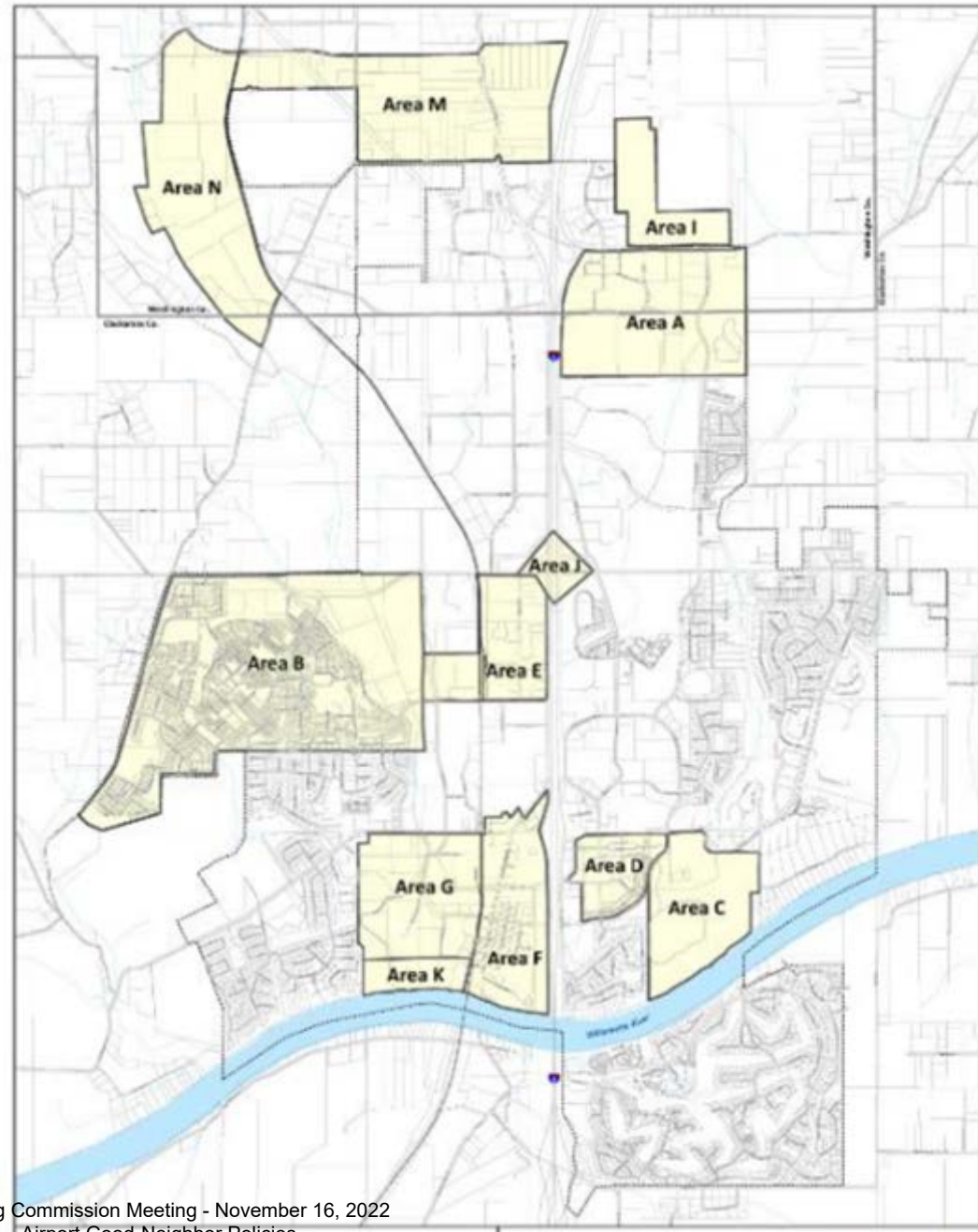


5) Ensure concurrent infrastructure and public service upgrades that maintain rural development patterns

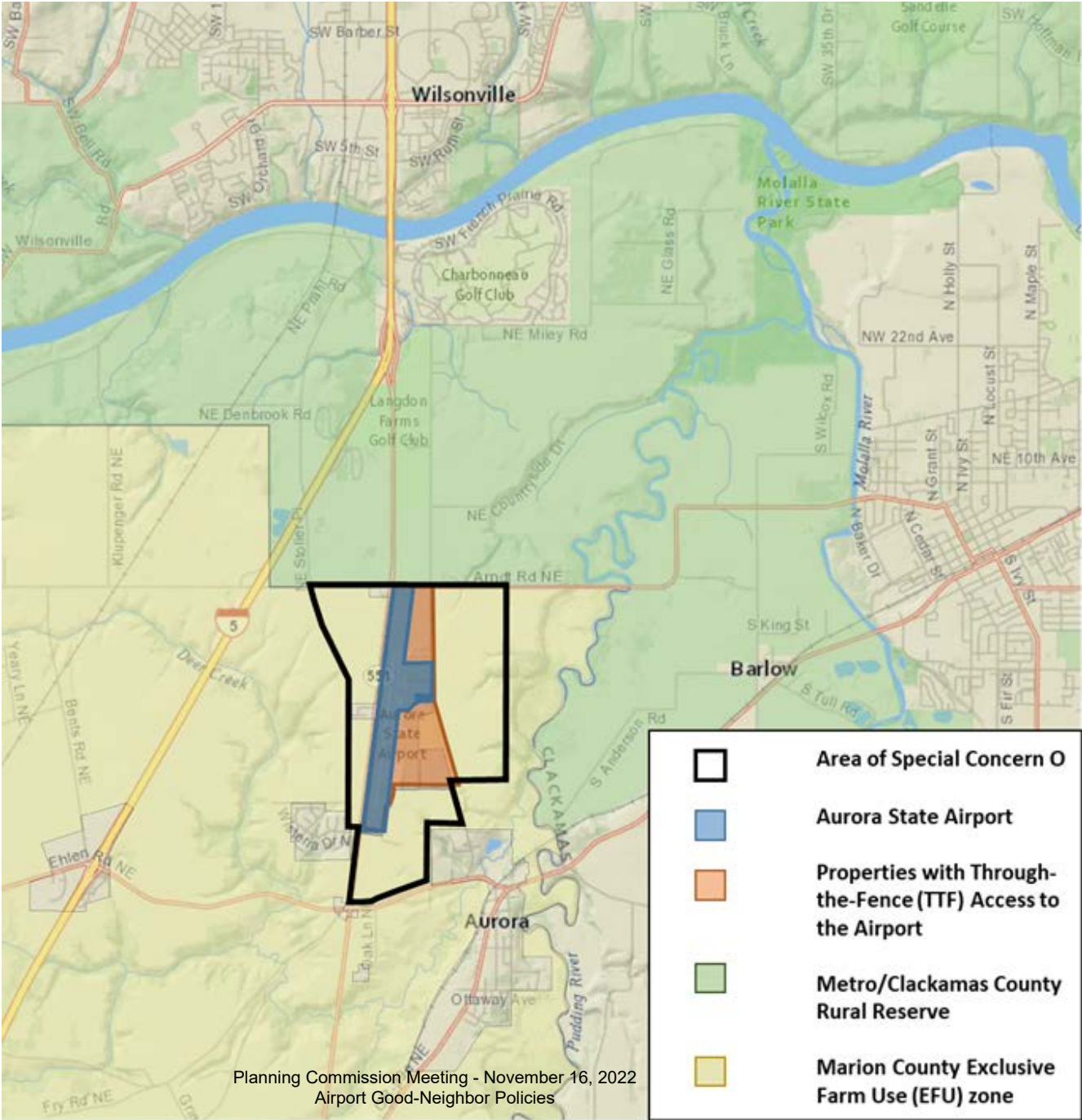


6) Advocate to maintain general aviation and existing services at Airport, maintain access to and from Wilsonville

Areas of Special Concern (existing)



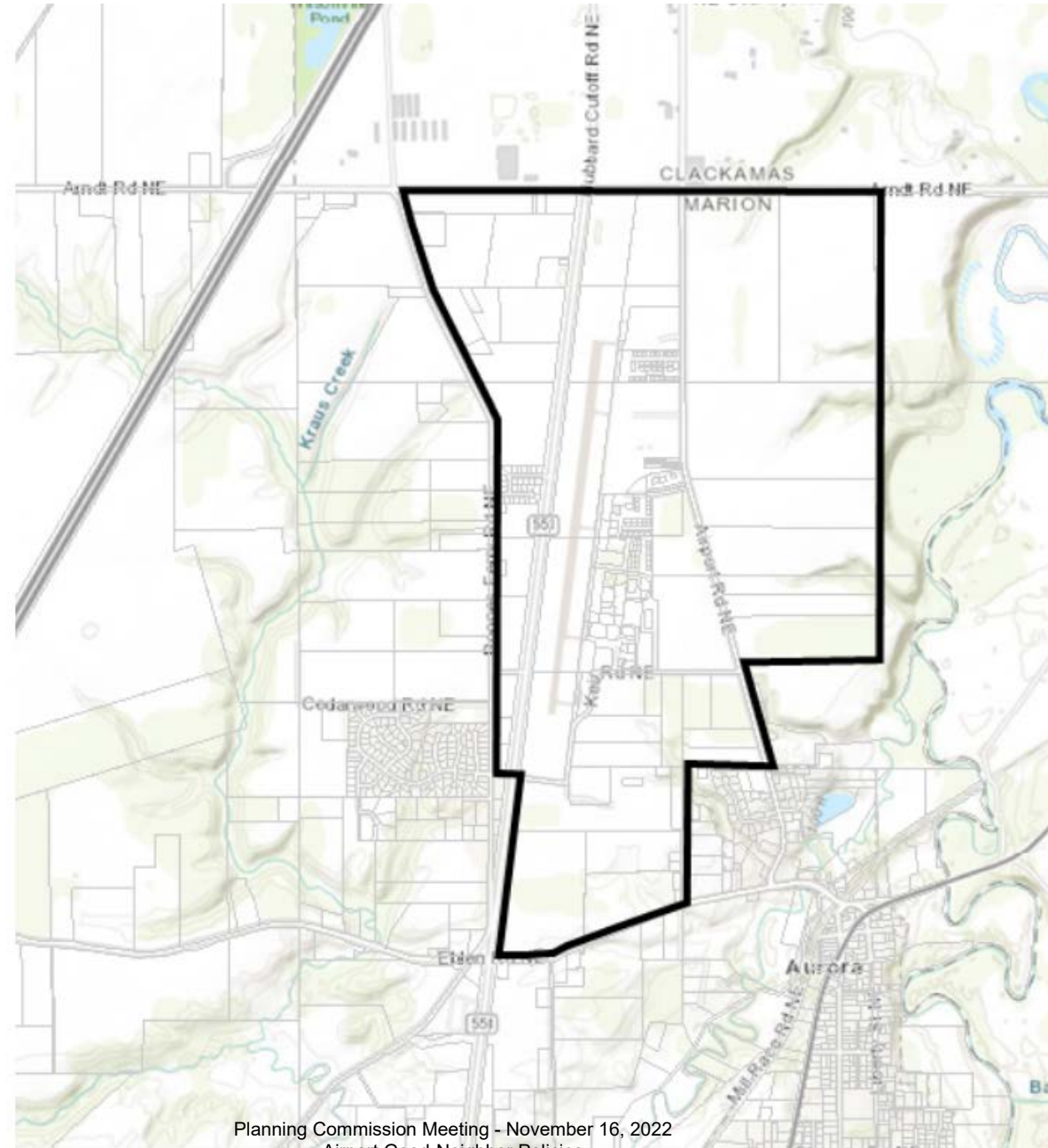
Proposed
Boundary:
Area of Special
Concern O



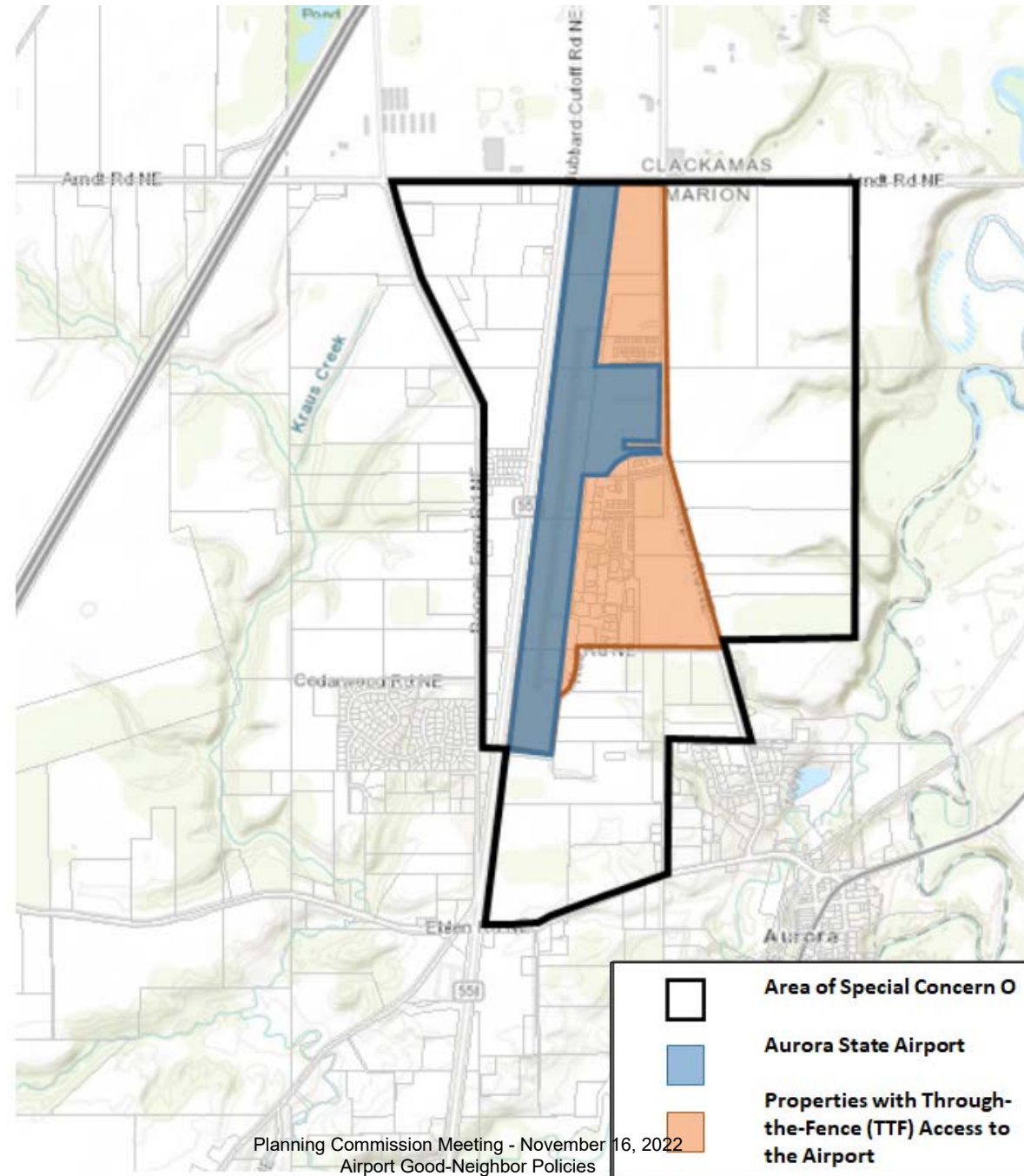
Planning Commission Discussion

- *Are there any key policy objectives or special considerations missing?*
- *Do the policy objectives reflect the City's scope of influence?*

Proposed Boundary: Area of Special Concern O



Proposed Boundary: Area of Special Concern O



Planning Commission Meeting - November 16, 2022
Airport Good-Neighbor Policies



PLANNING COMMISSION MEETING MINUTES

September 14, 2022 at 6:00 PM

City Hall Council Chambers & Remote Video Conferencing

Draft PC Minutes were corrected and are to be reviewed and approved at the November 16, 2022 PC Meeting. Corrections are in bold and underlined.

CALL TO ORDER - ROLL CALL

A regular meeting of the Wilsonville Planning Commission was held at City Hall beginning at 6:00 p.m. on Wednesday, September 14, 2022. Chair Heberlein called the meeting to order at 6:00 p.m., followed by roll call. Those present:

Planning Commission: Ron Heberlein, Jennifer Willard, Aaron Woods, Andrew Karr, Breanne Tusinski, and Olive Gallagher. Kamran Mesbah arrived after Roll Call.

City Staff: Miranda Bateschell, Amanda Guile-Hinman, Daniel Pauly, Mike Nacrelli, and Mandi Simmons.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITIZEN'S INPUT

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

1. Consideration of the July 13, 2022 and August 10, 2022 Planning Commission Minutes

This item was addressed after Informational items.

Commissioner Mesbah noted the following corrections to the July 13, 2022, minutes:

(Note: additional language shown in bold, italicized text)

- Page 2 of 10, second bullet, fourth sentence, "The Dewatering Performance Optimization project did **not** yet have a dollar amount..."
- Page 3 of 10, eight bullet, last sentence, "...assuming people would **not** be as wasteful as they were today?"

Commissioner Gallagher moved to approve the July 13, 2022, minutes as corrected. Commissioner Karr seconded the motion, which passed unanimously.

The August 10, 2022, Planning Commission Minutes were accepted as corrected.

WORK SESSION

2. Airport Good-Neighbor Policies (Bateschell)

Miranda Bateschell, Planning Director, reminded that the purpose of the project was that the City of Wilsonville has interest in airport resource, the French Prairie District south of the Willamette River, and potential growth that may happen at the airport and adjacent to it. In order for the City to have a voice at the table as an affected jurisdiction in any planning, or discussions around growth that may happen there, the City needed adopted policies to help provide City Staff and other leaders with guidance on how to give direction about Wilsonville's interests and position when at the table. The project involved developing those policies, but also aligning them with the role of the Comprehensive Plan. The project team was challenged in working with larger encompassing discussions with many community members and knowing how to dial the feedback from citizens into the City's role, particularly since the airport was not within the city; knowing how to align the policies with the role of the Comprehensive Plan, and that the policies being put in place were both relevant to the City's interests and concerns, but also written in a manner that aligned with the scope consistent with Wilsonville's role as a neighboring city and the role of the Comprehensive Plan. The draft policies presented to the Commission were developed as an Area of Special Concern in the Comprehensive Plan. After a lot of discussion with the Planning Commission, City Council and amongst the project team, they landed on maintaining it as an Area of Special Concern for a couple of reasons since that component of the Comprehensive Plan was to outline areas with special considerations when development occurred in that area. While there might be broader impacts in the city coming from activity at the airport or potential growth, the impact area might be different than the Area of Special Concern because the area map depicted the development area where the policies would guide the City's review and participation, which was why the policy objectives were presented as an Area of Special Concern as opposed to distributed across the Comprehensive Plan. The Commission's task was to advise on any missing components within the draft policies and whether the draft policy objectives captured the City's scope of influence and aligned with the Comprehensive Plan. The next step was a public hearing in November.

Chris Green, Senior Planner, HHPR, presented the Airport Good-Neighbor Policies via PowerPoint, highlighting interests, concerns, and feedback received while engaging the community, stakeholders Planning Commission and City Council. He also reviewed the draft policy objectives and the proposed boundary for the Area of Special Concern.

Discussion and feedback from the Planning Commission regarding these questions posed from the project team was as follows with responses to Commissioner questions as noted:

Are there any key policy objectives or special considerations missing?

Do the policy objectives reflect the City's scope of influence?

- How would the City enforce the Good-Neighbor Policies, seeing that the subject area was in the Comprehensive Plan but not in the city? How would the policies work in actuality?
 - **Mr. Green** explained that as an affected jurisdiction, the adopted policies would give the City something to point to as a starting point in regional conversations around issues and objectives that have been identified. The policies did not enforce things outside the city boundary.
 - **Ms. Bateschell** added that as part of the City's Urban Growth Management Area Plan agreement with the County many years ago, a shared area of interest was established, and that

boundary included the airport and this area of the county, which actually expanded beyond Area O, and anytime a development application came forth in that area, the City was required to be notified per that agreement. The City did have an opportunity to review development applications proposed adjacent to or in the surrounding area of the airport, whether it was airport-related or not. In reviewing the development proposals in Area O, the City would look to the policy objectives in that area to help guide Wilsonville's concerns and interests as a City and its standing in reviewing those applications. Reviewing for things like rural development, consistency with regional and state policies, how development should occur in EFU land, and provide public comment consistent with the Comprehensive Plan policies for things like adequate services. Staff had done that on a number of applications to date in the county. Having the adopted policies in the Comprehensive Plan gave the City a bit more standing when the comments were being reviewed by the deciding body and/or any appeals body. The City did not necessarily have control over that land, and could not control exactly what happened there, but it provided us with that the information in terms of how the City should review and comment, and how those comments might be treated.

- **Amanda Guile-Hinman, City Attorney**, confirmed the City would have comment with standing, legally speaking. Another component was that the State had agency coordination programs, which included the Oregon Department of Aviation. As an affected jurisdiction, requirements had to be met, not only in providing notice, but coordinating if there were conflicts the affected jurisdiction noted, which pointed to what the Comprehensive Plan stated. Right now, that was silent for Wilsonville, and so this was a way for the City to be clear about its objectives and where it might point to identify where there might be conflict.
- Would there be a special area of concern between the airport and the city boundary? What happened if growth was proposed, not as part of the airport, but as a peripheral to the airport, such as a convention center?
 - **Ms. Bateschell** believed that would be outside the scope of this project. The Airport Good-Neighbor Policies came about due to concerns about ensuring the City had a potential role in the airport master planning process and that Wilsonville was an affected jurisdiction, someone who's a part of that conversation. Any concerns about rural development in general would spark a conversation about illegal urbanization of rural land. At that point, multiple other enforcement layers would be at play, it may not be needed at the City necessarily, because it would be private development at an urbanized level that would not be allowed by the County or State. If other bodies were not enforcing it to the degree that Wilsonville had concern over, the City could address and discuss at a later point in time or under a different project: would the City want to have another area that addressed private development in French Prairie as a whole.
 - A high functioning airport like this begs for an adjacent convention center, which was big bucks and not far-fetched in terms of long-range, regional development. Dealing with development as it came was a good approach.
- Was this a document that would be shared with the airport commission and Marion County, or was this an internal document for the City to use in the event it was notified? It seemed that notification would be required to those impacted by any adopted policy.
 - **Ms. Bateschell** clarified this language would be adopted into the Comprehensive Plan. She was uncertain about legal notice requirements but will follow up with legal counsel and confirm whether the airport commission and Marion County would be on the notification list. If

providing public comment on a development or through the planning process, the City would likely share its position, which would be founded in the Comprehensive Plan.

- She clarified the City's position had not yet been formulated in the City's policies and Comprehensive Plan.
- Were flight patterns and safety part of the conversation? Were they an issue?
 - **Mr. Green** responded Cities were limited in what they could do directly. One objective was to coordinate with agencies that enforce some of the rules about noise and safety. The federal regulations have a Part 150 that federally addresses what could happen around airports in terms of noise. A type of study, done once in Oregon for PDX, was mentioned in the objective to the extent that it made sense for the City and Comprehensive Plan to discuss it. A lot of the regulation occurs at the federal and state levels.
 - Noise abatement studies were funded by federal grants through the FAA, so it would be a matter of convincing state, but likely federal government to fund that type of study. The grant cycles came up from time to time, so it would be a matter of advocating for that type of study to be done for the Aurora State Airport. The programs and criteria for awarding the funds changed with each cycle. The objective was written to be flexible about any potential funding opportunities, but not because money was currently available.
- **Ms. Bateschell** clarified this was the final draft document, which could change based on feedback from the Commission. The intent was to have a public hearing at the Commission's November meeting.
- The potential negative impacts to the development of industrial land in Wilsonville was not clear. What connection existed between potential development around the airport and that harming Wilsonville's development of industrial land? Were there companies that the airport would be poaching from the City's industrial land?
 - **Mr. Green** explained that within Wilsonville and Metro, the adopted industrial development standards require certain levels of infrastructure, zoning that has design standards, etc., and the project team was uncertain how that would necessarily play out in a hypothetical, industrial area next to the airport. As far as companies being poached, developing within an already urbanized area that was providing the necessary services versus something that was close to an airport but did not have that infrastructure in place could be a lower cost option, but then the cost would be in those impacts to the environment around it, including Wilsonville.
 - Development in Aurora, Butteville, or any other areas around Wilsonville would also be a concern, so it was not just an airport specific concern.
 - **Mr. Green** noted that being a city, Aurora already had municipal services and zoning specific to that type of development, but area around the airport was not municipality.
- With regard to the resiliency, how would an increase in runway length or any other practical change in the configuration of the airport, impact its function in emergency response?
 - **Mr. Green** replied it might not, but the idea was given its close access to Wilsonville, the emphasis was on providing those general aviation services versus becoming a different type of airport, essentially prioritizing different types of air traffic.
 - Was the assumption that the airport would become a regional or international airport? A longer runway would allow for a potentially larger airplane to land, which would aid in disaster response, not make it worse.

- **Mr. Green** responded the objective was not in response to a longer runway specifically, but anything that could come up in the airport planning process that would impact general airport operations.
- **Brad Kilby, HHPR**, clarified the project team was not putting this objective necessarily forward to stop them from building a longer runway, but trying to highlight considerations that Wilsonville would like the airport to consider in any discussions about how it continues to grow. This specific objective recognizes that the airport provides a benefit to the community, and probably the region at large, for having a runway that was available, though helicopter pads were probably more relevant currently. There was talk about reclassifying the Hillsboro Airport as a new type of airport due to its activity and size, but he did not foresee that at the Aurora Airport at any specific time in the near future given the high cost to bring in the urban services for water/sewer that would be needed before considering altering it. The objective just noted the City's concern and reason for the concern, not specifically to stop the airport from building a longer runway.
- **Chair Heberlein** stated he was struggling with finding a conceivable scenario that would result in a negative impact to emergency operations, and the extended runway was the most prominent example available. Even a change in designation would not impact the airport's ability to serve as a disaster relief airport, so why should that be put in the Comprehensive Plan as an actual concern?
 - **Mr. Green** said he did not believe it was meant to anticipate a specific change, as much as it was a benefit the City wanted to retain. It was probably not one where they could draw a direct line that extending the runway would be bad for emergency services, because it would not; but if something happened in the future, this at least, records the community's interest in having those things based there.
- **Chair Heberlein** replied, without a plausible scenario, how could the City have a concern?
- **Commissioner Karr** noted this Area of Special Concern extended beyond the airport. Any development in that area that impacts the airport's ability to deliver those emergency services was a concern to the City. The roadway and infrastructure were rural, so if development continues around the airport to a point where they were straining that infrastructure, making it less likely that the airport could provide those emergency services, that was the City's concern.
- **Chair Heberlein** suggested rewording of the draft language to reflect the concept that it was a concern more about the infrastructure around the airport than the airport itself.
 - **Ms. Bateschell** asked whether the rewriting should be to the final bullet on Page 2, which would be the issues or potential impacts, or Policy Objective 6, which was an interrelated policy objective that seemed to address the matter.
 - **Chair Heberlein** stated his concern was about the verbiage regarding the potential impacts in the preamble. He clarified he was okay with Policy Objective 6.
- **Commissioner Mesbah** noted that limiting the concern to development around the airport itself was too limiting. The objective was a heads-up that this airport was a resource for emergency delivery and that function must be maintained. It did not need to be a specific scenario. It was just one of the issues of interest to the City. While development around and clogging the roadways, etc. would be one scenario, if that was the only focus, other stuff might be missed. The whole idea was that this was open-ended, so whatever happened, this was one thing on the checklist to watch for and ensure it was covered. That seemed to be the intent of

the objective, not as an impediment for the airport to function as an airport and a resource, which would continue.

- **Chair Heberlein** stated if the City had specific concerns, they needed to be stated along with the potential impacts. If the City could not come up with a conceivable potential impact that made sense, then what were the merits of including the concerns?
- **Mr. Green** read the proposed change of the second sentence in the last bullet on Page 2 of Attachment 1 as follows: “Changes to the configuration of the Airport, type of operations housed there, or development-related impacts to surface transportation connections between Wilsonville and Area O, ~~would~~ **could** diminish the overall benefits provided by the Airport.”
- **Commissioner Willard** noted the language should state, “changes to the configuration of the ~~Airport~~ **Area of Concern**,” because it was not exclusive to the Airport.
 - **Mr. Green** agreed, adding it said surface transportation, but if there were other development related impacts to air navigation from that development, it would already be covered by FAA.
- **Commissioner Karr** questioned the need for the second sentence as the first addressed Commissioner Mesbah's point of making sure the City was protecting the integrity of the emergency services. There could be unexpected uncertainties, but did the Commission want to hamstring the City by putting in that second sentence?
- **Mr. Kilby** reminded the draft policies would be in the Comprehensive Plan. It was not a regulatory document, but a framework document that acts as a foundation that the City's regulations were built on. The intent of this whole process was to show both the impacts and benefits to the citizens of Wilsonville from activities at the airport. The document would help remind future City Staff and Commissioners about this discussion.
- **Commissioner Mesbah** noted that looking at the benefits of the airport, if he were the airport, he would approach the City about collaborating, which was why he liked the checkboxes.
- Objective 3 should be updated to reference, ~~FAR Part 150~~ **14 CFR Part 150**, because it was Title 14 of the Code of Federal Regulations Part 150, and other Part 150's were throughout the Code of Federal Regulations.
- Objective 4, if the airport was in Marion County, why would Clackamas County policies be referenced?
 - **Mr. Green** replied that would potentially be part of the area that would be impacted. The City would be looking to review the Area of Special Concern, but those impacts were related to the rural reserves that Clackamas County designated in between Wilsonville and the airport. He understood that was outside of Area of Concern O.
 - **Ms. Bateschell** clarified this was a technical reference to the rural reserves, which did not exist in Marion County. The reference reflected the City's desire to protect rural reserves, which were agreed upon by the region and Clackamas County. The policy could be made clearer to apply to EFU in Marion County and rural reserves in Clackamas County to capture both.
- Why would the Area of Special Concern be larger than the airport perimeter and the through the fence area? That was the area of development that would occur at the airport, anything else outside of that was something that could happen regardless of whether the airport was there. What was the likelihood of an airport-related development across the highway? And, if that was not likely, why include it within the Area of Special Concern?

- **Mr. Green** replied some probability or possibility of growth happening was anticipated if there was an expansion of the airport area, resulting in the development area potentially expanding outward as well.
 - He clarified these were not necessarily trying to anticipate specific events happening that would lead to development in those areas. It was saying development in the area around the airport, such as an industrial development located one parcel away from the through the fence, might occur due to its proximity to the airport.

Ms. Bateschell clarified the project team had a work session with the City Council on Monday to review the draft policies and get Council's input. The collective input received would refine what came before the Commission in November.

3. Wastewater Treatment Plant Master Plan (Nacrelli)

Mike Nacrelli, Senior Civil Engineer updated on the progress of the Wastewater Treatment Master Plan (WWTP) process via PowerPoint noting the growth projections presented to the Commission in July were based on lower growth projections from Metro. Following discussions with the Planning Commission and internal with management, the project team [we] went back and looked at the higher growth curve, which was just under 3 percent annually, and reran the numbers for the modeling of the flows and loads at the plant, as well as the impact on plant capacity and the capital investment required to handle that level of growth, which resulted in substantial changes. (Slide 3) An updated project phasing schedule and cost estimates were created for the projects and all the other portions of the Master Plan document impacted by these changes were being updated as well. An online public open house would begin September 28th for any members of the general public who wanted to provide input.

Dave Price, Carollo Engineers, continued the PowerPoint presentation on the WWTP Master Plan process, reviewing the updates made to the Facility Capacity Assessment and Unit Process Capacity Summary, given the higher growth projections from Metro; the Alternatives Evaluation and Recommended Plan for the required improvement projects, including new capacity upgrades, as well as the now more accelerated Project Phasing Schedule. With the higher growth scenario, the Project Costs had increased to more than three times the approximately \$31 million reported in July. The Draft Cash Flow chart provided a visual representation of the Project Costs along the timeline. (Slide 10)

Discussion and feedback from the Planning Commission was as follows with responses to Commissioner questions as noted:

- Looking at the Draft Cash Flow, the membrane bioreactor (MBR) was the biggest outlay of cash in years. Was the City doing any pro-planning of the funds that would be needed for that?
 - **Mr. Nacrelli** replied that upon completion of this plan and part of next steps, the City planned to do a rate and SDC study within this current budget year to look at the details of how to fund the improvements through a combination of rate adjustments and SDCs, and maybe other mechanisms available.
- Assuming some monies were already in reserve, at what point would the rate and SDC changes need to happen for the monies to be there for the 2028, 2029, 2030 MBR expenditures?



CITY COUNCIL

MONDAY, MAY 2, 2022

WORK SESSION

Airport Good-Neighbor Policies (Bateschell)



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: May 2, 2022		Subject: Airport Good-Neighbor Policies	
		Staff Member: Miranda Bateschell, Planning Director	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments: N/A	
Staff Recommendation: Review and provide feedback on the discussion questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.			
Recommended Language for Motion: N/A			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Council Goals/Priorities: Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s): Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

The project team will present an update, including community feedback, and seek input from the Council on draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. Its current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, state law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to the City.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, and the City of Wilsonville is once again participating on a Planning Advisory Committee. Based on prior actions of the Oregon Department of Aviation, the new airport master plan could propose a runway expansion to accommodate more and larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

This Comprehensive Plan update project aims to address the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, identify other interrelationships between the Aurora Airport and City of Wilsonville, and adopt Comprehensive Plan policies to memorialize and address the highest priority issues. Adopted policies provide clear direction for policy-makers and staff to advocate on behalf of the City when taking part in regional planning efforts related to the Airport.

The City has contracted with planning professionals at Harper Houf Peterson Righellis Inc (HHPRI) who have experience in this specific type of planning work. The attached memo (Attachment 1) provides a project update, a brief summary of feedback received to-date, a description of how the team approached the draft policies included in the packet, and a summary of feedback from the Planning Commission's work session on April 13, 2022. Full survey results are in the survey response report from *Let's Talk, Wilsonville!* (Attachment 2), and the draft Comprehensive Plan policies for Council consideration are in Attachment 3.

Discussion Questions

The team welcomes Council feedback, and specifically seeks input on the following:

- Do the draft Comprehensive Plan policies reflect the community and stakeholder input?
- Do they reflect the breadth of concerns or are key policy objectives missing?
- Should the policies address the potential impacts from further development near the airport as well as the impacts from airport operations?
- Do the proposed boundaries for Area of Special Concern O align with the issues being addressed or are there alternatives you want the project team to assess?

EXPECTED RESULTS:

Work sessions with the Planning Commission and City Council will provide guidance on draft airport good-neighbor policies. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

The team is finalizing outreach. Work sessions with the Commission and Council will follow in Spring and Summer 2022 focused on the draft policies.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 for FY 2021-22 covered by the Community Development general professional services fund as this project was not anticipated when the budget was adopted.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project includes surveys, interviews, and open houses, and will be conducted primarily online and remotely due to the COVID-19 pandemic. The team received input from the Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS OR BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Council can provide a range of policy alternatives for the project team to consider.

CITY MANAGER COMMENT:

ATTACHMENTS:

1. City of Wilsonville-Aurora Airport Good-Neighbor Policies Project Update Memo #2 (April 15, 2022)
2. Survey Response Report: Airport Good-Neighbor Policies (March 14, 2022)
3. Preliminary Draft City of Wilsonville Airport Good-Neighbor Comprehensive Plan Policies (March 28, 2022)

MEMORANDUM

City of Wilsonville – Aurora Airport Good-Neighbor Policies



Date: April 18, 2022
To: Miranda Bateschell, City of Wilsonville
From: Brad Kilby and Chris Green, HHPR
Subject: **City of Wilsonville-Aurora Airport Good-Neighbor Policies
 Project Update Memo #2
 Summary of Community Engagement and Draft Policy Concepts**
Attachments: Survey Response Report
 Preliminary Draft Objectives for Proposed Area of Special Concern

Harper Houf Peterson Righellis (HHPR) is working with the City of Wilsonville on a planning process to develop goals and policies addressing the relationship between Aurora Airport operations, impacts, and benefits and the Wilsonville community. Since the initial project work sessions with the City Council and Planning Commission, HHPR has proceeded with the following steps in the planning process:

- Community outreach about airport-related planning topics, including interviews with key stakeholders, a survey, and online open houses;
- Additional research about the approaches used by other communities in adopting good-neighbor policies related to nearby airports; and
- Development of draft policies and objectives in order for the City to adopt the area in the vicinity of the Aurora Airport as an Area of Special Concern in the Wilsonville Comprehensive Plan.

This memorandum summarizes the recent phases of community engagement and the recommendation to adopt the Airport Good-Neighbor Policies within a mapped “Area of Special Concern.”

Community Engagement and Feedback

HHPR and the City of Wilsonville have used a variety of approaches and platforms to engage interested stakeholders and the community-at-large in the planning process to develop the Airport Good-Neighbor Policies. Due to the COVID-19 pandemic, community outreach for the project has taken place remotely, through the *Boones Ferry Messenger* print newsletter, City webpage and social media, and a variety of online tools linked from the project page at the *Let’s Talk, Wilsonville!* (LTW) virtual engagement platform.

Overall, the engagement process has identified issues within two overarching categories: concerns about aviation and other airport operations, and concerns about the potential for further development on the airport grounds and beyond.

Online Survey

Between February 13 and March 14, a survey was available on the LTW project page, with 98 responses. The survey was promoted via the March 2022 *Boones Ferry Messenger*, a press release, on the LTW home

page and City's social media platforms, and by the project team at online open houses and other events. Almost all responses were from Wilsonville residents, with 65 percent identifying as living near the airport. Roughly one in four respondents used the airport for work, air travel, cargo transport, flight school, or as pilots. Priority areas for airport-related policies were distributed fairly evenly, but neighborhood compatibility issues such as noise and pollution received the highest average ranking from respondents. The survey also collected open-ended, qualitative responses from many participants, elaborating on positive and negative airport impacts and policy priorities. A full report of survey results is included as Attachment A.

Stakeholder Interviews

During the outreach process, HHPR has conducted phone interviews with stakeholders from government agencies, local neighborhood groups, economic development, agriculture, and local businesses. Not surprisingly, feedback from stakeholders in interviews has varied according to each respondent's position within the ongoing discussions about future airport plans.

Respondents without a direct connection to the airport or local aviation all expressed concern about future expansion of airport operations, and the potential for farmlands adjacent to the airport to be lost to development or impacted by adjacent development in the airport vicinity. These respondents also raised issues with present operations, especially traffic and road access impacting farm operations, and environmental and public health threats raised by inadequate waste disposal at the airport site.

Respondents from businesses located on or adjacent to the airport tended to view future expansion of airport operations or development around the airport as less certain, due to the existing site boundary of the airport and surrounding EFU-zoned land. For airport-based stakeholders, an exception to the more static vision of future airport operations is the role of the airport in the event of an emergency such as a major earthquake, in which first responders and emergency relief supplies would use Aurora State Airport as a hub to reach the general area, then fan out to communities in the vicinity. These respondents also described the potential benefits of the airport as a resource for corporate travel for Wilsonville-based companies, and they identified Wilsonville as the closest business center for purchasing supplies, employee meals, and professional services for their companies.

Online Community Conversations

The project team held online Community Conversations using Zoom Webinar on March 9 and 10. The March 9 meeting was held at 12 noon and the March 10 meeting was held at 6 pm to accommodate different schedules of community members interested in attending. Each meeting included a presentation by HHPR land use planners introducing project goals, background about the airport and land use planning, and opportunities to stay involved in the process. Attendees had the opportunity through live polling and question-and-answer sessions to provide feedback during the meetings.

A total of five attendees joined the Community Conversations, and shared concerns mostly related to airport noise and potential industrial development near the airport.

Approach to Draft Policies

The full text of draft proposed policies is included as Attachment B.

Areas of Special Concern

Existing policies in the Comprehensive Plan relevant to airport good-neighbor planning and policies include those in Urban Growth Management, Public Services and Facilities, Fire Safety and Emergency Management, Transportation, Economic Development, and Environmental Resources and Community Design. These existing policies apply across land within the Wilsonville city limits and Urban Growth Boundary (UGB). The Comprehensive Plan also includes Section F, which identifies fourteen Areas of Special Concern (Areas A-N), and adopts special considerations specific to each of these areas that apply in addition to the general policy language of the Plan. Some Areas of Special Concern are outside of the city limits or were outside of the city limits when originally adopted. When planning or development actions are proposed in one of these areas, it triggers review of the proposal against the relevant Comprehensive Plan Area of Special Concern to ensure it complies with the Plan and the specific considerations for that area.

Due to the location of the Aurora State Airport outside of the city limits and UGB, objectives that are specific to aviation and agriculture beyond what is in the existing policy sections of the Plan, and issues specific to the French Prairie geography, the consultant team recommends that the Airport Good-Neighbor Policies be adopted into the Comprehensive Plan as a new Area of Special Concern.

Proposed New Area of Special Concern “O”

The proposed Area of Special Concern (shown in purple on the map below) would include both the Aurora State Airport and Charbonneau, but also the portions of the French Prairie agricultural region between I-5 and the Pudding River. A focus on this larger geographic area allows policy objectives to address issues related to land use, infrastructure, and protection of agriculture in the adjacent area, as well as impacts from airport operations. Other potential boundary options include:

- S Barlow Road as eastern boundary
- Highway 551 as western boundary
- Match boundary to FAR Part 77 Impact Area Map (see map on page 5)
- Limit to area of potential growth or development activities of airport and associated industries

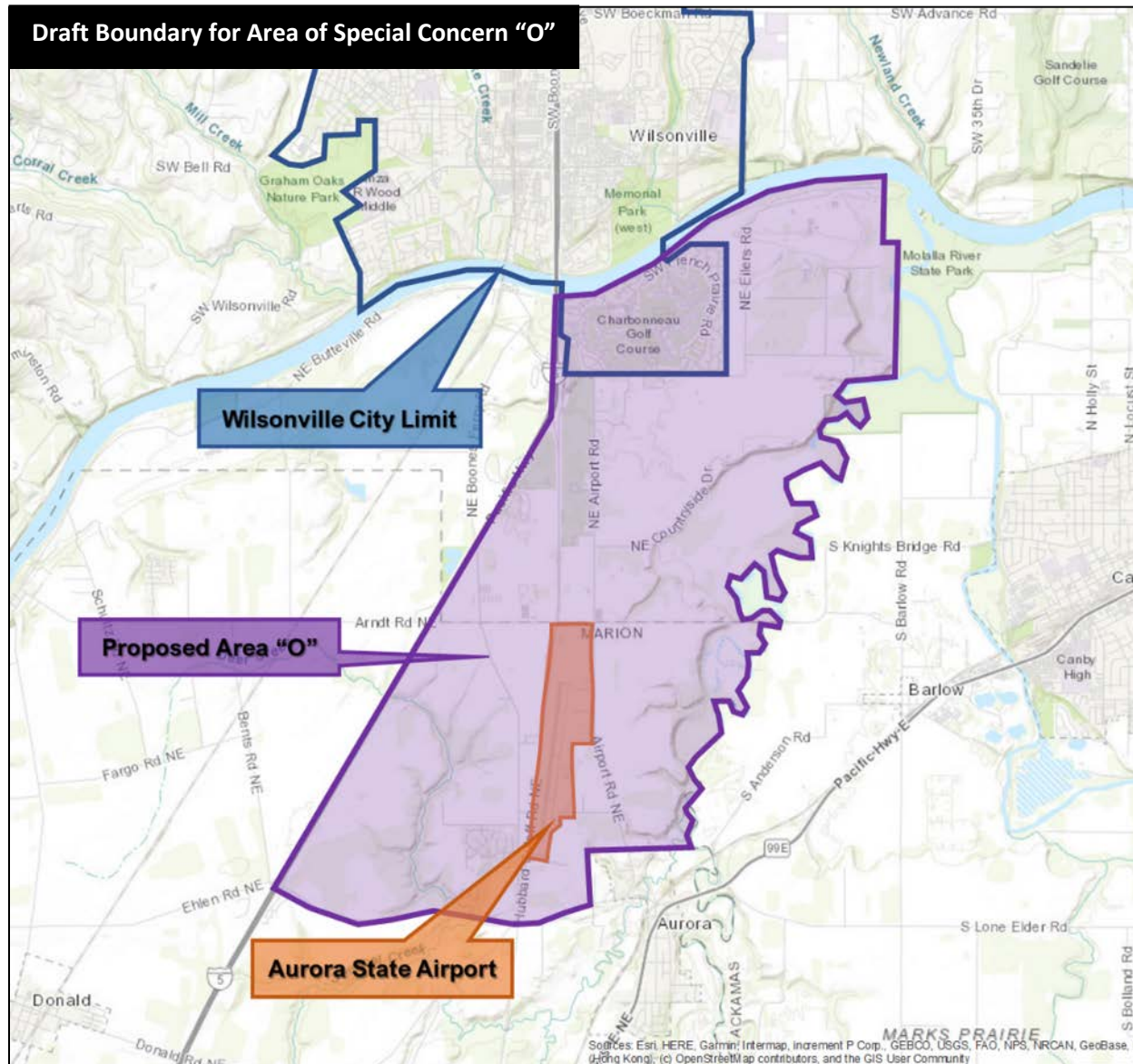
If the priority is on addressing airport operations, the boundaries could focus on land within FAR Part 77 Boundaries for the airport, or areas of Wilsonville within common flight paths. The Area of Special Concern could also be limited to the airport site and adjacent properties with the potential for development relying on through-the-fence access. This would still address development concerns, but focus more closely on the airport itself, rather than the larger French Prairie district.

Key Objectives

Objectives for the proposed “Area O” were drafted with the following considerations in mind:

- Reflect feedback received from stakeholders and the Wilsonville community through the public engagement process
- To the extent possible, address future airport operations as well as land use and development-related concerns for the region in and around the airport
- Balance flexibility to address a range of possible situations with enough clear direction to guide the city in future regional conversations about the future of the airport and surrounding area

- Respect the multiple jurisdictions and regional coordination necessary for planning in the vicinity of a significant transportation facility, prime agricultural region, and boundary of the Portland Metropolitan Area
- Maintain consistency with existing policy direction in the Comprehensive Plan and Oregon's Statewide Planning Goals



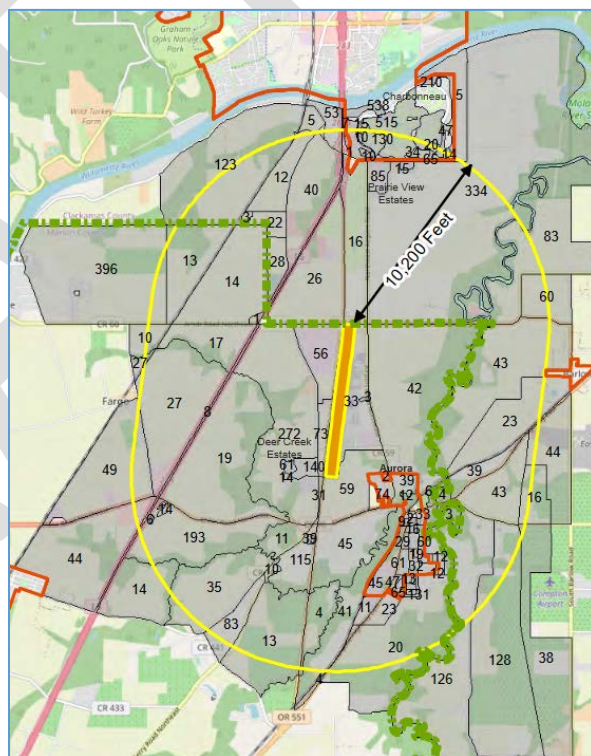
An area centered on the French Prairie and Aurora Airport, generally located:

- East of the I-5 freeway
- West of the Pudding River (coinciding with the Clackamas-Marion County line)
- South of the Willamette River (including Charbonneau)
- North of Ehlen Road, just south of the airport boundary

Planning Commission Feedback

The project team held a second Work Session with the Wilsonville Planning Commission on April 13, 2022. The team provided a summary of feedback received during the various community engagement efforts. As part of the Work Session, the project team asked for specific feedback on the overall approach and specific areas where the draft objectives could be clarified or improved. Commissioners generally supported the direction taken in the draft, and offered the following specific suggestions for improvement:

- In response to comments received on the survey, many Commissioners asked for more emphasis on explaining the City's interest in adopting policies addressing impacts from the airport and surrounding area. The introductory paragraphs that precede objectives in the existing Areas of Special Concern sections may be an opportunity to explain the rationale and importance of the City's involvement in the area.
- Commissioners and the project team discussed potential boundaries for the Area of Special Concern, with some concern about:
 - The size of the proposed Area O relative to existing Areas A-N.
 - The rationale for using the Pudding River as an eastern boundary.
 - The location of Area O relative to noise impacts.
- Some Commissioners felt that surface transportation (particularly I-5 congestion) and farmland protection could be addressed more clearly and forcefully in the objectives.
- Some Commissioners noted that noise impacts from aviation extend further into Wilsonville, especially areas north of the Willamette River and east of I-5, which are located outside of the proposed Area O.
- Due to the larger geographic area of impact for things like aviation noise, a citywide policy (in addition to the Area of Special Concern) may be warranted.
- One Commissioner suggested additional specificity on air traffic safety issues mentioned in Policy 2.a, as promotion of FAA-registered flight patterns and flight behavior regulations may not be the most direct way to improve safety related to air traffic.



FAR Part 77 Boundary Identifying Impact Area for Aurora State Airport (10,200-foot distance)

City Council Discussion

Based on feedback from the public and the Planning Commission, the project team seeks direction from the City Council on the following items:

- Do the draft Comprehensive Plan policies reflect the community and stakeholder input?

- Do they reflect the breadth of concerns or are key policy objectives missing?
- Should Comprehensive Plan policies address potential impacts from further development near the airport as well as impacts from airport operations?
- Do the proposed boundaries for Area of Special Concern O align with the issues being addressed or are there alternatives you want the project team to assess?

DRAFT



Survey

SURVEY RESPONSE REPORT

13 February 2022 - 14 March 2022

PROJECT NAME:

Airport Good-Neighbor Policies

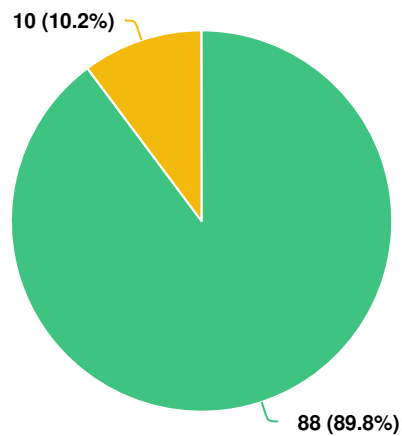


This survey was open for one month on Let's Talk, Wilsonville! Notification of the survey was provided in local media outlets. This introduction was provided to survey takers:

Located just 1.6 miles south of Wilsonville city limits, the Aurora Airport is a neighbor of great regional significance. It is important for City staff to learn how our community interacts with the aviation facility. Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan.

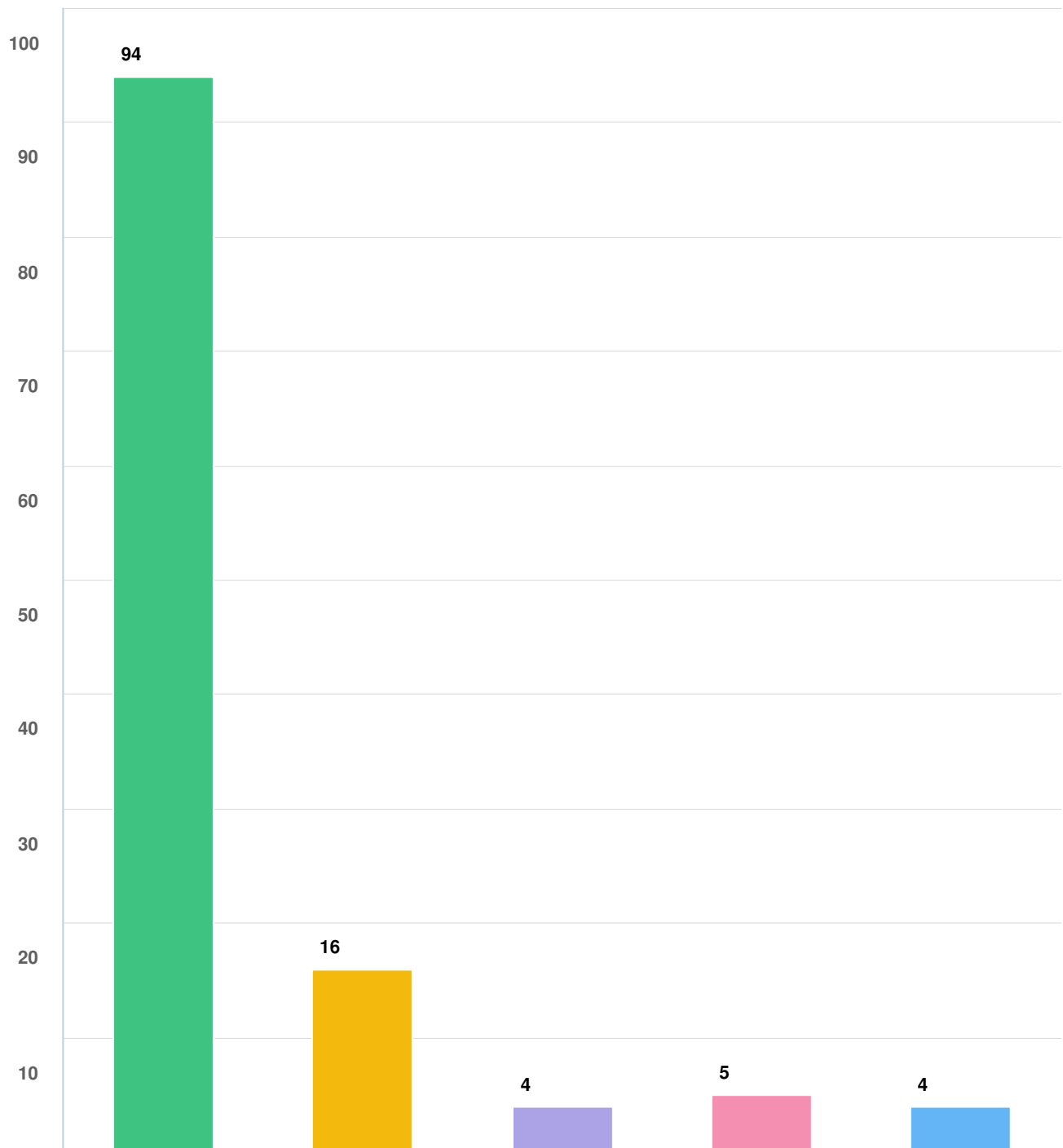
Feedback gathered from the survey and open house events will help us better understand what matters most to our community, so that we may advocate for the community's interests. Please take 3-5 minutes to share your perspective and inform the planning process.

REGISTRATION QUESTIONS

Q1 Do you own or rent at your primary residence?**Question options**

☒ Own ☐ Rent

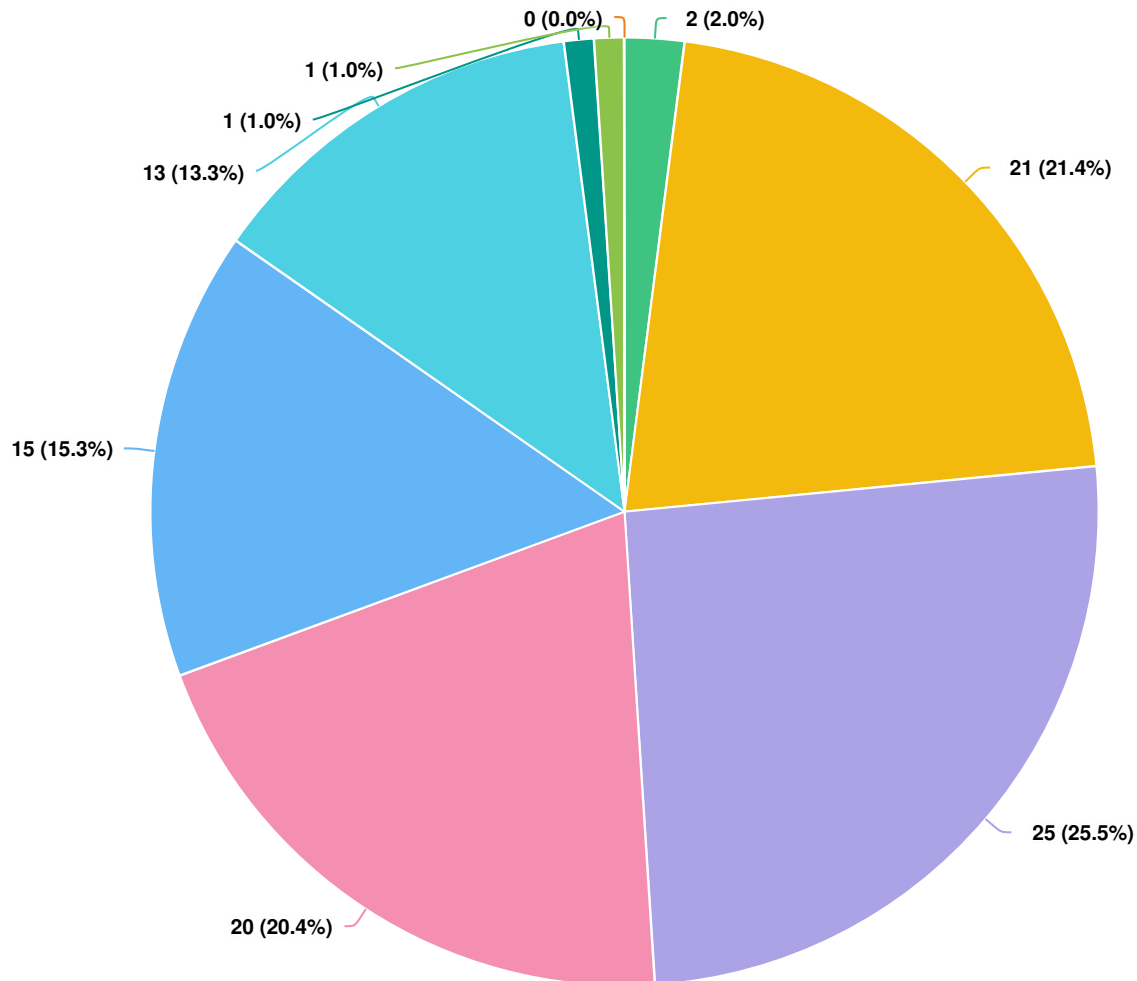
Mandatory Question (98 response(s))
Question type: Radio Button Question

Q2 What is your connection to Wilsonville? (Choose all that apply)

Question options

- I live in Wilsonville
- I work in Wilsonville
- I own a business in Wilsonville
- I visit Wilsonville
- I own a secondary residence in Wilsonville

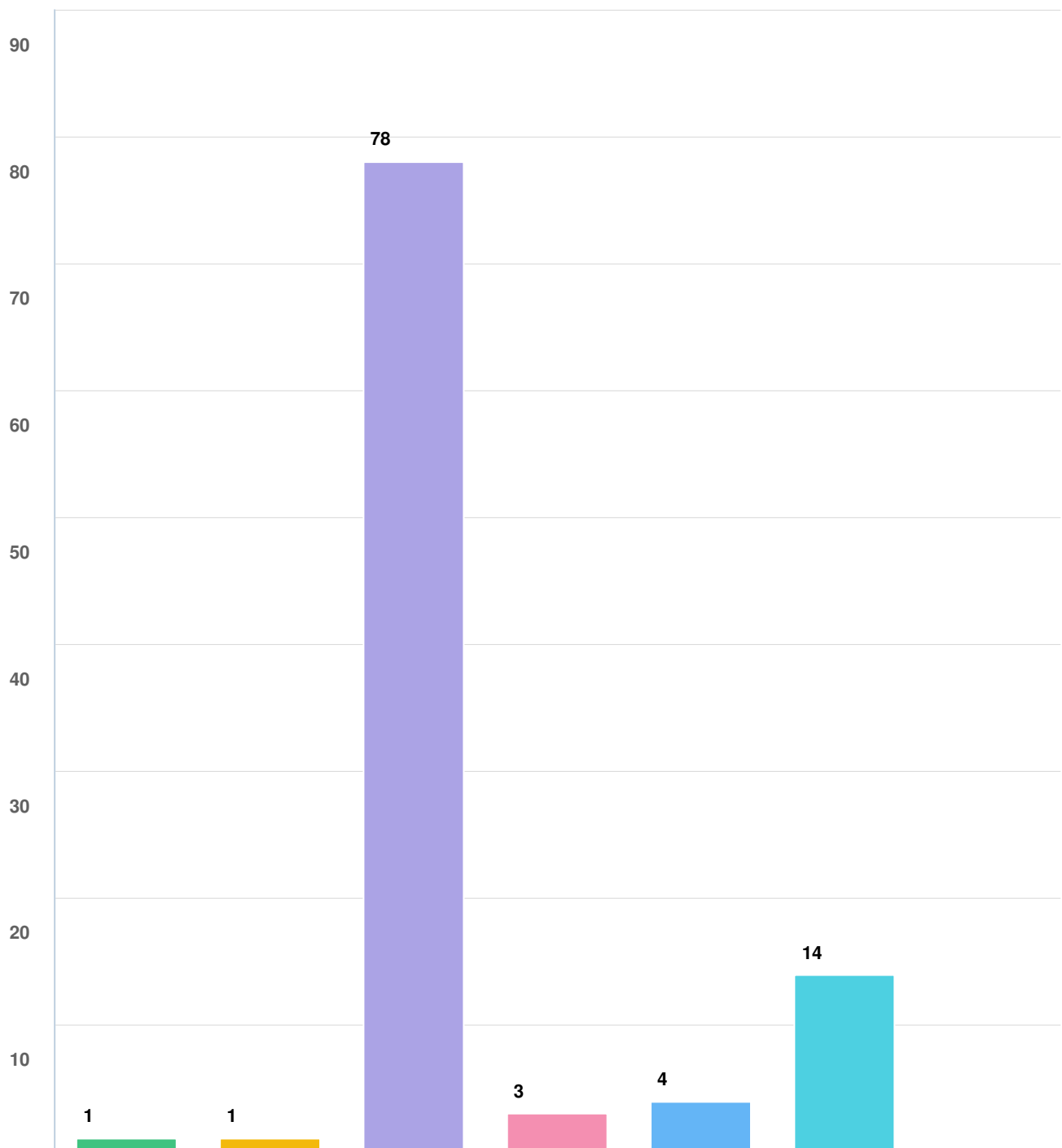
Mandatory Question (98 response(s))

Question type: Checkbox Question

Q3 In what decade were you born?

Question options

● Before 1940
 ● 1940-1949
 ● 1950-1959
 ● 1960-1969
 ● 1970-1979
 ● 1980-1989
 ● 1990-1999
● 2000-2009
● 2010-2019

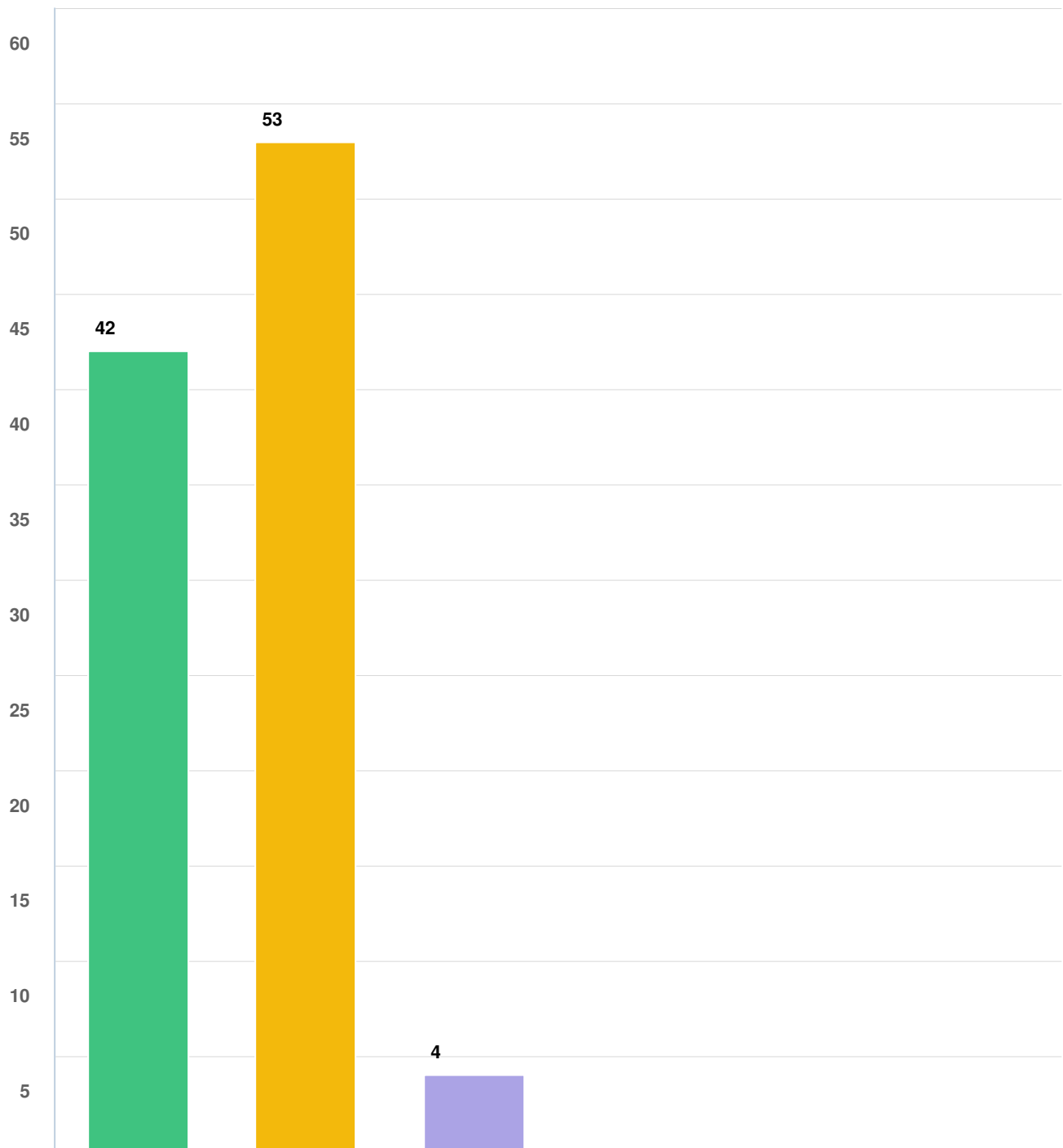
Mandatory Question (98 response(s))
 Question type: Dropdown Question

Q4 Which ethnic or racial group do you identify yourself? (Choose all that apply)**Question options**

- African American/Black
 ● Asian or Asian American
 ● Caucasian/White
 ● Multi-racial
 ● Native American
 ● Prefer not to answer
 ● Hispanic/Latino

Mandatory Question (98 response(s))

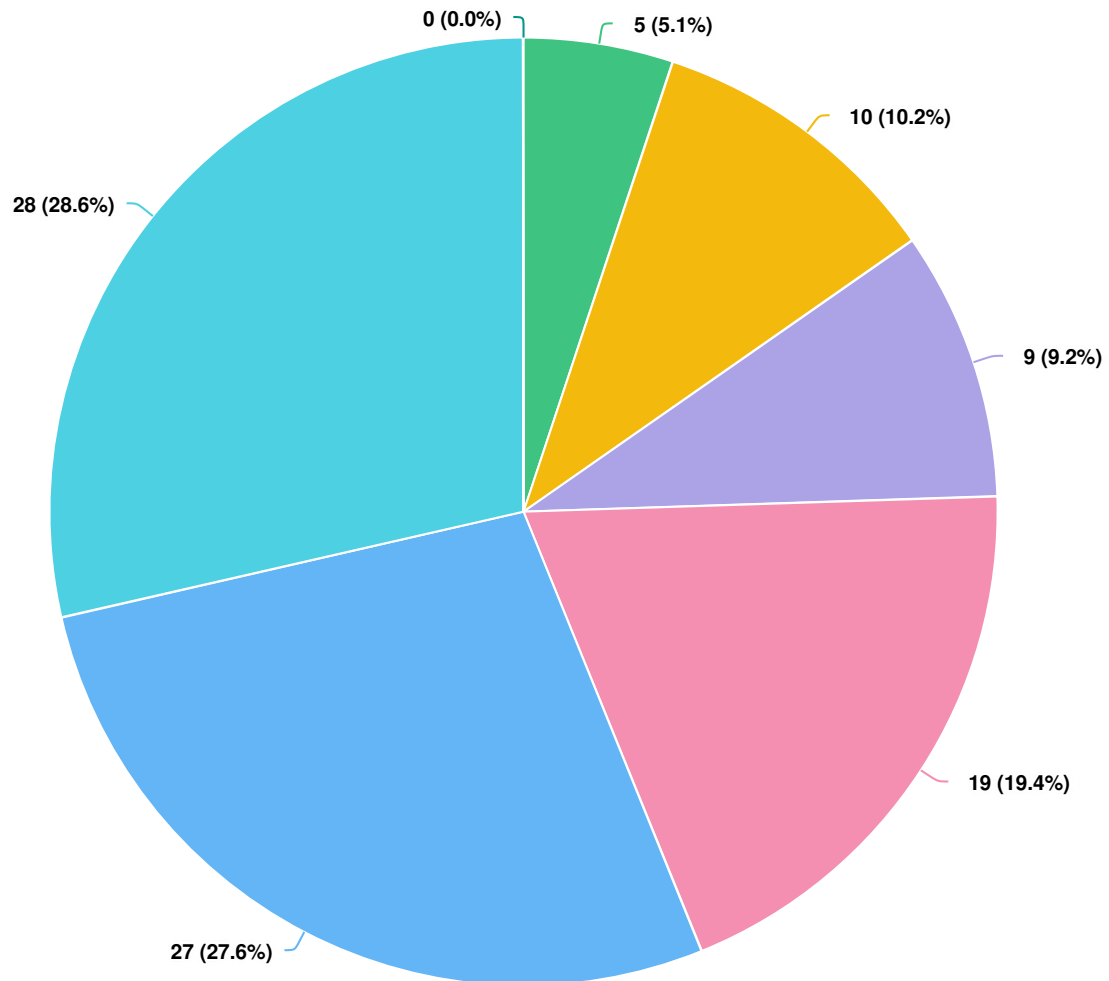
Question type: Checkbox Question

Q5 Please indicate your gender. (Choose all that apply)**Question options**

- ☒ Female
 ☒ Male
 ☐ Prefer not to answer
 ☐ Transgender
 ☐ Non-binary
- ☐ If you prefer to self-identify, check box and please do so below:

Mandatory Question (98 response(s))

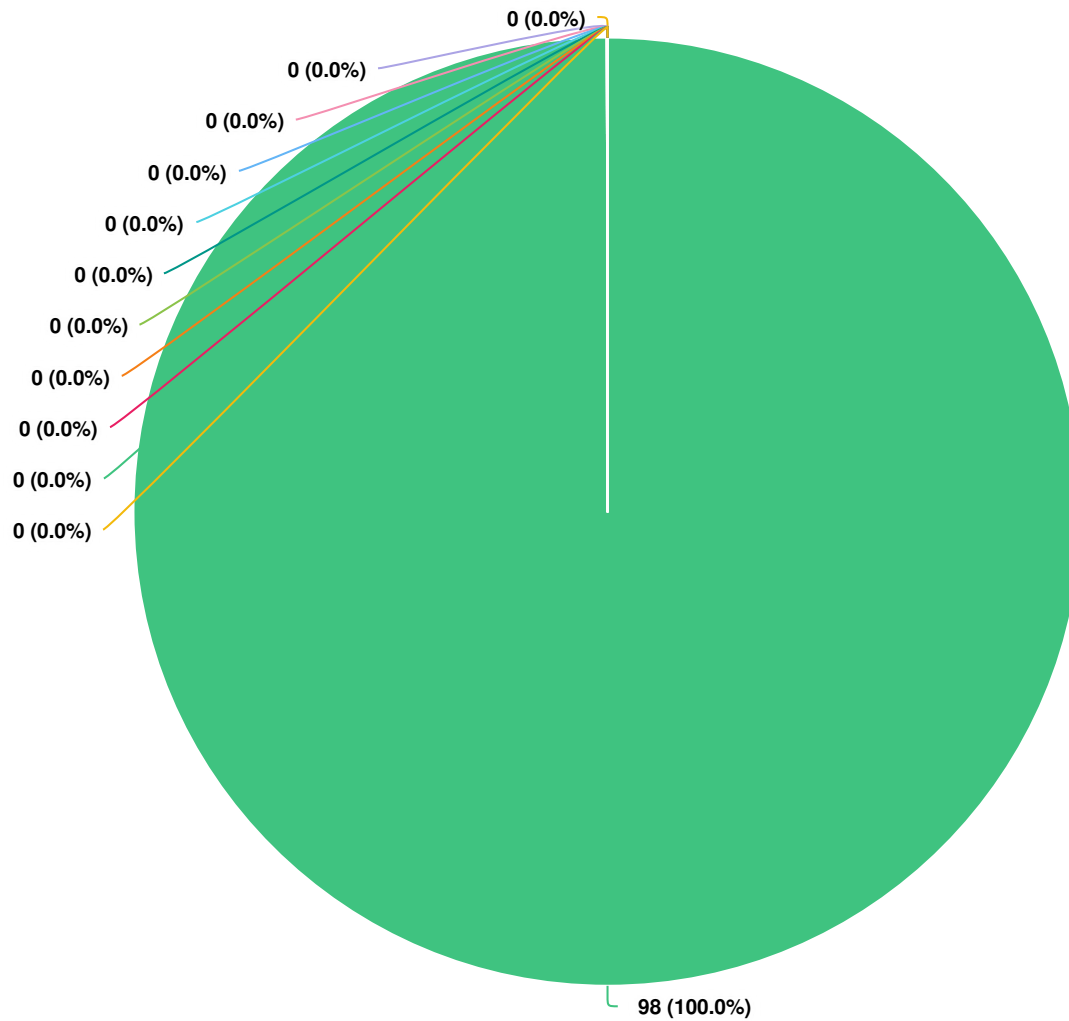
Question type: Checkbox Question

Q7 What is your household income? Please choose only one of the following:

Question options

- \$25,000 - \$49,999
 ● \$50,000 - \$74,999
 ● \$75,000 - \$99,999
 ● \$100,000 - \$149,999
 ● \$150,000 or more
- Prefer not to answer
 ● Less than \$25,000

Mandatory Question (98 response(s))

Question type: Dropdown Question

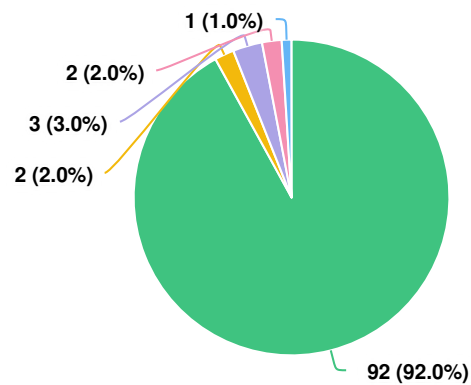
Q8 What is the primary language spoken in your home?

Question options

● English
 ● Spanish
 ● Chinese
 ● Arabic
 ● Russian
 ● Japanese
 ● Korean
 ● Chuukese/trukese
● Hindi
 ● Telugu
 ● Vietnamese
 ● Other, please specify:

Mandatory Question (98 response(s))

Question type: Dropdown Question

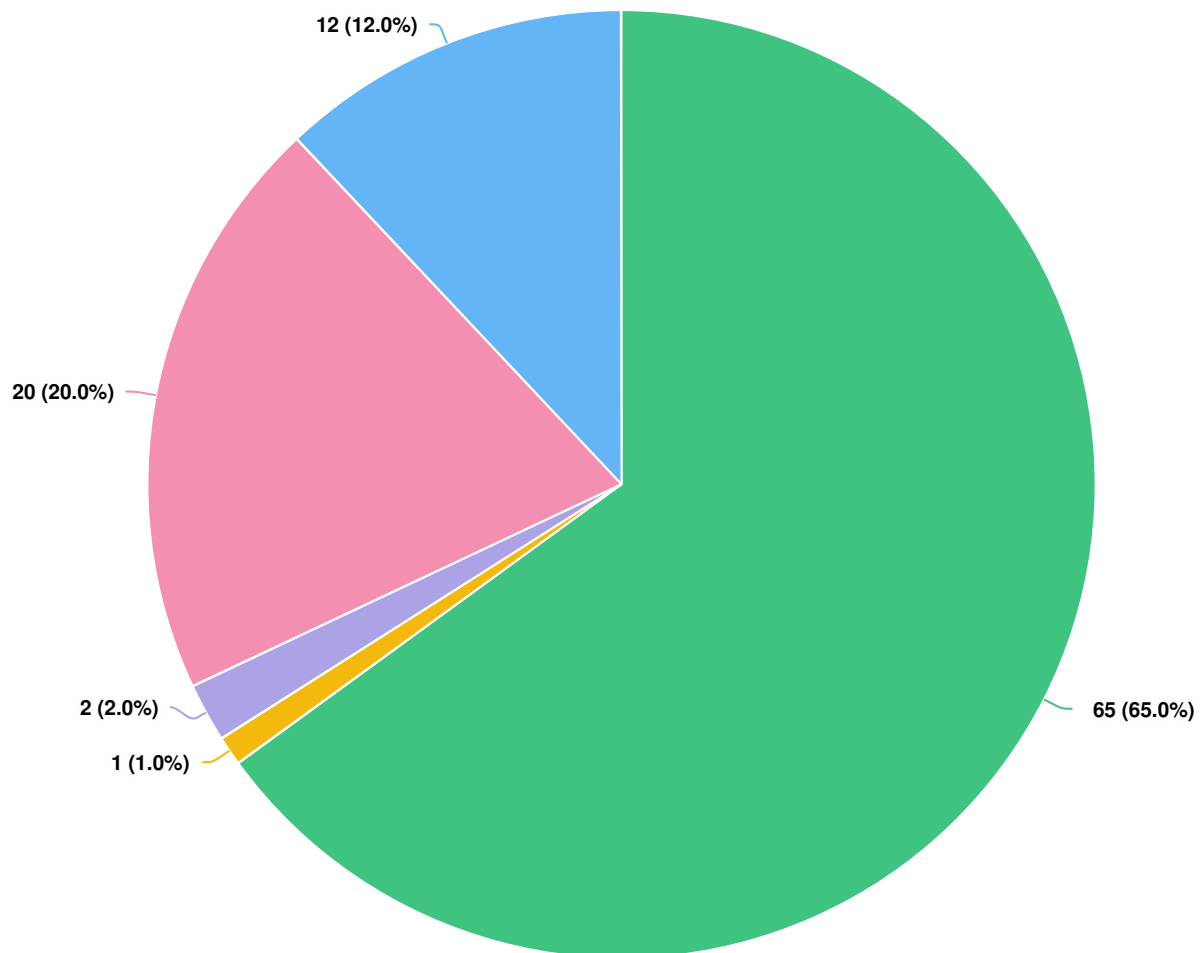
SURVEY QUESTIONS

Q1 What is your association with the City of Wilsonville?

Question options

- Live in Wilsonville
- Live near the City of Wilsonville
- Work in Wilsonville
- Visit Wilsonville
- Other (please specify)

Optional question (100 response(s), 0 skipped)

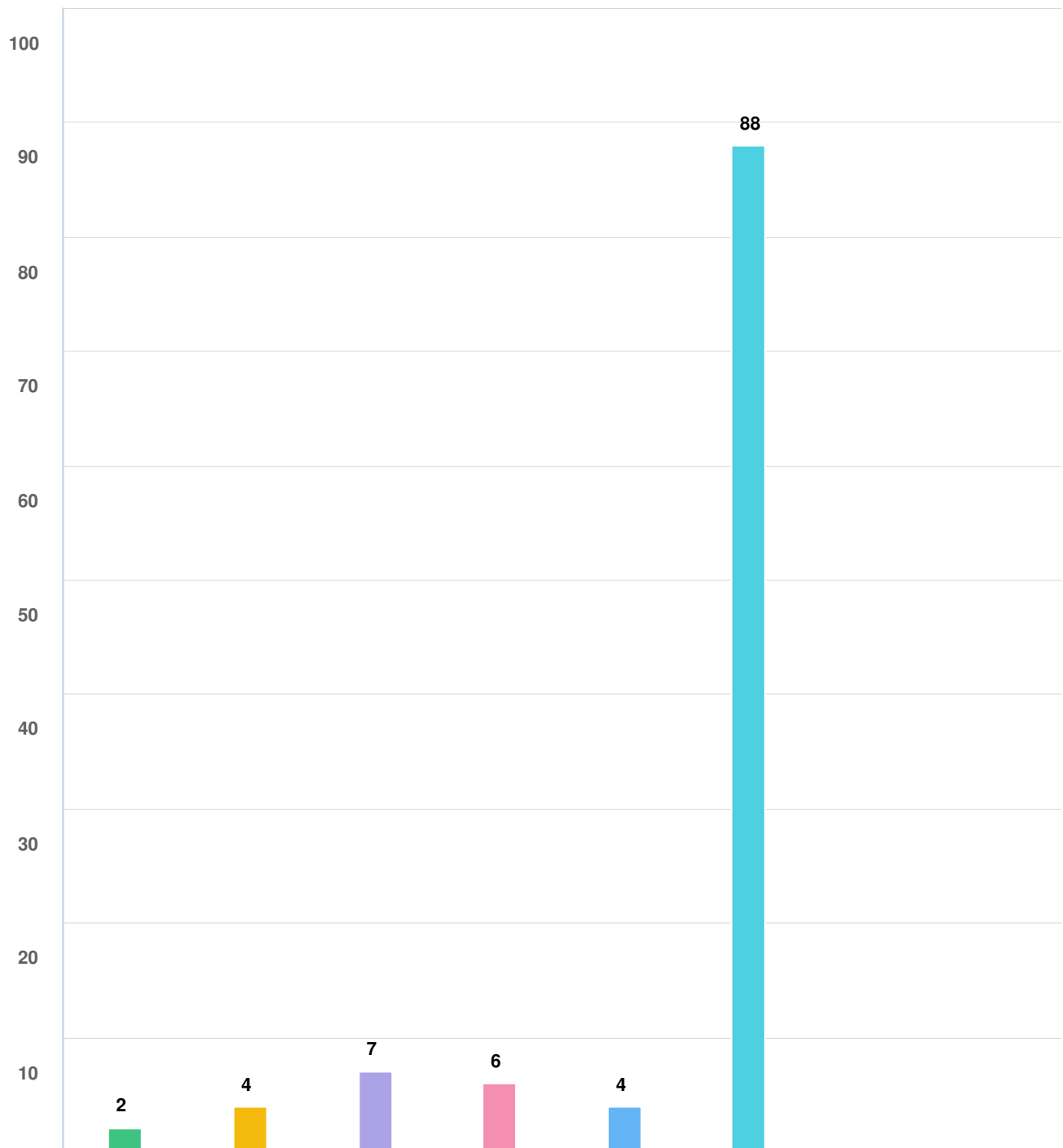
Question type: Radio Button Question

Q2 What is your association with Aurora State Airport?

Question options

● Live near airport
 ● Work near airport
 ● Work at airport
 ● None
 ● Other (please specify)

Optional question (100 response(s), 0 skipped)

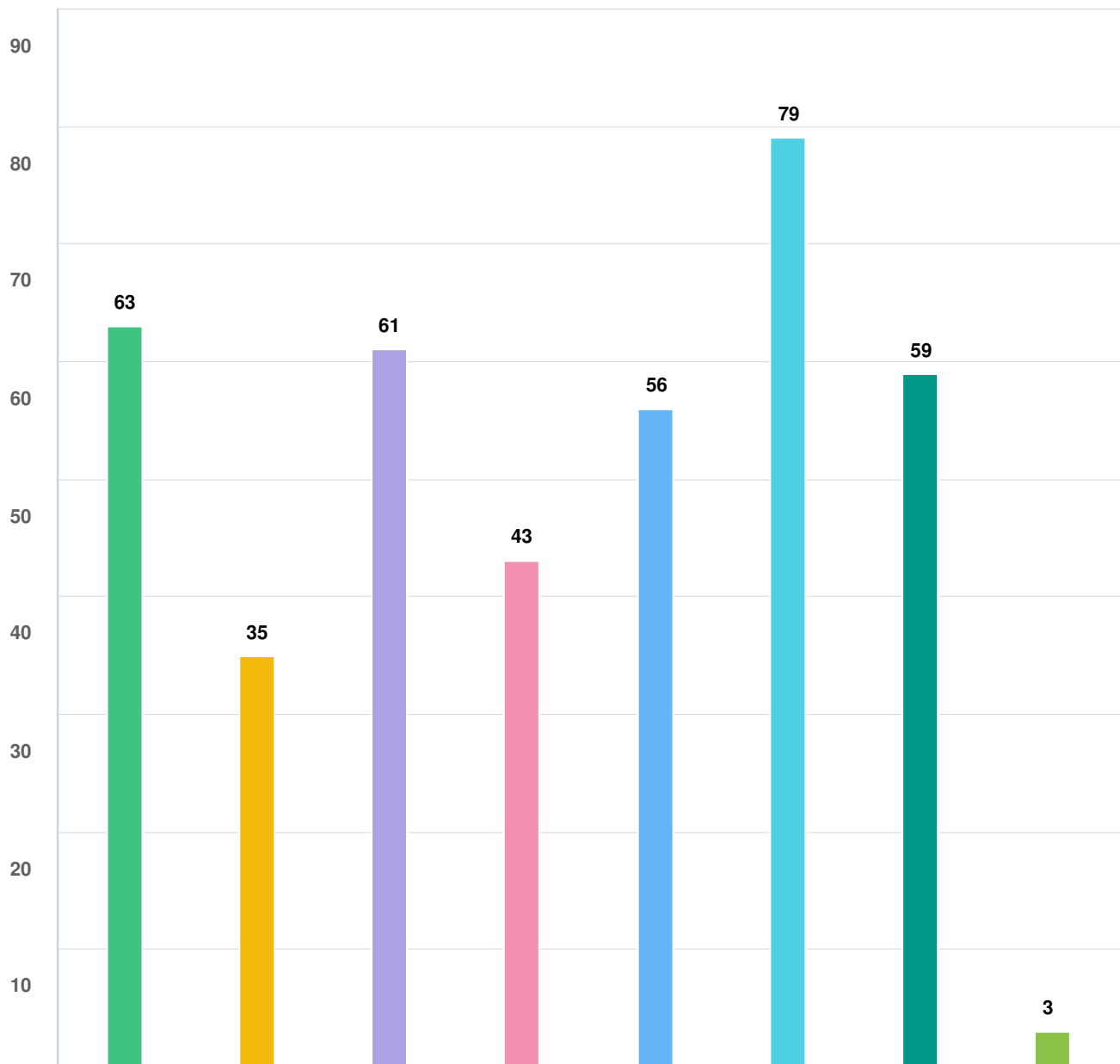
Question type: Radio Button Question

Q3 How do you use the Aurora State Airport? (check all that apply)**Question options**

- Employed by airport or at airport (private business)
 ● Non-business air travel
 ● Pilot
 ● Recreation
- Education (e.g., flight school)
 ● I do not use the airport
 ● Business - Cargo
 ● Business - Travel

Optional question (100 response(s), 0 skipped)

Question type: Checkbox Question

Q4 Check all the policy issues that may relate to the airport that are of importance to you:

Question options

- Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)
- Air transportation ● Surface transportation (congestion, traffic, highway and local roads)
- Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)
- Environmental Resources (pollution, encroachment) ● Neighborhood Compatibility Issues (noise, pollution)
- Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)
- Other (please specify)

Optional question (99 response(s), 1 skipped)

Question type: Checkbox Question

Q5 Of the issues you selected above, rank the issues based on the level of importance to you (1 being most important, and 8 being least important):

OPTIONS	AVG. RANK
Neighborhood Compatibility Issues (noise, pollution)	1.97
Surface transportation (congestion, traffic, highway and local roads)	3.44
Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)	3.57
Environmental Resources (pollution, encroachment)	3.63
Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)	3.68
Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)	4.06
Air transportation	5.02
Other	6.87

Optional question (99 response(s), 1 skipped)

Question type: Ranking Question



Q6 Please add any comments here about how you prioritized the topics in the previous question.

Screen Name Redacted

2/28/2022 07:55 PM

Interesting way to load these statements to get a pre-determined outcome. The City of WILSONVILLE needs to start working in partnership with the airport not throwing Molotov cocktails at every opportunity for airport expansion. Would love to know the exact dollar amount spent with our tax payer dollars on fighting any airport growth over the past 20 years.

Screen Name Redacted

2/28/2022 08:11 PM

N/A

Screen Name Redacted

2/28/2022 08:27 PM

The airport is an incredibly valuable resource that provides a lot of jobs, convenience of air transportation close to Wilsonville/Aurora/Canby, and has an extremely minimal impact on surface transportation and local neighborhoods.

Screen Name Redacted

2/28/2022 08:31 PM

The increase of acid rain and potential water pollution from fuel seriously concern me. This is a sensitive area that should not be damaged by unmanaged economic growth.

Screen Name Redacted

2/28/2022 08:32 PM

I am concerned about increased noise, pollution, and traffic from flights. I love living near the local farms and do not want any more farmland lost to development.

Screen Name Redacted

2/28/2022 08:39 PM

Noise from planes flying overhead is a concern

Screen Name Redacted

2/28/2022 09:07 PM

I think the airport is a vital economic engine to our community, and the current restrictions at the airport have limited some companies with larger needs at the airport from coming to Wilsonville.

Screen Name Redacted

2/28/2022 09:12 PM

My primary concern is with noise from planes taking off and to a lesser extent circling the area. My biggest concern is jet planes that make a lot of noise. I would not want more and/or bigger jet planes taking off from the airport. I'm less bothered by the small planes circling around the area.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted 2/28/2022 09:23 PM	my home is within a flight path of this airport
Screen Name Redacted 2/28/2022 09:31 PM	Changing the quality and tranquility of Wilsonville.
Screen Name Redacted 2/28/2022 09:34 PM	My father worked for an airline, so I grew up around airports for most of my life. I have also lived under the approach to major airports. One of the schools I attended was sandwiched between a civilian, and two military bases. We students and the teachers suffered headaches from the pollution and noise. As aircraft take off and land they spew toxic fumes that pollute the air and aggravate health issues like asthma. The sound pollution does cause lost of hearing. It affects humans, animal, birds and even fish. I have seen first hand how aircraft flying over Wilsonville Grade School and Boeckmen Elementary effected students when they were doing school projects outside and in their classrooms. Aircraft need to follow I-5 in as their approach and as they take off. If that can't be done, then the airport needs to relocate or realign the runways.
Screen Name Redacted 2/28/2022 09:37 PM	Continuing and increasing fly over noise negatively impacts our community (Charbonneau).
Screen Name Redacted 2/28/2022 09:54 PM	I am mostly worried about plane crashes, noise & increased traffic on Boone Bridge & Miley Road.
Screen Name Redacted 2/28/2022 09:57 PM	We are Wilsonville and we should focus on how to improve the lives of Wilsonville citizens, the Airport is not in our jurisdiction so our leaders should understand that we are guests in this discussion instead this survey and our leader have the audacity to think they have authority here... typical entitled politicians wasting tax payer money.
Screen Name Redacted 2/28/2022 11:00 PM	I feel that the city has been focused on the negatives around the airport and not the positives. My rankings highlight the importance that the airport plays, while recognizing that noise is a concern.
Screen Name Redacted 3/01/2022 06:31 AM	The airport is already highly regulated.
Screen Name Redacted 3/01/2022 06:41 AM	Already too much noise at all hours (especially late at night). Want QUIET hours and NO jets. Okay for fewer noise restrictions/hours for



emergency use (firefighting, air ambulance, etc.). No need to extend the runway to accommodate larger planes and jets (for the rich with toys or for corporations) -- those should go to PDX or Hillsboro; expansion now impacts livability plus would eventually impact future growth of neighborhoods.

Screen Name Redacted

3/01/2022 07:14 AM

The "get off my lawn" old folks in Charbonneau should not be blocking the airport expansion because of perceived increases in noise. They moved to an area directly in the airport's flight path. It's too late for buyer's remorse. All of the issues listed above provide cover for the anti-airport expansion folks in Charbonneau.

Screen Name Redacted

3/01/2022 08:19 AM

Air traffic, noise and increased congestion in an already bottle necked area could significantly degrade the quality of living in Wilsonville and surrounding areas. This area was not originally laid out with the type of population density and through traffic we are currently seeing, let alone adding even more.

Screen Name Redacted

3/01/2022 08:58 AM

The airport has been there forever. People moving into the area know the airport is there, and know of the noise, etc.

Screen Name Redacted

3/01/2022 09:02 AM

it's all about the negative impacts of noise and potential traffic

Screen Name Redacted

3/01/2022 10:30 AM

Impact on Wilsonville infrastructure and services (water, sewer, etc.), including costs.

Screen Name Redacted

3/01/2022 11:14 AM

Increasing overflight noise at Charbonneau over the past few years, particularly at night and on weekends and holidays are a significant concern. Private/corporate jets are detrimental to the environment and carbon control and global warming - if anything their use should be Increased size of the airport will result in more traffic on local roads and highways that are not designed for it.

Screen Name Redacted

3/01/2022 12:37 PM

My house is located in Charbonneau . Currently the planes usually fly over it and the noise is loud. I am concerned about the traffic congestion on Airplane Road to enter Miley road during the morning commute.

Screen Name Redacted

3/01/2022 12:46 PM

The first 4 are most important to me and what I see as real issues. I see my 5th choice as opening the door for future disregard for the



UGB and more development on agricultural land. I can't help but think that those who have been pushing for that development don't also have a hand in this airport expansion project. I think the airport should be used for small planes, not jets and can't see how it would attract visitors to Wilsonville.

Screen Name Redacted

3/01/2022 07:52 PM

Just want to make sure that the potential expansion of the airport is legal and transparent

Screen Name Redacted

3/02/2022 11:52 AM

If the airport is expanded it really needs a curfew. It is very obnoxious to have fairly large jets flying a few hundred feet over our home at all times of the night. I have been awoken at 2 am because of this!

Screen Name Redacted

3/02/2022 01:24 PM

Emergency use should be obvious. For the rest, it's walking the fine line between development and people who're already there.

Screen Name Redacted

3/02/2022 03:23 PM

I live right over the flight path. I already hate living near I5. Having to live under the landing of airplanes is making this place hellish.

Screen Name Redacted

3/02/2022 05:04 PM

We live in Morey's Landing. There is already quite a bit of airplane noise. I strongly, strongly oppose expansion of the airport.

Screen Name Redacted

3/02/2022 09:21 PM

We live in Charbonneau. Not only are we concerned about the noise and frequency of flights, and larger airplanes, but also of our investments in our homes. With a larger airport, property values could go down.

Screen Name Redacted

3/03/2022 07:54 AM

Wilsonville already has traffic issues, especially at the Boone Bridge. We need to solve that as part of anything that could increase area traffic. Farmland is also a very important part of continuing to source food/plants/trees/etc. locally. Good paying jobs and a good place to live - we don't want people in our community to be living in poverty.

Screen Name Redacted

3/03/2022 04:41 PM

Jet noise from airport is extremely loud, startling and alarming. Airport reached by narrow country roads where drivers go too fast.

Screen Name Redacted

3/03/2022 07:57 PM

Scuttlebutt from Charbonneau hoa board is decision-makers are deaf to neighbors concerns. Decisions are already made.



Survey : Survey Report for 13 February 2022 to 14 March 2022

<p>Screen Name Redacted</p> <p>3/03/2022 08:35 PM</p>	<p>Airport noise is a serious problem and must be addressed before or during any master planning.</p>
<p>Screen Name Redacted</p> <p>3/04/2022 07:04 AM</p>	<p>Current congested road problems would be exacerbated, noise especially during nighttime hours would continue to increase,</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:17 PM</p>	<p>Since moving into Charbonneau 15 years ago, we have seen and heard increasing noise from aircraft landing and taking off, especially an increase in corporate jets. (We did see a decrease during the pandemic but it is back to a noticeable level of noise in 2022.) We are very concerned about the air pollution caused by all this jet travel in and out of the Aurora Airport. Expanding the airport will only add to these problems. Traffic on local streets in the vicinity of the airport will also increase dramatically with any expansion. I am also a strong supporter of Oregon's Land Use Planning and do not want to see valuable agricultural land taken out of production.</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:20 PM</p>	<p>Most concerned about negative impact of airport expansion on land use, environment, urban expansion, and traffic</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:44 PM</p>	<p>A you can see all my answers relate to me, my family and friends and how it will effect us.</p>
<p>Screen Name Redacted</p> <p>3/05/2022 03:05 PM</p>	<p>Again, every question is slanted towards the negative. Considering the amount of money (which the City refuses to disclose) that you have pissed away fighting the airport, we already know how City officials feel about the subject. Why ask us now?</p>
<p>Screen Name Redacted</p> <p>3/05/2022 06:14 PM</p>	<p>Air and noise pollution due to the growth of this airport; flight patterns and amount of air traffic that impact livability of the citizens of Wilsonville</p>
<p>Screen Name Redacted</p> <p>3/05/2022 06:35 PM</p>	<p>I've lived in this house for about 30 years and the aircraft keep getting bigger and louder. They fly right over my house and when I'm in the yard we often have to stop talking until the noise of the plane is over. It wasn't like this when we built the house and gets louder all the time.</p>
<p>Screen Name Redacted</p> <p>3/06/2022 11:41 AM</p>	<p>I am very concerned about the impact this airport will have on air, water, and noise pollution from aircraft of small to large (commercial) sizes. I'm concerned the airport will impose on the utilities of</p>



Wilsonville. The traffic is already congested on I5 going south.

Screen Name Redacted

3/07/2022 10:45 AM

Noise pollution is very important to me. We live in the air traffic flight path and especially the helicopter noise.

Screen Name Redacted

3/07/2022 02:17 PM

There has been increased frequency of planes flying over our neighborhood in Charbonneau at all hours. The noise is a huge disruption to the peace and quiet of the neighborhood. It is a special place due to its location away from the hustle and bustle of town. The flyovers are a huge distraction to what makes Charbonneau "special." I do not want my home values impacted negatively by the noise, pollution and activity of a busy airport!

Screen Name Redacted

3/07/2022 04:48 PM

We live in Charbonneau and are concerned that increased air traffic will degrade the quality of life here.

Screen Name Redacted

3/07/2022 09:02 PM

Noise and pollution are my greatest concerns.

Screen Name Redacted

3/08/2022 07:55 AM

It concerns me that the airport is in an unincorporated area yet wants to grow. I am against growing the aurora airport for noise reasons. Amazon just built a massive warehouse in Woodburn and wants to use Aurora for air cargo...but only if the runway is elongated. Please don't pave more of the Willamette Valleys most fertile land only to benefit Amazon and the unincorporated Aurora airport.

Screen Name Redacted

3/08/2022 12:02 PM

I work at the Aurora Airport and am a pilot but I don't believe the runway needs to be lengthened.

Screen Name Redacted

3/08/2022 06:56 PM

Noise pollution caused by low attitude jets under full throttle happens too often. At work in Wilsonville our vehicle was covered once in blue toilet fluid from a jet toilet "dump", which was reported to the FAA. People at work who ran at lunch said it was not uncommon to see and smell blue toilet dumps during their run.

Screen Name Redacted

3/09/2022 09:42 AM

I live near the Wilsonville library. It is in this place that the corporate jets lower the gears and hit the breaks. Spewing noise and pollution all over my home/outside area. I am certain that if the EPA did a study, the air in my neighborhood would fail or show pollutions at unacceptable levels. I can see the faces of people in the corporate jet. They just clear the trees in Memorial Park. They wake me at 2 am.



The windows rattle in my home. I expect to sell if this issue is not resolved. It is not HEALTHY to have this happening.

Screen Name Redacted

3/09/2022 02:53 PM

Neighborhood compatibility was my #1 issue since the noise has become increasingly worse over time. Larger and noisier planes are flying directly over our home at all hours. This is especially disturbing during the middle of the night. There is little regard by many of the pilots.

Screen Name Redacted

3/09/2022 06:51 PM

Quality of life. There is always a possibility of an airplane crash on landing and takeoff. There is already a considerable amount of air traffic noise plus the noise generated on I5. Wilsonville is a traffic nightmare. If the airport is going to expand, the I5 bridge should be widened in both north and south directions.

Screen Name Redacted

3/10/2022 09:31 AM

One of the main reasons for moving to Wilsonville was the close proximity to Aurora state airport. It is also comforting to know that life flight operates out of a Aurora state airport. Noise pollution is not a factor nor is it any more of a nuisance than i5 or the 40 mph speed limit right behind my house. The 40 mph zone on parkway ave leads to more constant noise than any air traffic.

Screen Name Redacted

3/11/2022 09:26 PM

Because I back up to Miley Road, air traffic and noise is my main concern. I drive to North Marion schools everyday and the traffic is bad enough around the airport that they having to widen the road. I'm all for creating jobs but Wilsonville is already crowded enough as it is. I've lived here over 20. I hate to think of what land is left turned into concrete.

Screen Name Redacted

3/12/2022 12:13 PM

We already have seen an increase in airplanes flying overhead, which are quite loud, since we purchased our home. 'm not interested in continuing to live here if the air traffic and subsequent noise (and other pollution) increases.

Screen Name Redacted

3/13/2022 11:10 AM

Concern for noise pollution and drop in property values around airports.

Screen Name Redacted

3/13/2022 09:59 PM

We live basically under the flight path and have noticed an increase in the number of flights/number of jet planes/noise pollution over the past few years. We would consider relocating to another town to avoid the noise pollution altogether if it continues to trend in the



wrong direction.

Screen Name Redacted

3/14/2022 12:54 PM

I live in Charbonneau, and currently planes that use the airport fly over our community -- even though they are supposed to go around it. The noise is tolerable in my part of Charbonneau, but I know that other sections of the community experience significant noise. I don't understand why this airport should be expanded. To what end? Who will benefit? I am concerned that we will have more planes flying over Charbonneau -- and they are quite low at take off and landing -- if the airport is expanded.

Optional question (59 response(s), 41 skipped)

Question type: Essay Question

Q7 | Are there any specific places located near Wilsonville and the Aurora Airport that you think should be considered in this project (for example, nearby neighborhoods, transportation routes, or natural areas, etc.)?

Screen Name Redacted

2/28/2022 07:55 PM

No

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

Would be helpful to extend the runway to the south to allow aircraft to be at a higher altitude when crossing over noise sensitive areas such as Charbonneau and Wilsonville.

Screen Name Redacted

2/28/2022 08:31 PM

The increase in traffic will impact the local roads around the airport as well as increase traffic on I5 that is already overloaded in this area. The roads are already dangerous enough without having larger aircraft flying in increasing numbers over our residential areas.

Screen Name Redacted

2/28/2022 08:45 PM

Transportation routes. I-5 so congested already.

Screen Name Redacted

2/28/2022 08:51 PM

I live under the flight path and for personal comfort, would like to see limits on operations during late evening/early morning hours.

Screen Name Redacted

As far as I can tell, the project at the airport is contained to the current


Survey : Survey Report for 13 February 2022 to 14 March 2022

2/28/2022 09:07 PM	airport property, so the businesses and neighbors directly surrounding the airport are most important to give input
Screen Name Redacted 2/28/2022 09:12 PM	I'm in Morey's Landing northwest across the river from the airport. Even that far away it is still loud when jets take off.
Screen Name Redacted 2/28/2022 09:23 PM	transportation routes
Screen Name Redacted 2/28/2022 09:31 PM	The Willamette river and all the creeks/rivers that feed the Willamette.
Screen Name Redacted 2/28/2022 09:34 PM	The Aurora Airport began as a rural airport. Many of planes were used for spraying the fields with herbicides and insecticides. Many such airports have had to move as cities borders expanded. Hillsboro didn't. When I worked out there I heard a lot of complaints about noise and the smell of fuel as the planes take off and land.
Screen Name Redacted 2/28/2022 09:37 PM	Change flight patterns to avoid residential areas.
Screen Name Redacted 2/28/2022 09:44 PM	Charbonneau
Screen Name Redacted 2/28/2022 09:54 PM	CHARBONNEAU!! Also Langdon Farms.
Screen Name Redacted 2/28/2022 09:57 PM	We could continue to try to annex to the south and control what is built and how it is built, otherwise we should continue to work on traffic mitigation efforts.
Screen Name Redacted 2/28/2022 11:00 PM	Neighborhoods that align with the runway and up to 30 degrees on each side. Those are the areas most likely to see the 'straight in' traffic when airplanes takeoff or land to the north.
Screen Name Redacted 3/01/2022 06:31 AM	All the above, but not to the point that normal safe airport operations are hindered by individual that do not like the idea that they live near an airport
Screen Name Redacted	All roads would be impacted by any expansion, and they are very


Survey : Survey Report for 13 February 2022 to 14 March 2022

3/01/2022 06:41 AM	busy already. Charbonneau is directly under the flight path and any student or impaired pilot could easily crash into a residential area.
Screen Name Redacted 3/01/2022 08:19 AM	Parrot Mountain/Ladd Hill area
Screen Name Redacted 3/01/2022 08:58 AM	I think the city of wilsonville has overstepped their boundaries with the airport. Our politicians should be worried about other things, including the homeless situation which is encroaching our area.
Screen Name Redacted 3/01/2022 09:02 AM	Charbonneau neighborhood and Airport Rd. Intersection at Airport Rd and Miley Rd
Screen Name Redacted 3/01/2022 10:30 AM	Most of Wilsonville (especially east of I-5) is under the airport approach and will be impacted by the size, frequency, and routing of air traffic.
Screen Name Redacted 3/01/2022 11:14 AM	Miley Road and the Charbonneau exit from I-5 transportation routes and the extra impact on Canby exit on I-5. The planned community of Charbonneau and nearby farm lands.
Screen Name Redacted 3/01/2022 11:26 AM	Charbonneau
Screen Name Redacted 3/01/2022 12:37 PM	yes- Charbonneau neighborhood is already impacted with noise from landings and take offs. The traffic pattern should restrict commercial vehicles from taking Airplane Road and increase the infrastructure at the signal light by the helicopter company so trucks take the road which connects with the closest access to I5
Screen Name Redacted 3/01/2022 12:46 PM	Charbonneau - the planes fly right over it and often are very low.
Screen Name Redacted 3/01/2022 02:33 PM	The entire region
Screen Name Redacted 3/01/2022 07:52 PM	Charbonneau district and Miley Road


Survey : Survey Report for 13 February 2022 to 14 March 2022

<p>Screen Name Redacted</p> <p>3/02/2022 11:11 AM</p>	<p>Nearby neighborhoods that the noise levels will impact.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 01:24 PM</p>	<p>Those affected by potential ground traffic changes and those affected by noise (adjacent to airport and along approach/departure paths).</p>
<p>Screen Name Redacted</p> <p>3/02/2022 03:23 PM</p>	<p>A place out of the way where regular people live and try to sleep.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 05:04 PM</p>	<p>The noise in neighborhoods and Memorial Park should be considered.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 09:21 PM</p>	<p>All of these areas are of consideration. Farm land is important, as well.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 09:21 PM</p>	<p>Canby Ferry</p>
<p>Screen Name Redacted</p> <p>3/03/2022 07:54 AM</p>	<p>The Boone Bridge and nearby neighborhoods should be a priority in considering the project.</p>
<p>Screen Name Redacted</p> <p>3/03/2022 10:30 AM</p>	<p>As a Charbonneau resident I am deeply concerned about the current flight path which is directly over the Charbonneau community. Charbonneau contains 1600 homes and houses 3500 people, all of whom are directly beneath the current flight path. The noise created by the jet aircraft is terribly annoying, and it is just a matter of time until there may be a tragic accident possibly involving the Charbonneau neighborhood. If it were not for the noise and the danger of possible aircraft crashing, I would not be adverse to the airport expansion. I do believe the airport expansion would be a valuable asset to the city of Aurora, and would also attract many new jobs and boost the local economy. But the inherent dangers this would cause are probably not worth the effort. The next issue would be the expansion of all the support industry that goes along with the airport expansion. The infrastructure needed to support the expansion would be expensive and the traffic increase would require new roads as well as the widening of existing roads. The truck traffic would be increased considerably and would be unbearable under our current conditions.</p>
<p>Screen Name Redacted</p> <p>3/03/2022 04:41 PM</p>	<p>Charbonneau and adjacent farmlands</p>



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted 3/03/2022 07:57 PM	Charbonneau hoa's
Screen Name Redacted 3/03/2022 08:35 PM	Charbonneau
Screen Name Redacted 3/04/2022 07:04 AM	Continual loss of green space with potential industrial development would increase noise and air pollution, decreasing the livability of the area. Traffic is already congested.
Screen Name Redacted 3/05/2022 01:17 PM	I think that Charbonneau needs to be highly considered but all of the southern side of Wilsonville near the river is impacted by jet aircraft landings and takeoffs
Screen Name Redacted 3/05/2022 01:44 PM	Transportation routes and the use of large trucks.
Screen Name Redacted 3/05/2022 03:05 PM	I'm sure you have recruited them all.
Screen Name Redacted 3/05/2022 04:08 PM	None
Screen Name Redacted 3/05/2022 06:14 PM	Neighborhoods that are under the flight path. Arterial roadways have not changed nor improved to make the added auto traffic in and out of this airport (ie. no turn lanes on airport road).
Screen Name Redacted 3/05/2022 06:35 PM	Charbonneau - bigger, louder planes
Screen Name Redacted 3/06/2022 03:05 PM	Pedestrian / Bike bridge across the Willamette River and if the design will impact flight patterns.
Screen Name Redacted 3/07/2022 10:45 AM	nearby neighborhoods are especially important.
Screen Name Redacted 3/07/2022 02:17 PM	Charbonneau and all nearby neighborhoods that value the peace and quiet of country living. The intersection of Miley Road and Airport Road is always an accident waiting to happen. Traffic routes and



infrastructure would all need to be evaluated to adequately support any changes.

Screen Name Redacted

3/07/2022 04:48 PM

Access to and from I-5. The Charbonneau area.

Screen Name Redacted

3/07/2022 09:02 PM

Yes, residents living close to or within the flight paths.

Screen Name Redacted

3/08/2022 07:55 AM

Charboneau and Villebois. Both are high density and we get fly over traffic all the time.

Screen Name Redacted

3/08/2022 06:56 PM

Consider impact to Charbonneau

Screen Name Redacted

3/09/2022 09:42 AM

Let them fly to Salem which was designed for large corporate jets of this size.

Screen Name Redacted

3/09/2022 02:03 PM

Impacts on Charbonneau and on the Boone Bridge

Screen Name Redacted

3/09/2022 02:53 PM

Please also consider the neighborhoods in NE Prairie View Drive, NE Lawnview Circle and Charbonneau.

Screen Name Redacted

3/09/2022 06:51 PM

Wilsonville and the airport need to seriously consider the comments that are coming from Charbonneau.

Screen Name Redacted

3/10/2022 09:31 AM

This question is a bit unclear. In the survey description, it only describes the cities comprehensive plan and not an actual project nor the specifics.

Screen Name Redacted

3/11/2022 01:09 PM

Charbonneau

Screen Name Redacted

3/11/2022 04:16 PM

Almost all Wilsonville neighborhoods will be impacted by any expansion particularly for even larger aircraft. The noise at times now is awful from the Jets that fly in and out. In summer, we sleep with windows open and jets wake us up during the middle of the night.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

3/11/2022 09:26 PM

All of the above

Screen Name Redacted

3/14/2022 12:54 PM

Yes, please consider Charbonneau. An airport expansion will increase our community's noise level, depreciate our homes, and generally ruin our area.

Screen Name Redacted

3/14/2022 03:10 PM

Please consider impact and mitigation needs for Charbonneau separate from Wilsonville's. Charbonneau is in Wilsonville's city limits but is closer to the airport. Please keep me informed of

Optional question (63 response(s), 37 skipped)

Question type: Essay Question

Q8 | Are there any other issues that are especially important that we should consider? Please provide any explanation or detail that you think would be helpful in considering this issue.

Screen Name Redacted

2/28/2022 07:47 PM

Thank you for continuing to require any expansion at the Aurora Airport comply with applicable land use law.

Screen Name Redacted

2/28/2022 07:55 PM

Love transparency on funds for fighting airport expansion.

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

I have not appreciated how the city of Wilsonville seems to be so much against anything related to the Aurora Airport. The airport is an incredibly valuable close-by resource that should be embraced and expansion encouraged. There will never be commercial airlines flying into/out of Aurora, yet the city seems to act like that is the case. There are so many jobs there, so many folks learning to fly there, so many small businesses operating there that are paying tax revenue to the state and thereby cities. It seems folks nowadays hate the wealthy that own a private jet...yet that individual likely owns a business that employs a lot of local residents, pays for services from local businesses, and buys fuel (again business and tax dollars)... I don't understand what the problem is. As a resident of Wilsonville for the past 10 years, I fully support the Aurora airport, and any growth associated with it.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

2/28/2022 08:45 PM

Nursery & farming finished or impacted.

Screen Name Redacted

2/28/2022 08:51 PM

Primary concern is noise pollution and effect expansion would have on open space south of the river, and increased traffic on the bridge should expansion spur more industrial development. I think the city of Wilsonville should actively stay engaged in expansion efforts and I support their legal intervention to make sure Wilsonville residents' concerns are addressed.

Screen Name Redacted

2/28/2022 09:07 PM

I wonder if there are other items of importance (developing the Town Center for example) that could be of better use of the city's time and energy than the airport which already has strong input and influence from its neighbors

Screen Name Redacted

2/28/2022 09:31 PM

Increase in carcinogens, noise pollution, fire danger, crashes, congestion.

Screen Name Redacted

2/28/2022 09:34 PM

I have discussed that above. If the airport stays then work needs to be done to realign the runway. It has been done at other airports who have face the same problem. If they can do it, it can be done here, too. The city and community of Wilsonville existed long before the airport was built. The City is grandfathered in, the airport came later.

Screen Name Redacted

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau

Screen Name Redacted

2/28/2022 09:57 PM

A thriving small airport near us should be something we support and help grow to encourage development of living wage jobs and city sustained growth.

Screen Name Redacted

2/28/2022 11:00 PM

I am concerned with some of the statements from the city over the last two years around traffic caused by a potential airport expansion, while minimizing the traffic impacts caused by continued residential and commercial development within Wilsonville. If we are against traffic caused by the airport, why shouldn't we be consistent and be against traffic caused by development within Wilsonville?

Screen Name Redacted

3/01/2022 06:11 AM

Does this airport need to exist? What are the issues related to it being removed from service?



Screen Name Redacted

3/01/2022 06:31 AM

The Airport provides jobs, home owners, and is an overall benefit to the City of Wilsonville.

Screen Name Redacted

3/01/2022 06:41 AM

Even major heavily-traveled airports near residential areas have restricted hours. This is a SMALL airport and we should keep it that way. At a minimum, there should be restrictions imposed on both hours and flight paths (with some exceptions for firefighters or air ambulance).

Screen Name Redacted

3/01/2022 08:09 AM

The airport is a significant regional facility and due consideration should be given to this significance

Screen Name Redacted

3/01/2022 10:30 AM

The city should be a full participant in decisions regarding airport issues that affect the city and its population.

Screen Name Redacted

3/01/2022 11:14 AM

If the airport grows it will generate more pressure to expand business, and industrial use and traffic in a farm use area. The state making a significant investment into a project that likely wont survive a major investment - those dollars should be invested in upgrading/strengthening other major airports in the state - as identified by the FAA.

Screen Name Redacted

3/01/2022 11:26 AM

Noise and traffic are a high concern

Screen Name Redacted

3/01/2022 12:37 PM

Already pointed out the noise pollution and the increase traffic congestion

Screen Name Redacted

3/01/2022 12:46 PM

Nothing else.

Screen Name Redacted

3/01/2022 01:44 PM

The airport expansion has been in the plan for many years. Neighborhoods have grown but that does not mean the airport shouldn't be able to expand

Screen Name Redacted

3/01/2022 02:33 PM

Livability in Aurora, Wilsonville, and the the surrounding area is more important than the expansion of the airport.


Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

3/02/2022 11:11 AM

Keep our air quality in mind.

Screen Name Redacted

3/02/2022 01:24 PM

This has been going on for a long time; much of it driven by someone who's now running for governor - even to the point of trying to reshape Wilsonville City Council to a more favorable position (succeeded on term limits, failed on candidate slate). It'd be nice to trust the process(es), but integrity hasn't been a strong suit on this issue.

Screen Name Redacted

3/02/2022 03:23 PM

Quality of life is more important than economic development, bottom line.

Screen Name Redacted

3/02/2022 09:21 PM

Ground Transportation Flyover - Bypass

Screen Name Redacted

3/03/2022 10:30 AM

I have already voiced my objections to the airport expansion, but I think we should also consider that property values near and around the Aurora Airport may also be adversely affected.

Screen Name Redacted

3/03/2022 08:35 PM

The airport must develop a noise abatement plan under DEQ Noise Rules OAR 340-035-0045 to limit and control airport noise impacts.

Screen Name Redacted

3/04/2022 07:04 AM

Any develop to the airport must be part of a larger well thought out plan to the greater area considering roadways, homes, greenspace, noise and air pollution, farms, and the congestion and age of the I-5 bridge.

Screen Name Redacted

3/05/2022 01:17 PM

Based on all the reservations I have about expansion to the Aurora State Airport, I feel very strongly that a complete Environmental Impact Study needs to be part of the new Master Planning process.

Screen Name Redacted

3/05/2022 03:05 PM

Issue? You mean like how much taxpayer money have you spent fighting anything that the airport does in the past (at least) 15 years? It's amazing that you do a budget every year and yet cannot tell someone how much you spend for lobbying, legal and Legislative fight you are engaged in.

Screen Name Redacted

3/05/2022 04:08 PM

Yes. I believe the airport is a necessity and can aid in bringing the community together vs separations.



Screen Name Redacted

3/05/2022 06:14 PM

Air traffic noise impacts the livability of citizens in the wilsonville area. Noise impacts conversations when enjoying family and friends outdoors, air noise Has woke up several family members in the night, and consideration of other locations for air traffic should be considered when looking at long-term planning.

Screen Name Redacted

3/06/2022 11:41 AM

The noise of low-flying aircraft can be especially alarming when seen and heard in our residential areas.

Screen Name Redacted

3/07/2022 08:19 AM

Noise, altitude of aircraft over Wilsonville. Noise

Screen Name Redacted

3/07/2022 10:45 AM

Nothing additional

Screen Name Redacted

3/08/2022 07:55 AM

We have some of the best soil in the world. Please don't pave over it

Screen Name Redacted

3/08/2022 06:56 PM

Minimum elevations and flight plans should be defined and enforced.

Screen Name Redacted

3/09/2022 09:42 AM

The original Aurora airport was not designed for large corporate jets. This is just more corporate greed SPEWING WASTE on those of us that DO NOT HAVE A VOICE.

Screen Name Redacted

3/09/2022 02:53 PM

No nighttime landings or takeoffs.

Screen Name Redacted

3/10/2022 09:31 AM

Again this question is unclear. I'm not sure if there is an "issue" at hand. In my opinion, there is no issue with the Aurora State Airport.

Screen Name Redacted

3/11/2022 04:16 PM

LIVABILITY !!!!! PLEASE DON'T DESTROY WILSONVILLE . BIGGER JETS CAN LAND AT A LARGER AIRPORT.....SALEM IS NOT FAR AWAY !!!!!

Screen Name Redacted

3/13/2022 09:59 PM

If additional air traffic is going to be permitted, it could be helpful if the time frame in which flights would be allowed could be limited to reasonable hours (eg: No large jets after 10pm and before 6am or something along those lines)



Screen Name Redacted

3/14/2022 12:54 PM

Again, I fail to see the need to expand this airport. Wouldn't it make more sense to expand the airport in Salem? I understand that it is inadequate. Are you considering expansion of Aurora to accommodate private, corporate jets? Pl weigh that against the wishes of nearby residents. I also question the need for expansion based on economic growth in the Canby and Aurora areas. After all, Amazon is building a huge facility. Isn't that sufficient? Also, please consider what expansion will mean for I5. There is already a bottleneck on the interstate around Wilsonville which narrows to three lanes north of the city. Increased development of the airport will undoubtedly make this situation worse. Are there plans to add lanes to the interstate in the airport is expanded? I doubt it. It is time to invoke the medical oath, "due no harm."

Screen Name Redacted

3/14/2022 03:10 PM

Please keep me informed of any processes meetings etc via email.

[REDACTED]

Optional question (46 response(s), 54 skipped)**Question type:** Essay Question

Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan. Survey results are being shared with the Planning Commission and City Council to inform these policy decisions at their work sessions on:

Planning Commission work session:
April 14 at 6 p.m. online and at Wilsonville City Hall

City Council work session:
May 2 at 5 p.m. online and at Wilsonville City Hall

AREA O

Airport Compatibility Objectives

1. Based on guidance from Oregon Department of Aviation and the Federal Aviation Administration (FAA), identify the appropriate airport influence area within the City and Area O.
 - a. With consideration of historic development patterns, Oregon Statewide Land Use Planning Goals, City priorities, and FAA guidelines, evaluate the compatibility of new development and proposed land use changes associated with the aviation activities at Aurora State Airport.
 - b. Evaluate proposals for changes to the type and intensity of aviation activities at the Aurora State Airport for compatibility with the City's existing and future land uses recognizing that the airport is near the City of Wilsonville but within Marion County's jurisdiction.
 - c. Formally consult with Oregon Department of Aviation and aviation stakeholders prior to amending comprehensive plans or development regulations that may affect properties within the airport influence area.
 - d. Develop a process to notify property owners within the airport influence area that their property is located near a public use airport and may experience impacts from airport operations.
2. Formally consult and participate in the airport master planning process and other regional planning related to Area O.
 - a. Work collaboratively with Aurora State Airport and FAA on measures to improve safety for air traffic over the city and promote FAA-registered flight patterns and FAA flight behavior regulations, in order to protect the interests of Area O residents living near airports.
 - b. Discourage the siting of uses that attract birds, create visual hazards, discharge any particulate matter into the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications or otherwise obstruct or conflict with aircraft patterns within airport influence areas.
3. Advocate to maintain Metro Rural Reserve 4J and EFU-zoned land in Marion County between the City of Wilsonville and the Aurora State Airport. Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected in Rural Reserves and EFU-designated lands.

Public Facilities and Services Objectives

1. Advocate for connection of the Aurora State Airport to municipal services (including public water, sewer, and stormwater systems) from the City of Aurora or another nearby provider.

2. Support the role of the Aurora State Airport as a hub in emergency management plans and as an operational base for emergency service providers.

Environmental Resources and Community Design Objectives

1. Coordinate with Positive Aurora Airport Management, Oregon Department of Aviation, Oregon Department of Environmental Quality and other related agencies and organizations to reduce impacts of aviation on noise-sensitive areas.
2. Support enforcement of noise standards developed by Department of Environmental Quality and other federal, state, and local agencies.
3. Support a Part 150 Study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the airport. Funding to conduct a Part 150 study and recommended noise mitigation measures may be eligible for federal funding from the FAA.
4. Encourage Aurora Airport Master Plan policies to adopt a Wildlife Hazard Management Plan and avoid impacts to the Pacific Flyway bird migratory route.

Economic Development Objectives

1. Support mutually beneficial relationships between agricultural uses in the French Prairie, aviation activities at Aurora State Airport, and firms in Wilsonville providing goods and services to these industries by preserving efficient, region-wide mobility within Area O.
2. Support the Aurora State Airport as an air transportation resource for Wilsonville-based firms by preserving direct, efficient access across Area O between Wilsonville and the airport.

Wilsonville and the Aurora Airport: Good-Neighbor Policies

Wilsonville City Council • May 2, 2022



This Evening's Discussion

Community
Engagement and
Feedback

Approach to Draft
Policies

Review of Draft Area
Boundaries and
Proposed Policies

Community Engagement Strategy

Online survey

Stakeholder interviews

Online open houses

The screenshot shows the 'Let's Talk, Wilsonville!' website. At the top, there is a logo with two stylized figures and a speech bubble, followed by the text 'LET'S TALK, WILSONVILLE!'. Below the logo, there is a navigation bar with links for 'Home', 'All Projects', and 'City Website'. The main content area is titled 'Airport Good-Neighbor Policies' and includes a sub-header 'Airport Good-Neighbor Policies'. The text describes the Oregon Department of Aviation's role in planning for the future of the airport and the City of Wilsonville's role in ensuring the airport's future is shaped through regional collaboration. It also mentions the City's role in ensuring the airport's future is shaped through regional collaboration. A sidebar on the right contains a 'Key Dates' section with 'Take the Survey!' (Feb 16 - Mar 13) and 'Let's Talk! Pick a time:' (Mar 9 at 12 p.m. (week) and Mar 12 at 5 p.m. (week)). Below this is a 'Meet the Team' section with a photo of the Planning Director and contact information. At the bottom, there is a 'Register to HAVE YOUR SAY' button and a 'Life Cycle' section with a timeline from Fall 2021 to Late Spring 2022.

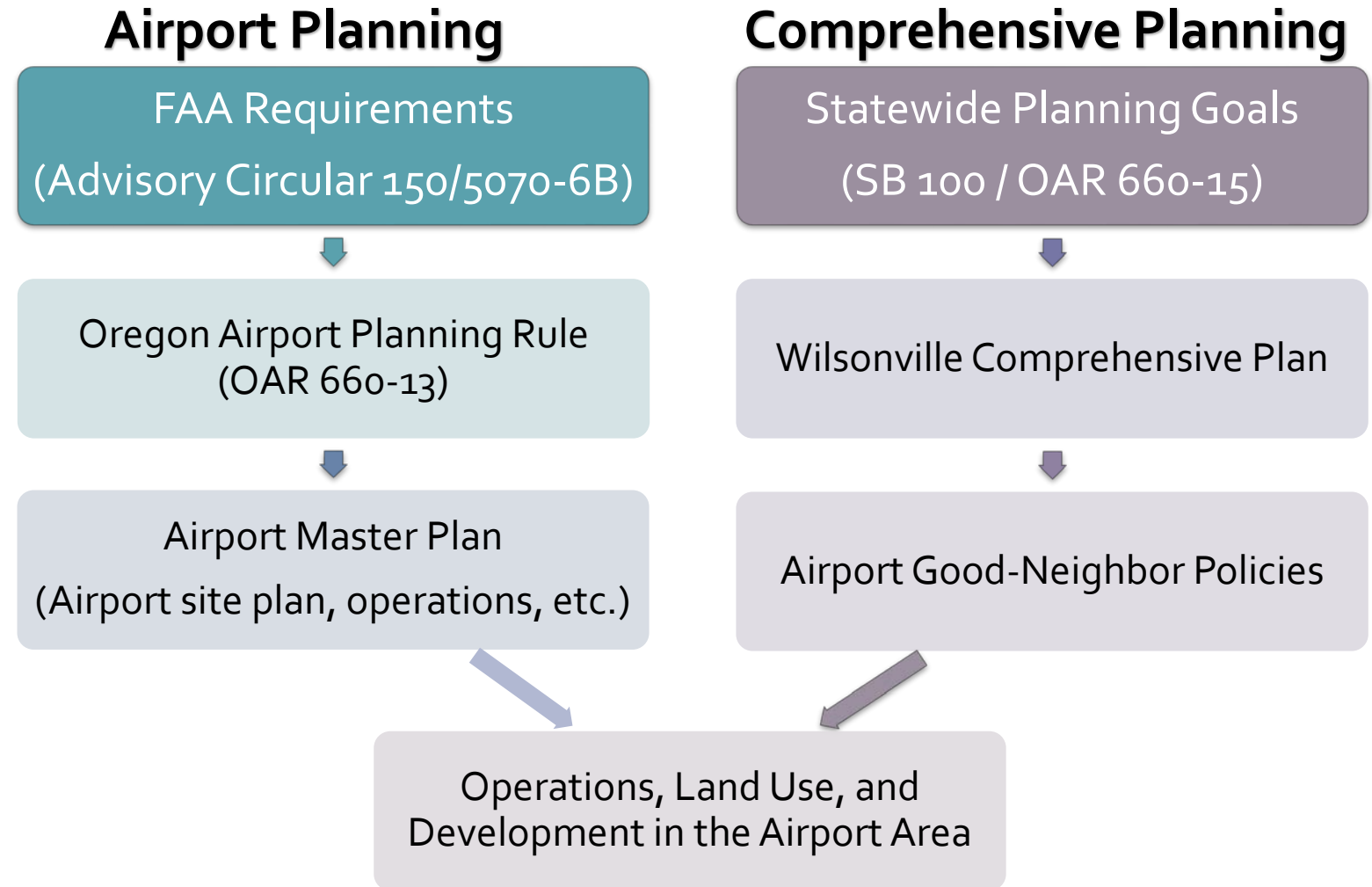
Areas of Community and Stakeholder Interest

Positive and negative impacts from airport operations

Concern about further development in vicinity of airport

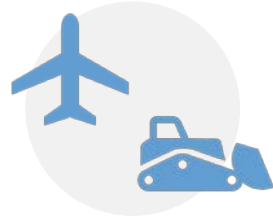


Planning for Airport Compatibility





**REFLECT FEEDBACK
RECEIVED THROUGH THE
COMMUNITY
ENGAGEMENT PROCESS**



**ADDRESS BOTH
AVIATION-RELATED
ISSUES AND LAND USE
AND DEVELOPMENT
CONCERNS**



**PROVIDE CLEAR
DIRECTION FOR THE
CITY'S POSITION IN
REGIONAL DISCUSSIONS**



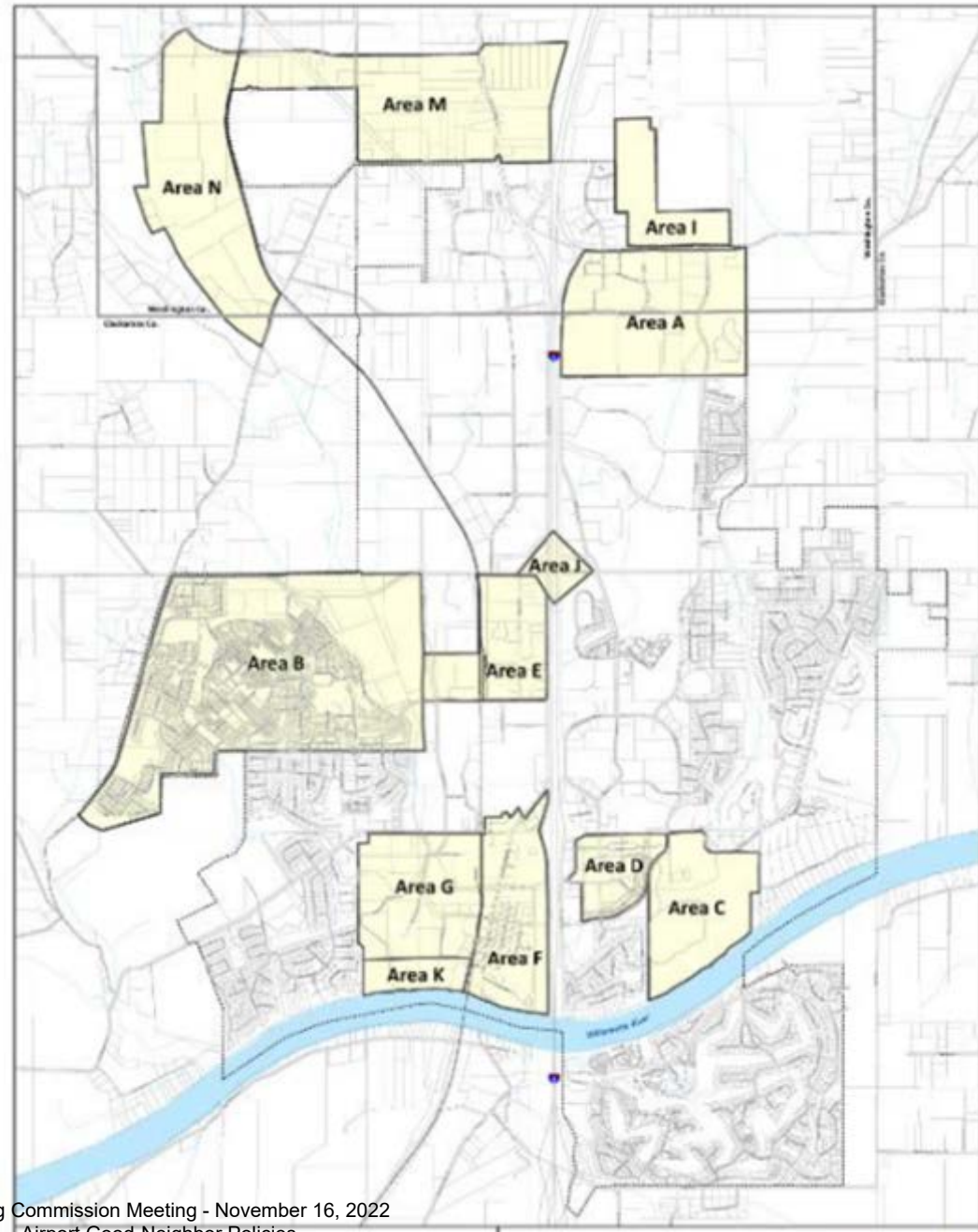
**RECOGNIZE MULTIPLE
JURISDICTIONS AND
REGIONAL
COORDINATION NEEDED
TO ADDRESS IDENTIFIED
ISSUES**



**MAINTAIN CONSISTENCY
WITH EXISTING POLICY
DIRECTION IN
COMPREHENSIVE PLAN
AND OREGON STATEWIDE
PLANNING GOALS**

Approach to Draft Policies

Areas of Special Concern (existing)



Attachment 4

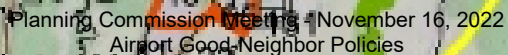
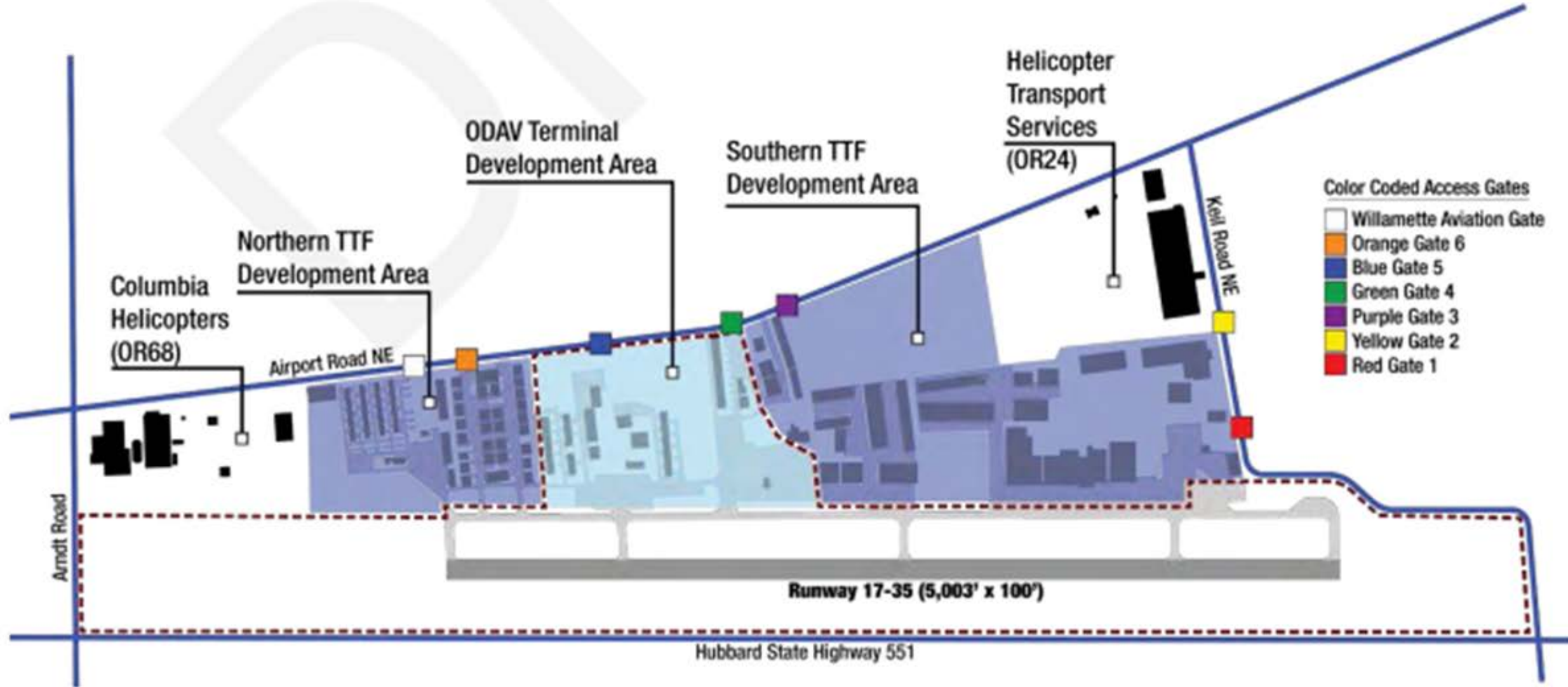
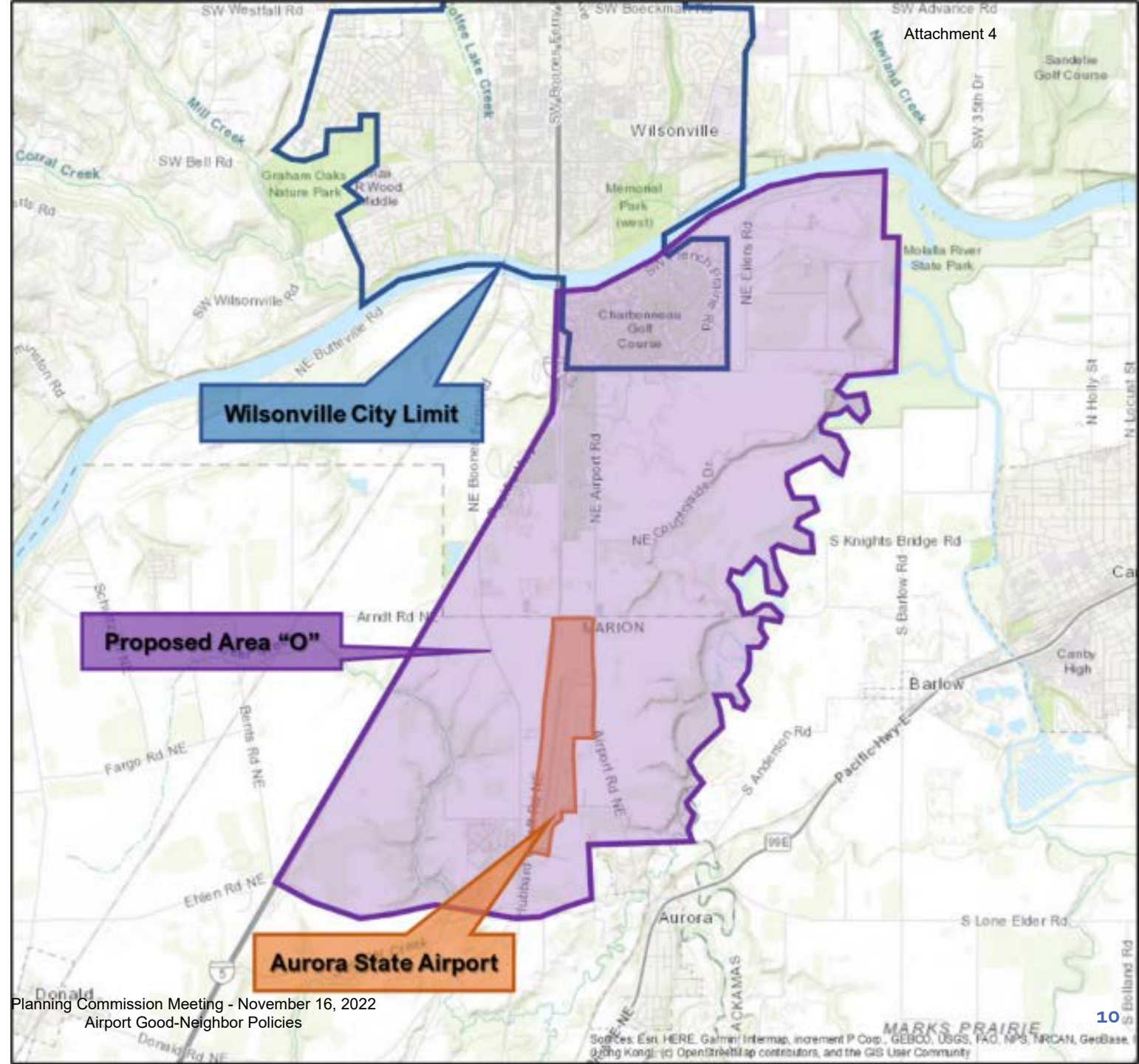


FIGURE 2-14: AURORA STATE AIRPORT DEVELOPMENT AREAS



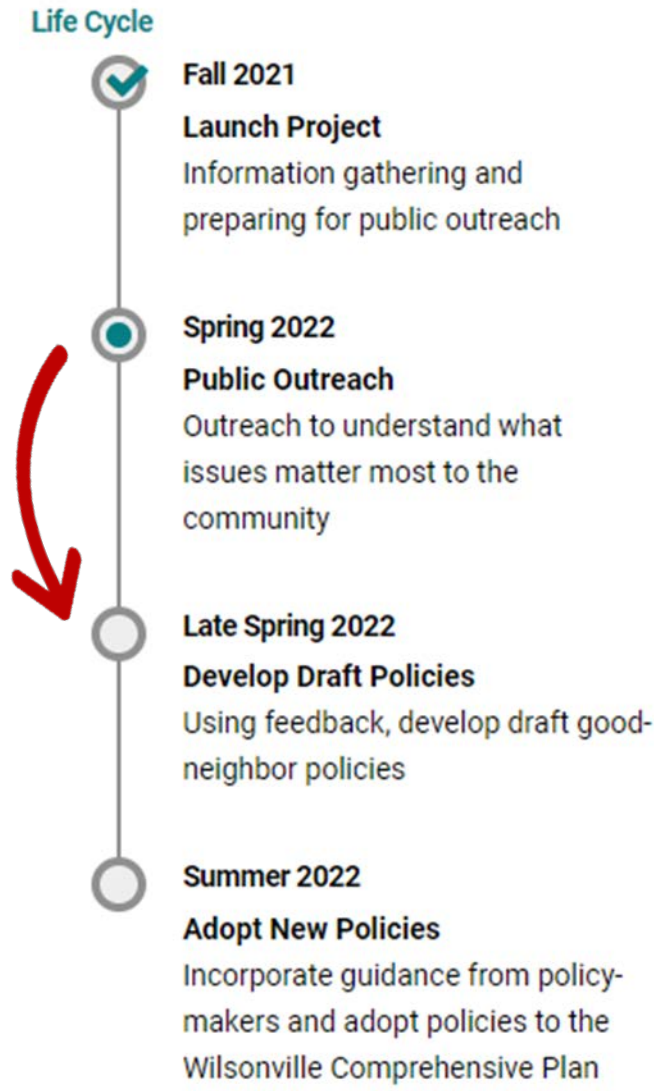
Concept for Area of Special Concern "O"



Area of Special Concern Objectives

- Addressing aviation impacts (noise, pollution, safety)
- Supporting emergency services located at the airport
- Ensuring adequate infrastructure and public services in area surrounding airport – especially wastewater/stormwater and surface transportation
- Protection of Rural Reserves and Exclusive Farm Use lands
- Opportunities for economic development in conjunction with the airport and French Prairie agricultural region

Next Steps



City Council Discussion

- *Do the draft Comprehensive Plan policies reflect the community and stakeholder input?*
- *Do they reflect the breadth of concerns or are key policy objectives missing?*

City Council Discussion

- *Should Comprehensive Plan policies address potential impacts from further development near the airport, as well as impacts from airport operations?*
- *Do the proposed boundaries for Area of Special Concern O align with the issues being addressed? Or are there alternatives you want the project team to assess?*

City Council Meeting Action Minutes

May 2, 2022

City Council members present included:

Mayor Fitzgerald
 Council President Akervall
 Councilor Lehan
 Councilor West - Excused
 Councilor Linville

Staff present included:

Bryan Cosgrove, City Manager
 Amanda Guile-Hinman, City Attorney
 Ryan Adams, Assistant City Attorney

Dustin Schull, Parks Supervisor
 Kimberly Veliz, City Recorder
 Jeanna Troha, Assistant City Manager
 Beth Wolf, Senior Systems Analyst
 Zoe Mombert, Assistant to the City Manager
 Dan Pauly, Planning Manager
 Cindy Luxhoj, Associate Planner
 Zach Weigel, City Engineer
 Mike Nacrelli, Civil Engineer
 Kimberly Rybold, Senior Planner
 Bill Evans, Communications & Marketing Manager
 Matt Lorenzen, Economic Development Manager

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:00 p.m.
A. Frog Pond East and South Master Plan	Council provided input to staff on components of the Frog Pond East and South Master Plan.
B. Airport Good-Neighbor Policies	Consultants sought Council's direction on the Airport Good-Neighbor Policies drafted to provide direction for elected officials and staff advocating on the City's behalf during regional planning efforts related to the Aurora Airport.
C. Guaranteed Maximum Price (GMP) for Willamette River Water Treatment Plant (WRWTP) Expansion	Staff briefed Council on Resolution No. 2970, which authorizes the City Manager to execute an amendment to the CM/GC contract with Kiewit Infrastructure West Co. for a GMP to construct the WRWTP Expansion Project (CIP# 1144).
REGULAR MEETING	
<u>Mayor's Business</u>	
A. Upcoming Meetings	<p>Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.</p> <p>The Mayor appointed Councilor Linville to be the City's representative to the Clackamas Workforce Partnership Board.</p>

<p><u>Communications</u></p> <p>A. Mero Update</p> <p>B. Stump Grinding Community Enhancement Program Update</p>	<p>Councilor Gerritt Rosenthal provided a snapshot of Metro's progress on several regional policy initiatives.</p> <p>Staff briefed Council on the Stump Grinding project funded by the Wilsonville-Metro Community Enhancement Program.</p>
<p><u>Consent Agenda</u></p> <p>A. <u>Minutes of the April 18, 2022 City Council Meeting.</u></p> <p>B. <u>Resolution No. 2970</u> A Resolution Of The City Of Wilsonville Authorizing The City Manager To Execute An Amendment To The Construction Manager/General Contractor(CM/GC) Contract With Kiewit Infrastructure West Co. For A Guaranteed Maximum Price To Construct The Willamette River Water Treatment Plant Expansion Project (Capital Improvement Project 1144).</p>	<p>The Consent Agenda was approved 4-0.</p>
<p><u>New Business</u></p> <p>A. <u>Resolution No. 2971</u> A Resolution Of The City Of Wilsonville Establishing The Wilsonville Vertical Housing Development Zone (VHDZ) Program And Local Criteria.</p>	<p>Resolution No. 2971 was adopted 4-0.</p>
<p><u>Continuing Business</u></p> <p>A. <u>Ordinance No. 859</u> An Ordinance Of The City Of Wilsonville Annexing Approximately 13.24 Acres Of Property Located Between SW Boeckman Road and SW Frog Pond Lane at 7070 SW Frog Pond Lane and 7151 SW Boeckman Road; The Land Is More Particularly Described As Tax Lot 1501, Section 12D, And Tax Lot 4500, Section 12DC, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Kathy Ludwig, Amy Thurmond, Gregory Cromwell, Matthew Hall, Matthew Kirkendall, Gary Moon, Jaelene Moon, Kurt Moon, Laurel Moon, Petitioners.</p> <p>B. <u>Ordinance No. 860</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 4.06 Acres, And To The Public Facility (PF) Zone On Approximately 9.18 Acres Located Between SW Boeckman Road and SW Frog</p>	<p>Ordinance No. 859 was adopted on second reading by a vote of 4-0.</p> <p>Ordinance No. 860 was adopted on second reading by a vote of 4-0.</p>

Pond Lane At 7070 SW Frog Pond Lane and 7151 SW Boeckman Road; The Land Is More Particularly Described As Tax Lot 1501, Section 12D, And Tax Lot 4500, Section 12DC, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. West Hills Land Development LLC, Applicant.

C. Ordinance No. 861

An Ordinance Of The City Of Wilsonville Annexing Approximately 10.46 Acres Of Property Located West Of SW Stafford Road North Of SW Frog Pond Lane at 6725 SW Frog Pond Lane; The Land Is More Particularly Described As Tax Lots 401 And 402, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Sheri Miller, James Mehus, Jeremiah Kreilich, Brian Powell, Petitioners.

Ordinance No. 861 was adopted on second reading by a vote of 4-0.

D. Ordinance No. 862

An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Clackamas County Rural Residential Farm Forest 5-Acre (RRFF-5) Zone To The Residential Neighborhood (RN) Zone On Approximately 10.46 Acres Located West Of SW Stafford Road North Of SW Frog Pond Lane at 6725 SW Frog Pond Lane; The Land Is More Particularly Described As Tax Lots 401 And 402, Section 12D, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. West Hills Land Development LLC, Applicant.

Ordinance No. 862 was adopted on second reading by a vote of 4-0.

Public Hearing

A. Ordinance No. 863

An Ordinance Of The City of Wilsonville Annexing Approximately 8.72 Acres of Property Generally Located Between SW Garden Acres Road And SW Grahams Ferry Road Into The City Limits Of The City Of Wilsonville, Oregon; The Land Is More Particularly Described As Tax Lot 100 and A Portion Of SW Grahams Ferry Road Right-Of-Way, Section 3D, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon. Gary S. Rychlick As Trustee Of The Eileen Rychlick Trust, Gary S. And Susan M. Rychlick, As Individuals, Petitioners.

After a public hearing was conducted, Ordinance No. 863 was approved on first reading by a vote of 4-0.

<p>B. <u>Ordinance No. 864</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Washington County Future Development - 20 Acre (FD-20) Zone To The Planned Development Industrial - Regionally Significant Industrial Area (PDI-RSIA) Zone On Approximately 8.17 Acres Generally Located Between SW Garden Acres Road and SW Grahams Ferry Road; The Land Is More Particularly Described As Tax Lot 100, Section 3D, Township 3 South, Range 1 West, Willamette Meridian, Washington County, Oregon. BTC III Grahams Ferry IC LLC, Applicant.</p>	<p>After a public hearing was conducted, Ordinance No. 864 was approved on first reading by a vote of 4-0.</p>
<p><u>City Manager's Business</u></p>	<p>No report.</p>
<p><u>Legal Business</u></p>	<p>Announced that the City Attorney and Assistant City Attorney planned to attend the Oregon City Attorney's annual conference on May 13-14, 2022.</p>
<p>ADJOURN</p>	<p>9:12 p.m.</p>



PLANNING COMMISSION

WEDNESDAY, APRIL 13, 2022

WORK SESSION

2. Airport Related Comprehensive Plan Amendments (Bateschell) (40 minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: April 13, 2022	Subject: Aurora Airport Comprehensive Plan Policies Staff Member: Miranda Bateschell, Planning Director Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Review and provide feedback on the discussion questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s) Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

The project team will present an update, including community feedback, and seek input from the Commission on draft airport good-neighbor policies to add to the Wilsonville Comprehensive Plan.

Aurora Airport Comprehensive Plan Policies Staff Report

Page 1 of 3

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EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville with the closest neighborhood impacted by the Airport being Charbonneau. Its current operations and planned future growth have both positive and negative impacts to residents and businesses in the City. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, state law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to the City.

Beginning in 2009, as part of a previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A similar, new airport master planning process is underway now, which could propose a runway expansion to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

This Comprehensive Plan update project aims to address the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, identify other interrelationships between the Aurora Airport and City of Wilsonville, and adopt Comprehensive Plan policies to memorialize and address the highest priority issues.

The City has contracted with planning professionals at Harper Houf Peterson Righellis Inc (HHPR) who have experience in this specific type of planning work. The attached memo (Attachment 1) provides a project update, a brief summary of feedback received to-date, and a description of how the team approached the draft policies included in the packet. Full survey results are in the survey response report from *Let's Talk, Wilsonville!* (Attachment 2), and the draft policies for Commission consideration are in Attachment 3.

The team welcomes any feedback the Commission would like to offer, but specifically would like input on the following items:

- Do the draft Comprehensive Plan policies reflect the community input?
- Are the draft policies consistent with existing policy direction in the Comprehensive Plan?
- Do the draft policies miss the mark in some way?
- Are there any key policy objectives missing?

EXPECTED RESULTS:

Work sessions with the Planning Commission and City Council will provide guidance on draft airport good-neighbor policies. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

The team is finalizing outreach. Work sessions with the Commission and Council will follow in Spring and Summer 2022 focused on the draft policies.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 for FY 2021-22 covered by the Community Development general professional services fund as this project was not anticipated when the budget was adopted.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project includes surveys, interviews, and open houses, and will be conducted primarily online and remotely due to the COVID-19 pandemic. The team received input from the Commission and Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Commission can provide a range of policy alternatives for the project team to consider.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

1. City of Wilsonville-Aurora Airport Good-Neighbor Policies Project Update Memo #2 (March 30, 2022)
2. Survey Response Report: Airport Good-Neighbor Policies (March 14, 2022)
3. Draft City of Wilsonville Airport Good-Neighbor Comprehensive Plan Policies (March 28, 2022)

MEMORANDUM

City of Wilsonville – Aurora Airport Good-Neighbor Policies



Date: March 30, 2022
To: Miranda Bateschell, City of Wilsonville
From: Brad Kilby and Chris Green, HHPR
Subject: **City of Wilsonville-Aurora Airport Good-Neighbor Policies
Project Update Memo #2
Summary of Community Engagement and Draft Policy Concepts**
Attachments: Survey Response Report
Draft Objectives for Proposed Area of Special Concern

Harper Houf Peterson Righellis (HHPR) is working with the City of Wilsonville on a planning process to develop goals and policies addressing the relationship between Aurora Airport operations, impacts, and benefits and the Wilsonville community. Since the initial project work session with Planning Commission on November 10, 2021, HHPR has proceeded with the following steps in the planning process:

- Community outreach about airport-related planning topics, including interviews with key stakeholders, a survey, and online open houses
- Additional research about the approaches used by other communities in adopting good-neighbor policies related to nearby airports
- Developed draft policies and objectives adopting the area in the vicinity of Aurora Airport as an Area of Special Concern in the Wilsonville Comprehensive Plan

This memorandum summarizes the recent phases of community engagement, the recommendation to adopt the Airport Good-Neighbor Policies within a mapped “Area of Special Concern,” and draft objectives to specifically address positive and negative impacts of the Aurora State Airport on the Wilsonville community.

Community Engagement and Feedback

HHPR and the City of Wilsonville have used a variety of approaches and platforms to engage interested stakeholders and the community-at-large in the planning process to develop the Airport Good-Neighbor Policies. Due to the COVID-19 pandemic, community outreach for the project taken place remotely, through the *Boones Ferry Messenger* print newsletter, City webpage, and a variety of online tools linked from the project page at the *Let’s Talk, Wilsonville!* (LTW) virtual engagement platform.

Overall, the engagement process has identified issues within two overarching categories: concerns about aviation and other airport operations, and concerns about the potential for further development on the airport grounds and beyond.

Online Survey

Between February 13 and March 14, a survey was available on the LTW project page, with 98 responses. The survey was promoted via the March 2022 *Boones Ferry Messenger*, on the LTW page, and by the project team at online open houses and other events. Almost all responses were from Wilsonville residents, with 65 percent identifying as living near the airport. Roughly one in four respondents used the airport for work, air travel, cargo transport, flight school, or as pilots. Priority areas for airport-related policies were distributed fairly evenly, but neighborhood compatibility issues such as noise and pollution received the highest average ranking from respondents. The survey also collected open-ended, qualitative responses from many participants, elaborating on positive and negative airport impacts and policy priorities. A full report of survey results is included as Attachment A.

Stakeholder Interviews

During the outreach process, HHPR has conducted phone interviews with stakeholders from government agencies, local neighborhood groups, economic development, agriculture, and local businesses. Not surprisingly, feedback from stakeholders in interviews has varied according to each respondent's position within the ongoing discussions about future airport plans.

Respondents without a direct connection to the airport or local aviation all expressed concern about future expansion of airport operations, and the potential for farmlands adjacent to the airport to be lost to development or impacted by adjacent development in the airport vicinity. These respondents also raised issues with present operations, especially traffic and road access impacting farm operations, and environmental and public health threats raised by inadequate waste disposal at the airport site.

Respondents from businesses located on or adjacent to the airport tended to view future expansion of airport operations or development around the airport as less certain, due to the existing site boundary of the airport and surrounding EFU-zoned land. For airport-based stakeholders, an exception to the more static vision of future airport operations is the role of the airport in the event of an emergency such as a major earthquake, in which first responders and emergency relief supplies would use Aurora State Airport as a hub to reach the general area, then fan out to communities in the vicinity. These respondents described the potential benefits of the airport as a resource for corporate travel for Wilsonville-based companies and identified Wilsonville as the closest business center for purchasing supplies, employee meals, and professional services for their companies.

Online Community Conversations

The project team held online Community Conversations using Zoom Webinar on March 9 and 10. The March 9 meeting was held at 12 noon and the March 10 meeting was held at 6 pm to accommodate different schedules of community members interested in attending. Each meeting included a presentation by HHPR land use planners introducing project goals, background about the airport and land use planning, and opportunities to stay involved in the process. Attendees had the opportunity through live polling and question-and-answer sessions to provide feedback during the meetings.

A total of five attendees joined the Community Conversations, and shared concerns mostly related to airport noise and potential industrial development near the airport.

Approach to Draft Policies

The full text of draft proposed policies is included as Attachment B.

Areas of Special Concern

Existing policies in the Comprehensive Plan related to Urban Growth Management, Public Services and Facilities, Fire Safety and Emergency Management, Transportation, Economic Development, and Environmental Resources and Community Design support the approach taken to the Airport Good-Neighbor Policies and apply across land within the Wilsonville city limits and Urban Growth Boundary (UGB). Section F of the Comprehensive Plan identifies fourteen Areas of Special Concern (Areas A-N), to include special considerations that must be addressed in developing certain areas where the general language of the plan policy text may not adequately address special concerns. Some of these areas are outside of the city limits or were outside of the city limits when originally adopted.

Due to the location of the Aurora State Airport outside of the city limits and UGB, objectives that are specific to aviation and agriculture, and issues specific to the French Prairie geography, the consultant team recommends that the Airport Good-Neighbor Policies be adopted into the Comprehensive Plan as a new Area of Special Concern.

Proposed New Area of Special Concern “O”

The proposed Area of Special Concern (shown in purple on the map below) would include both the Aurora State Airport and Charbonneau, but also the portions of the French Prairie agricultural region between I-5 and the Pudding River. A focus on this larger geographic area allows policy objectives to address issues related to land use, infrastructure, and protection of agriculture in the adjacent area, as well as impacts from airport operations.

Key Objectives

Objectives for the proposed “Area O” were drafted with the following considerations in mind:

- Reflect feedback received from stakeholders and the Wilsonville community through the public engagement process
- To the extent possible, address future airport operations as well as land use and development-related concerns for the region in and around the airport
- Balance flexibility to address a range of possible situations with enough certainty and a clear direction to guide the city in future regional conversations about the future of the airport and surrounding area
- Respect the multiple jurisdictions and regional coordination necessary for planning in the vicinity of a significant transportation facility, prime agricultural region, and boundary of the Portland Metropolitan Area
- Maintain consistency with existing policy direction in the Comprehensive Plan and Oregon’s Statewide Planning Goals

An area centered on the French Prairie and Aurora Airport, generally located:

- East of the I-5 freeway
- West of the Pudding River (coinciding with the Clackamas-Marion County line)
- South of the Willamette River (including Charbonneau)
- North of Ehlen Road, just south of the airport boundary



Survey

SURVEY RESPONSE REPORT

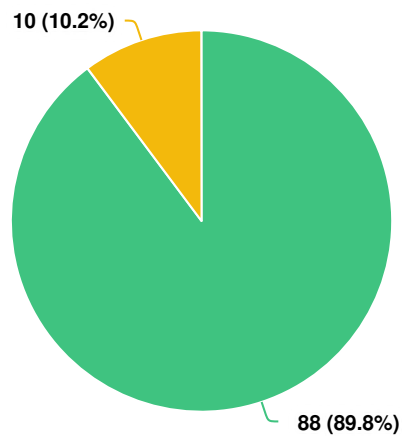
13 February 2022 - 14 March 2022

PROJECT NAME:

Airport Good-Nighbor Policies



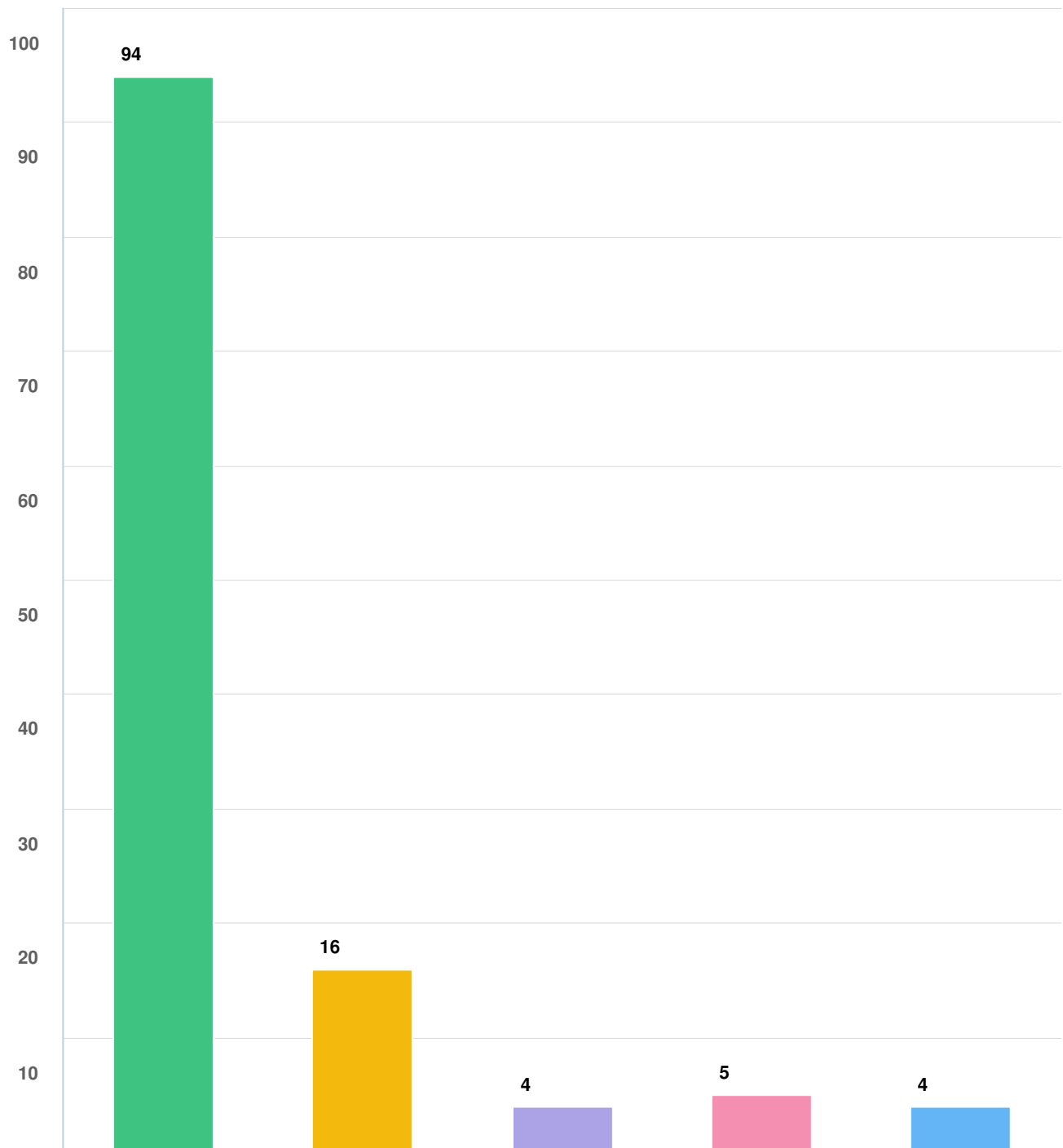
REGISTRATION QUESTIONS

Q1 Do you own or rent at your primary residence?

Question options

☒ Own
 ☐ Rent

Mandatory Question (98 response(s))

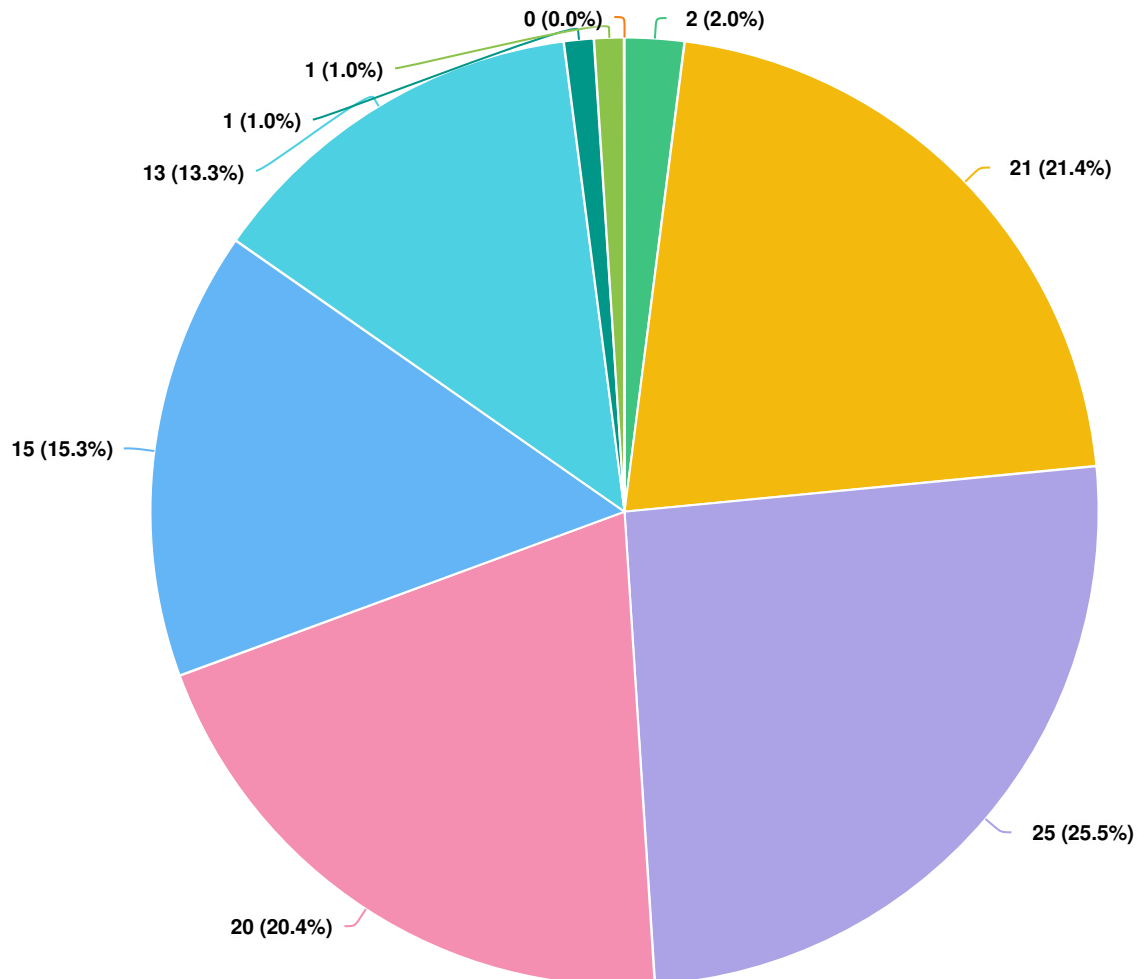
Question type: Radio Button Question

Q2 What is your connection to Wilsonville? (Choose all that apply)

Question options

- I live in Wilsonville
- I work in Wilsonville
- I own a business in Wilsonville
- I visit Wilsonville
- I own a secondary residence in Wilsonville

Mandatory Question (98 response(s))

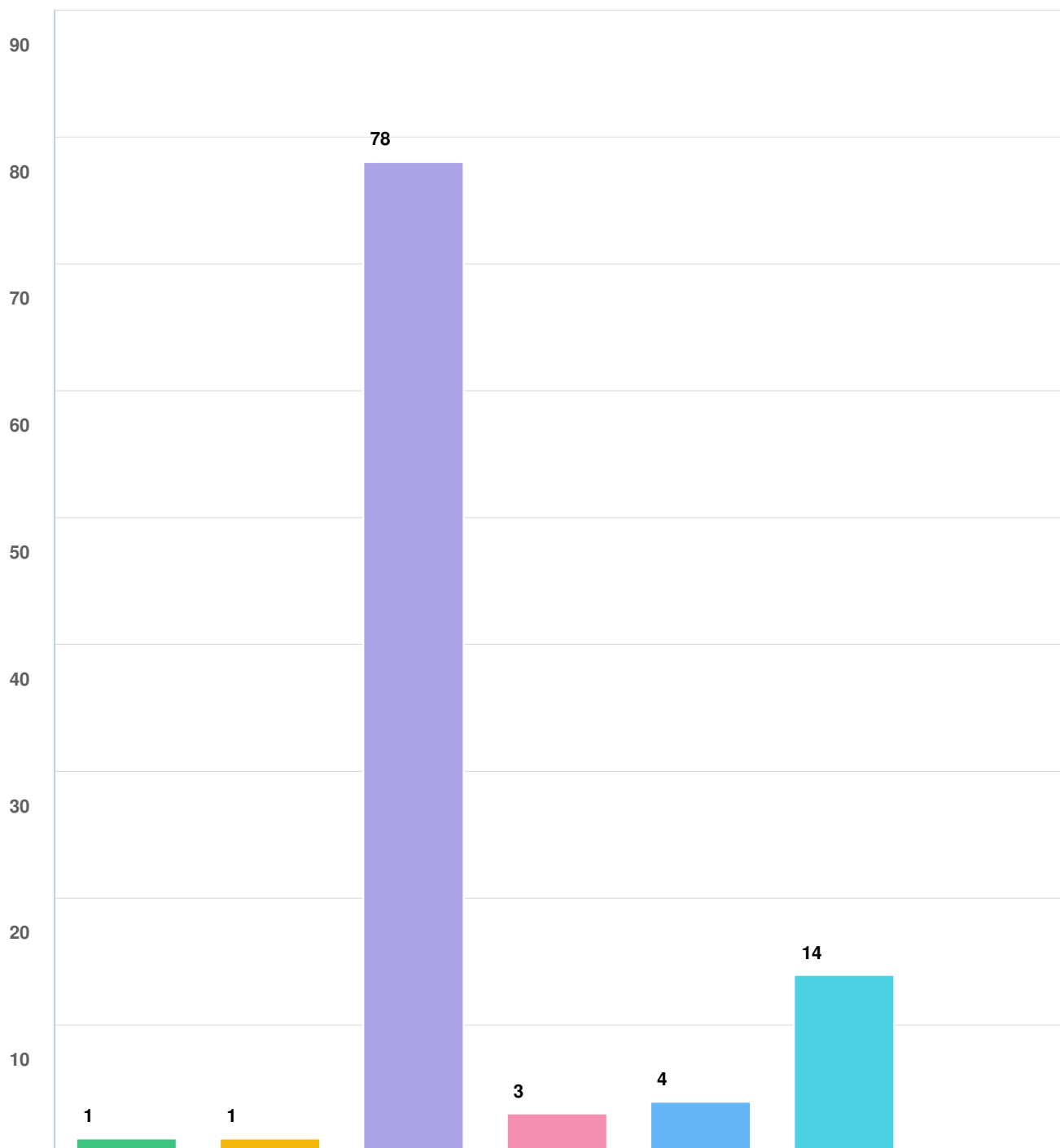
Question type: Checkbox Question

Q3 In what decade were you born?

Question options

● Before 1940
 ● 1940-1949
 ● 1950-1959
 ● 1960-1969
 ● 1970-1979
 ● 1980-1989
 ● 1990-1999
● 2000-2009
● 2010-2019

Mandatory Question (98 response(s))

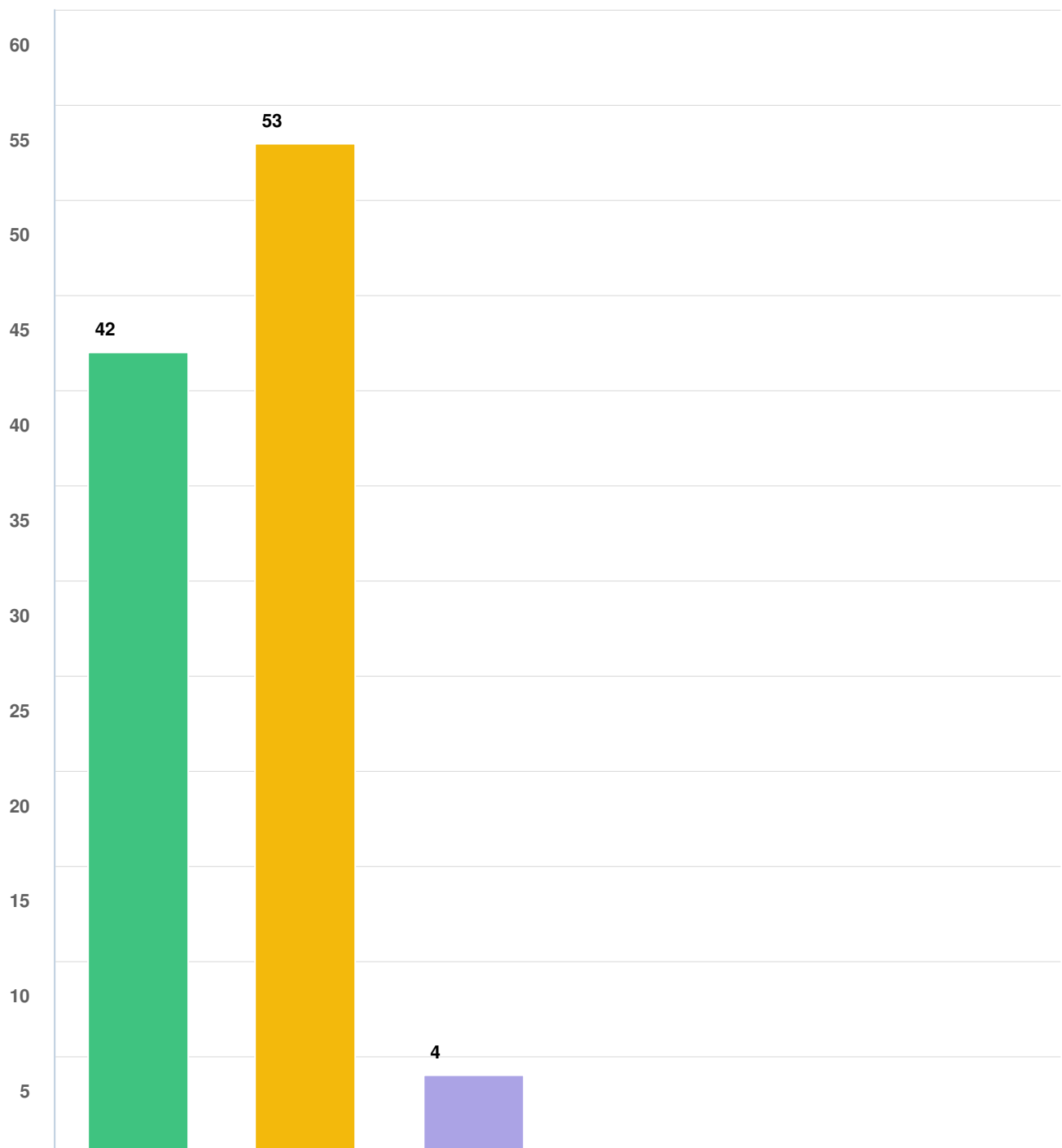
Question type: Dropdown Question

Q4 Which ethnic or racial group do you identify yourself? (Choose all that apply)

Question options

- African American/Black
 ● Asian or Asian American
 ● Caucasian/White
 ● Multi-racial
 ● Native American
● Prefer not to answer
 ● Hispanic/Latino

Mandatory Question (98 response(s))

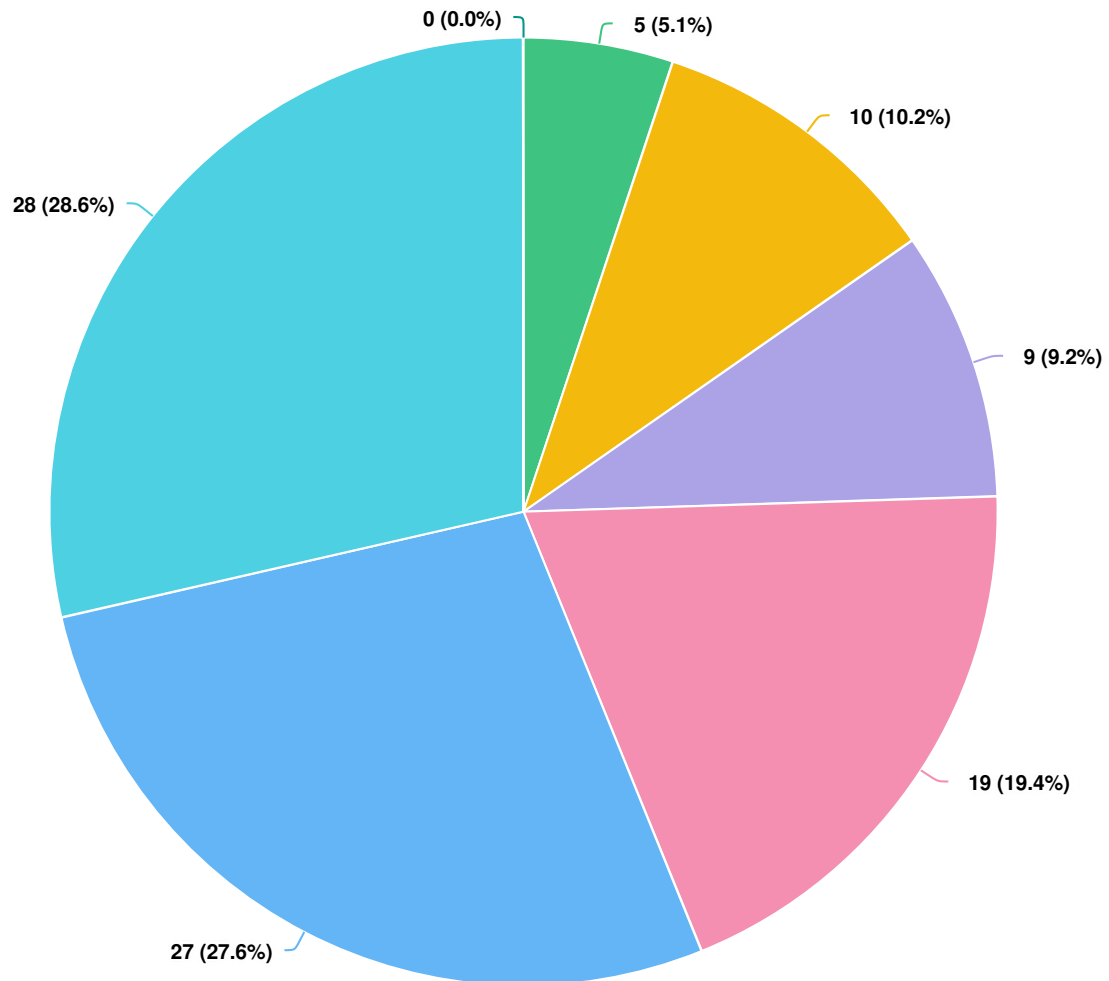
Question type: Checkbox Question

Q5 Please indicate your gender. (Choose all that apply)**Question options**

- ☒ Female
 ☒ Male
 ☒ Prefer not to answer
 ☐ Transgender
 ☐ Non-binary
- ☐ If you prefer to self-identify, check box and please do so below:

Mandatory Question (98 response(s))

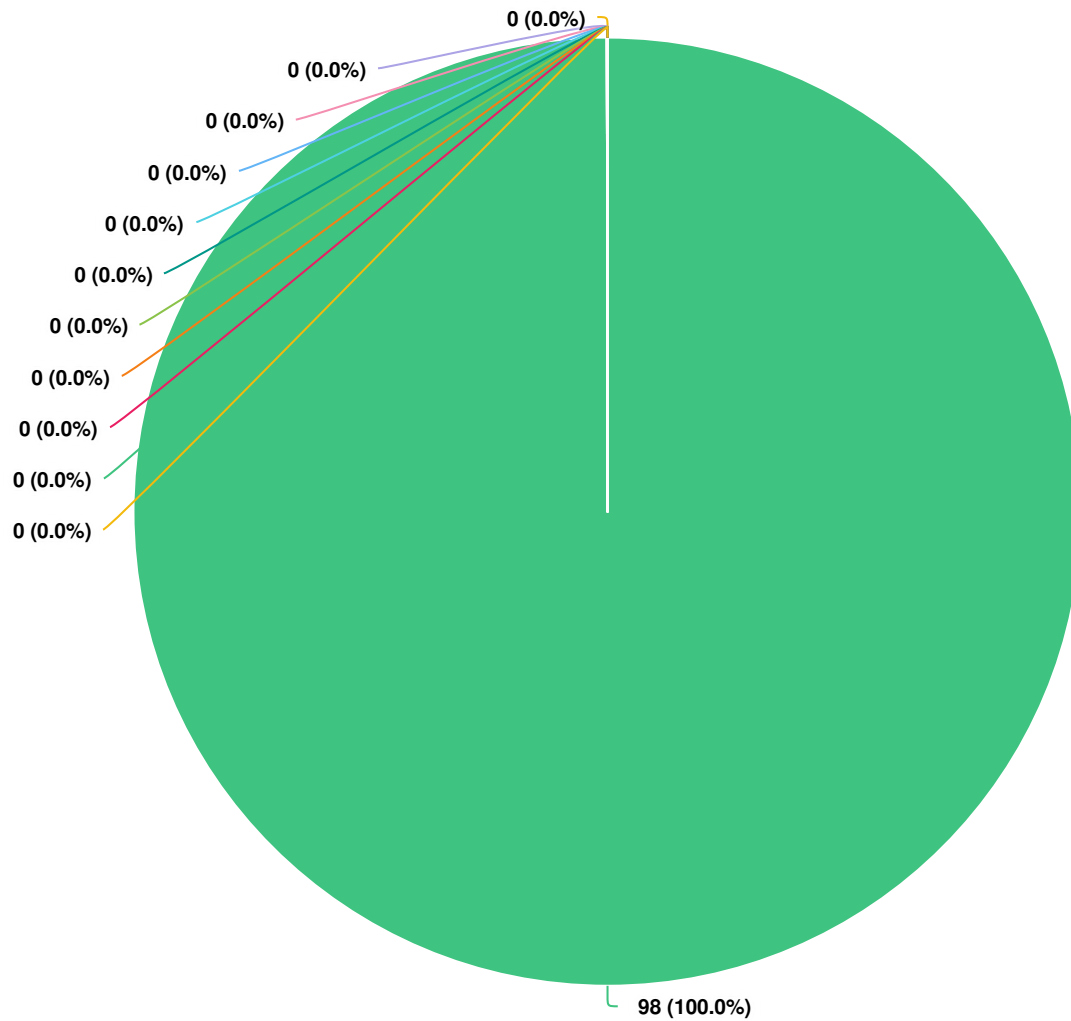
Question type: Checkbox Question

Q7 What is your household income? Please choose only one of the following:

Question options

- \$25,000 - \$49,999
 ● \$50,000 - \$74,999
 ● \$75,000 - \$99,999
 ● \$100,000 - \$149,999
 ● \$150,000 or more
- Prefer not to answer
 ● Less than \$25,000

Mandatory Question (98 response(s))

Question type: Dropdown Question

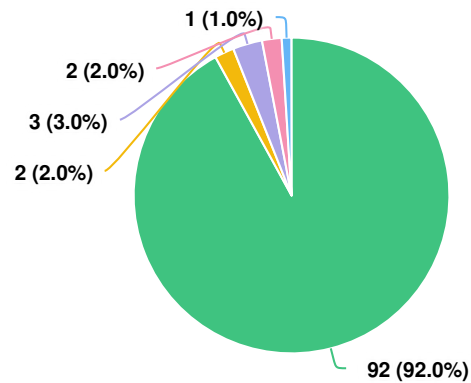
Q8 What is the primary language spoken in your home?

Question options

● English
 ● Spanish
 ● Chinese
 ● Arabic
 ● Russian
 ● Japanese
 ● Korean
 ● Chuukese/trukese
● Hindi
● Telugu
● Vietnamese
● Other, please specify:

Mandatory Question (98 response(s))

Question type: Dropdown Question

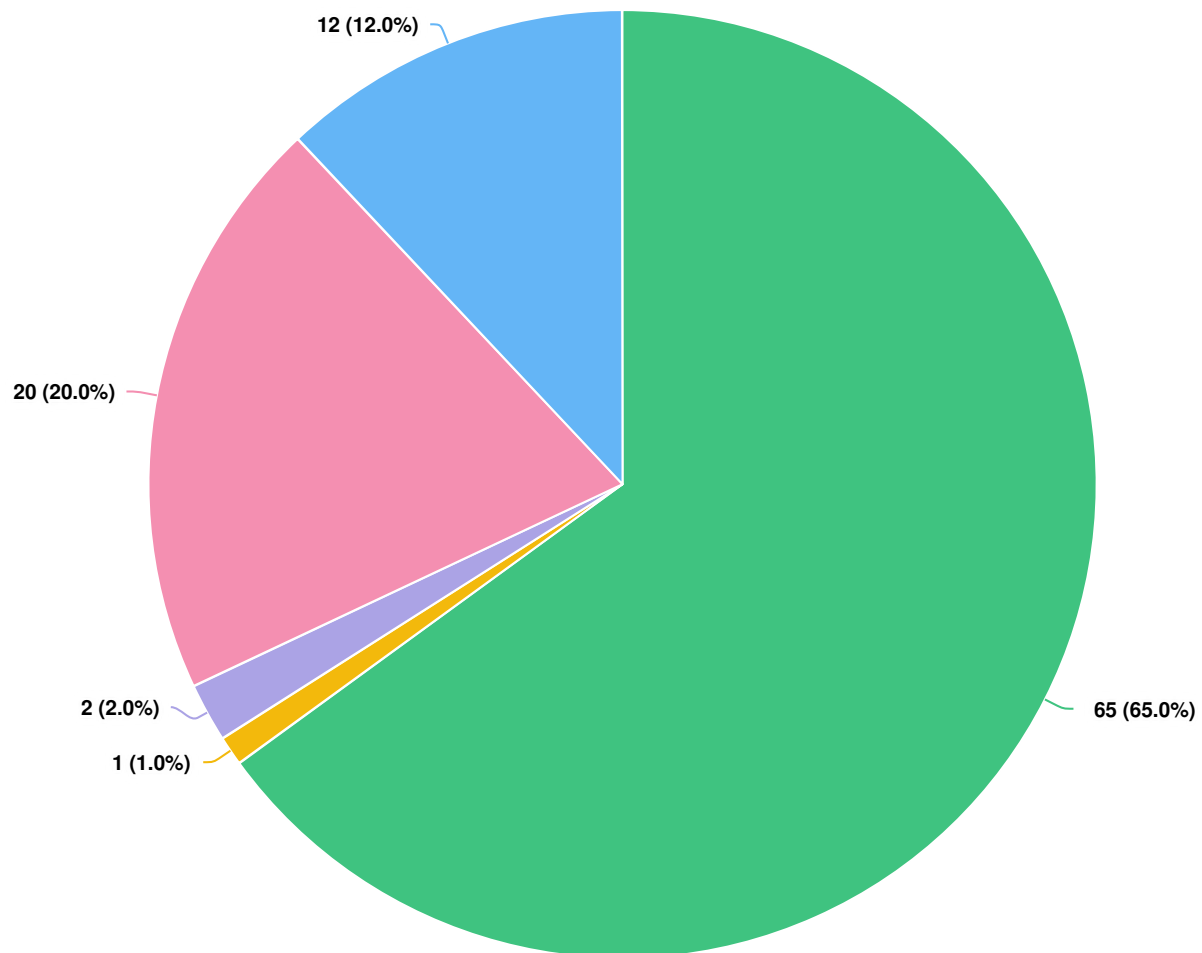
SURVEY QUESTIONS

Q1 What is your association with the City of Wilsonville?

Question options

- Live in Wilsonville
- Live near the City of Wilsonville
- Work in Wilsonville
- Visit Wilsonville
- Other (please specify)

Optional question (100 response(s), 0 skipped)

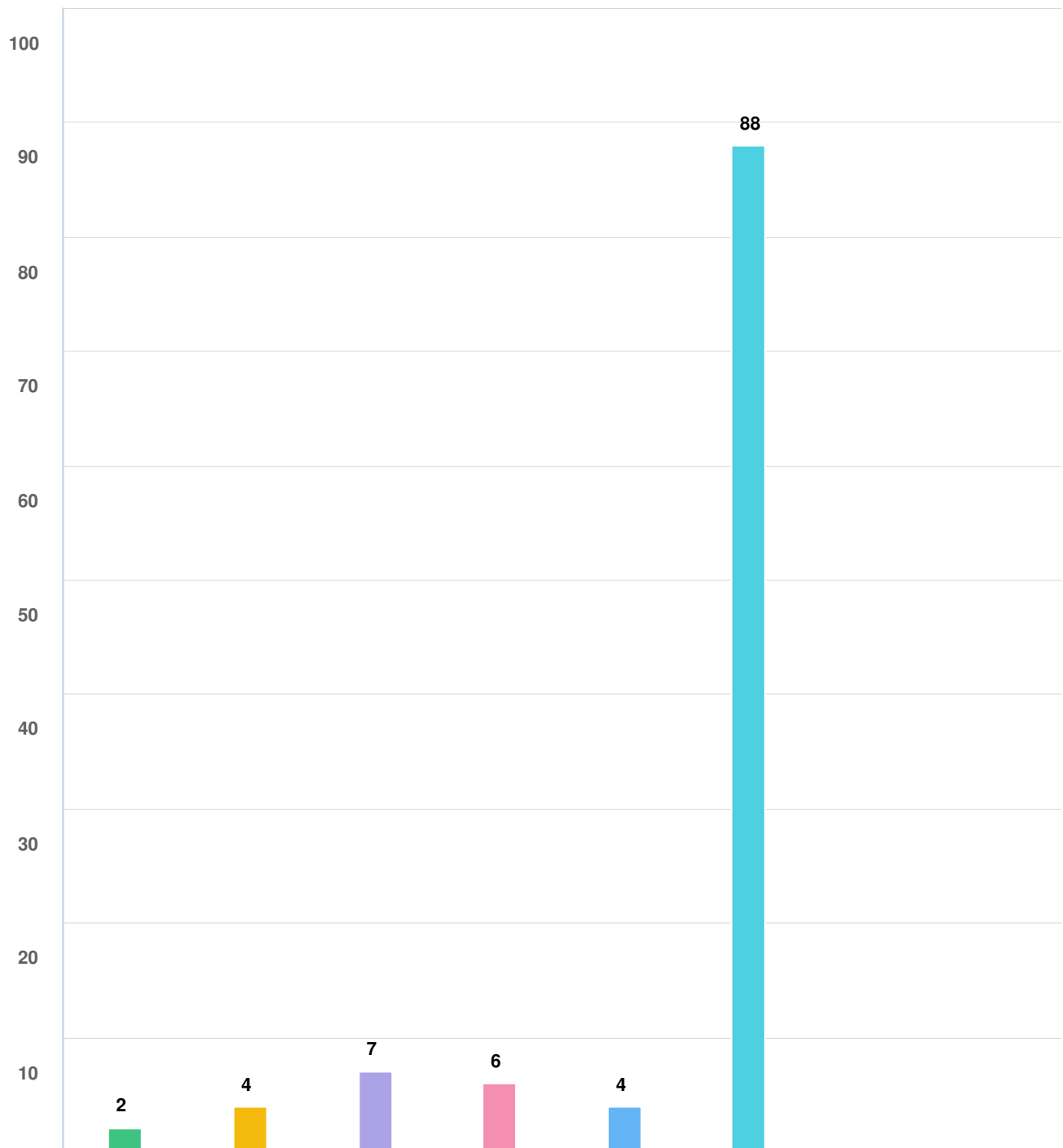
Question type: Radio Button Question

Q2 What is your association with Aurora State Airport?

Question options

● Live near airport
 ● Work near airport
 ● Work at airport
 ● None
 ● Other (please specify)

Optional question (100 response(s), 0 skipped)

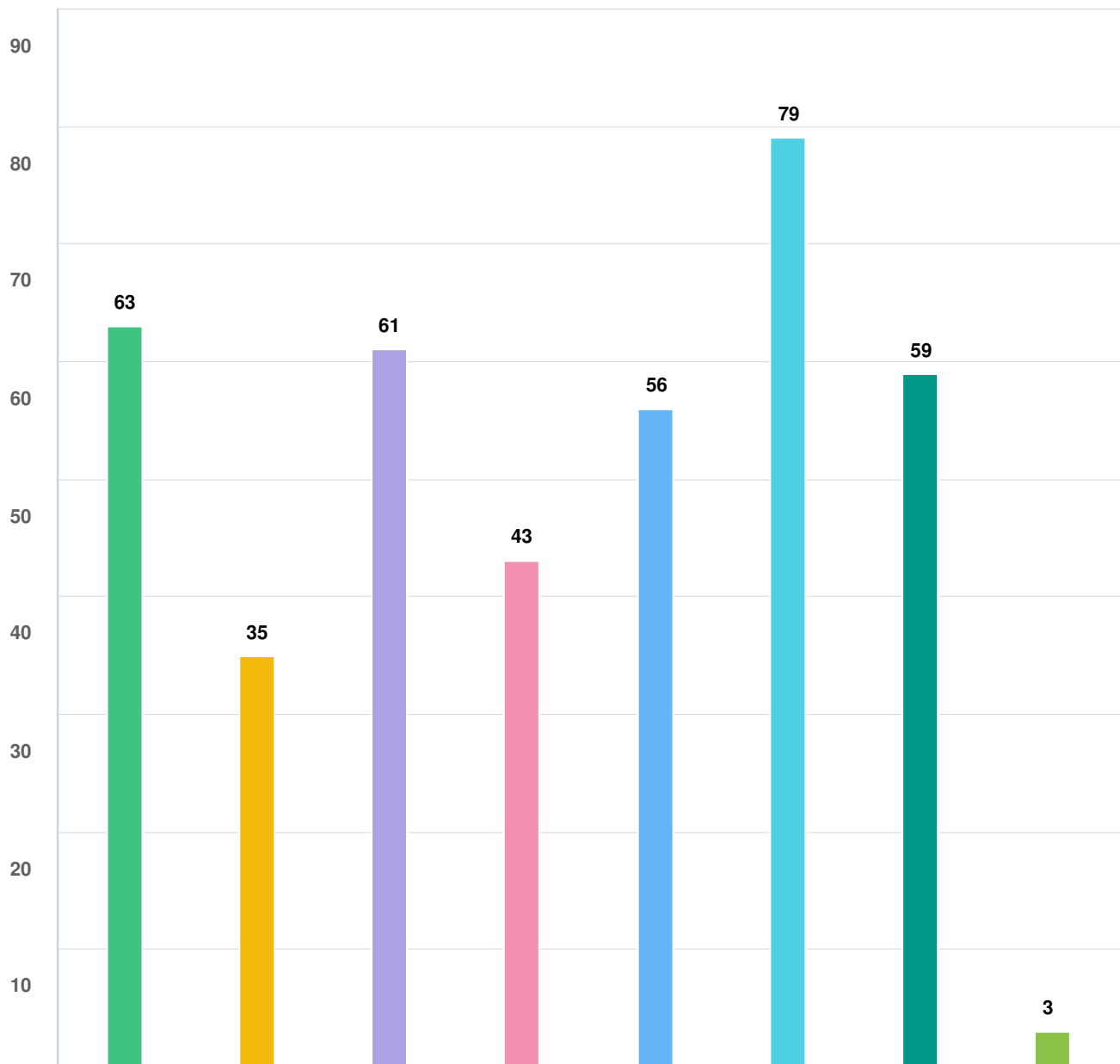
Question type: Radio Button Question

Q3 How do you use the Aurora State Airport? (check all that apply)

Question options

- Employed by airport or at airport (private business)
 ● Non-business air travel
 ● Pilot
 ● Recreation
- Education (e.g., flight school)
 ● I do not use the airport
 ● Business - Cargo
 ● Business - Travel

Optional question (100 response(s), 0 skipped)

Question type: Checkbox Question

Q4 Check all the policy issues that may relate to the airport that are of importance to you:

Question options

- Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)
- Air transportation
- Surface transportation (congestion, traffic, highway and local roads)
- Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)
- Environmental Resources (pollution, encroachment)
- Neighborhood Compatibility Issues (noise, pollution)
- Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)
- Other (please specify)

Optional question (99 response(s), 1 skipped)

Question type: Checkbox Question

Q5 Of the issues you selected above, rank the issues based on the level of importance to you (1 being most important, and 8 being least important):

OPTIONS	AVG. RANK
Neighborhood Compatibility Issues (noise, pollution)	1.97
Surface transportation (congestion, traffic, highway and local roads)	3.44
Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)	3.57
Environmental Resources (pollution, encroachment)	3.63
Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)	3.68
Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)	4.06
Air transportation	5.02
Other	6.87

Optional question (99 response(s), 1 skipped)

Question type: Ranking Question



Q6 Please add any comments here about how you prioritized the topics in the previous question.

Screen Name Redacted

2/28/2022 07:55 PM

Interesting way to load these statements to get a pre-determined outcome. The City of WILSONVILLE needs to start working in partnership with the airport not throwing Molotov cocktails at every opportunity for airport expansion. Would love to know the exact dollar amount spent with our tax payer dollars on fighting any airport growth over the past 20 years.

Screen Name Redacted

2/28/2022 08:11 PM

N/A

Screen Name Redacted

2/28/2022 08:27 PM

The airport is an incredibly valuable resource that provides a lot of jobs, convenience of air transportation close to Wilsonville/Aurora/Canby, and has an extremely minimal impact on surface transportation and local neighborhoods.

Screen Name Redacted

2/28/2022 08:31 PM

The increase of acid rain and potential water pollution from fuel seriously concern me. This is a sensitive area that should not be damaged by unmanaged economic growth.

Screen Name Redacted

2/28/2022 08:32 PM

I am concerned about increased noise, pollution, and traffic from flights. I love living near the local farms and do not want any more farmland lost to development.

Screen Name Redacted

2/28/2022 08:39 PM

Noise from planes flying overhead is a concern

Screen Name Redacted

2/28/2022 09:07 PM

I think the airport is a vital economic engine to our community, and the current restrictions at the airport have limited some companies with larger needs at the airport from coming to Wilsonville.

Screen Name Redacted

2/28/2022 09:12 PM

My primary concern is with noise from planes taking off and to a lesser extent circling the area. My biggest concern is jet planes that make a lot of noise. I would not want more and/or bigger jet planes taking off from the airport. I'm less bothered by the small planes circling around the area.

Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted 2/28/2022 09:23 PM	my home is within a flight path of this airport
Screen Name Redacted 2/28/2022 09:31 PM	Changing the quality and tranquility of Wilsonville.
Screen Name Redacted 2/28/2022 09:34 PM	My father worked for an airline, so I grew up around airports for most of my life. I have also lived under the approach to major airports. One of the schools I attended was sandwiched between a civilian, and two military bases. We students and the teachers suffered headaches from the pollution and noise. As aircraft take off and land they spew toxic fumes that pollute the air and aggravate health issues like asthma. The sound pollution does cause lost of hearing. It affects humans, animal, birds and even fish. I have seen first hand how aircraft flying over Wilsonville Grade School and Boeckmen Elementary effected students when they were doing school projects outside and in their classrooms. Aircraft need to follow I-5 in as their approach and as they take off. If that can't be done, then the airport needs to relocate or realign the runways.
Screen Name Redacted 2/28/2022 09:37 PM	Continuing and increasing fly over noise negatively impacts our community (Charbonneau).
Screen Name Redacted 2/28/2022 09:54 PM	I am mostly worried about plane crashes, noise & increased traffic on Boone Bridge & Miley Road.
Screen Name Redacted 2/28/2022 09:57 PM	We are Wilsonville and we should focus on how to improve the lives of Wilsonville citizens, the Airport is not in our jurisdiction so our leaders should understand that we are guests in this discussion instead this survey and our leader have the audacity to think they have authority here... typical entitled politicians wasting tax payer money.
Screen Name Redacted 2/28/2022 11:00 PM	I feel that the city has been focused on the negatives around the airport and not the positives. My rankings highlight the importance that the airport plays, while recognizing that noise is a concern.
Screen Name Redacted 3/01/2022 06:31 AM	The airport is already highly regulated.
Screen Name Redacted 3/01/2022 06:41 AM	Already too much noise at all hours (especially late at night). Want QUIET hours and NO jets. Okay for fewer noise restrictions/hours for

emergency use (firefighting, air ambulance, etc.). No need to extend the runway to accommodate larger planes and jets (for the rich with toys or for corporations) -- those should go to PDX or Hillsboro; expansion now impacts livability plus would eventually impact future growth of neighborhoods.

The "get off my lawn" old folks in Charbonneau should not be blocking the airport expansion because of perceived increases in noise. They moved to an area directly in the airport's flight path. It's too late for buyer's remorse. All of the issues listed above provide cover for the anti-airport expansion folks in Charbonneau.

Air traffic, noise and increased congestion in an already bottle necked area could significantly degrade the quality of living in Wilsonville and surrounding areas. This area was not originally laid out with the type of population density and through traffic we are currently seeing, let alone adding even more.

The airport has been there forever. People moving into the area know the airport is there, and know of the noise, etc.

it's all about the negative impacts of noise and potential traffic

Impact on Wilsonville infrastructure and services (water, sewer, etc.), including costs.

Increasing overflight noise at Charbonneau over the past few years, particularly at night and on weekends and holidays are a significant concern. Private/corporate jets are detrimental to the environment and carbon control and global warming - if anything their use should be Increased size of the airport will result in more traffic on local roads and highways that are not designed for it.

My house is located in Charbonneau . Currently the planes usually fly over it and the noise is loud. I am concerned about the traffic congestion on Airplane Road to enter Miley road during the morning commute.

The first 4 are most important to me and what I see as real issues. I see my 5th choice as opening the door for future disregard for the



UGB and more development on agricultural land. I can't help but think that those who have been pushing for that development don't also have a hand in this airport expansion project. I think the airport should be used for small planes, not jets and can't see how it would attract visitors to Wilsonville.

Screen Name Redacted

3/01/2022 07:52 PM

Just want to make sure that the potential expansion of the airport is legal and transparent

Screen Name Redacted

3/02/2022 11:52 AM

If the airport is expanded it really needs a curfew. It is very obnoxious to have fairly large jets flying a few hundred feet over our home at all times of the night. I have been awoken at 2 am because of this!

Screen Name Redacted

3/02/2022 01:24 PM

Emergency use should be obvious. For the rest, it's walking the fine line between development and people who're already there.

Screen Name Redacted

3/02/2022 03:23 PM

I live right over the flight path. I already hate living near I5. Having to live under the landing of airplanes is making this place hellish.

Screen Name Redacted

3/02/2022 05:04 PM

We live in Morey's Landing. There is already quite a bit of airplane noise. I strongly, strongly oppose expansion of the airport.

Screen Name Redacted

3/02/2022 09:21 PM

We live in Charbonneau. Not only are we concerned about the noise and frequency of flights, and larger airplanes, but also of our investments in our homes. With a larger airport, property values could go down.

Screen Name Redacted

3/03/2022 07:54 AM

Wilsonville already has traffic issues, especially at the Boone Bridge. We need to solve that as part of anything that could increase area traffic. Farmland is also a very important part of continuing to source food/plants/trees/etc. locally. Good paying jobs and a good place to live - we don't want people in our community to be living in poverty.

Screen Name Redacted

3/03/2022 04:41 PM

Jet noise from airport is extremely loud, startling and alarming. Airport reached by narrow country roads where drivers go too fast.

Screen Name Redacted

3/03/2022 07:57 PM

Scuttlebutt from Charbonneau hoa board is decision-makers are deaf to neighbors concerns. Decisions are already made.



Screen Name Redacted 3/03/2022 08:35 PM	Airport noise is a serious problem and must be addressed before or during any master planning.
Screen Name Redacted 3/04/2022 07:04 AM	Current congested road problems would be exacerbated, noise especially during nighttime hours would continue to increase,
Screen Name Redacted 3/05/2022 01:17 PM	Since moving into Charbonneau 15 years ago, we have seen and heard increasing noise from aircraft landing and taking off, especially an increase in corporate jets. (We did see a decrease during the pandemic but it is back to a noticeable level of noise in 2022.) We are very concerned about the air pollution caused by all this jet travel in and out of the Aurora Airport. Expanding the airport will only add to these problems. Traffic on local streets in the vicinity of the airport will also increase dramatically with any expansion. I am also a strong supporter of Oregon's Land Use Planning and do not want to see valuable agricultural land taken out of production.
Screen Name Redacted 3/05/2022 01:20 PM	Most concerned about negative impact of airport expansion on land use, environment, urban expansion, and traffic
Screen Name Redacted 3/05/2022 01:44 PM	A you can see all my answers relate to me, my family and friends and how it will effect us.
Screen Name Redacted 3/05/2022 03:05 PM	Again, every question is slanted towards the negative. Considering the amount of money (which the City refuses to disclose) that you have pissed away fighting the airport, we already know how City officials feel about the subject. Why ask us now?
Screen Name Redacted 3/05/2022 06:14 PM	Air and noise pollution due to the growth of this airport; flight patterns and amount of air traffic that impact livability of the citizens of Wilsonville
Screen Name Redacted 3/05/2022 06:35 PM	I've lived in this house for about 30 years and the aircraft keep getting bigger and louder. They fly right over my house and when I'm in the yard we often have to stop talking until the noise of the plane is over. It wasn't like this when we built the house and gets louder all the time.
Screen Name Redacted 3/06/2022 11:41 AM	I am very concerned about the impact this airport will have on air, water, and noise pollution from aircraft of small to large (commercial) sizes. I'm concerned the airport will impose on the utilities of



The windows rattle in my home. I expect to sell if this issue is not resolved. It is not HEALTHY to have this happening.

Screen Name Redacted

3/09/2022 02:53 PM

Neighborhood compatibility was my #1 issue since the noise has become increasingly worse over time. Larger and noisier planes are flying directly over our home at all hours. This is especially disturbing during the middle of the night. There is little regard by many of the pilots.

Screen Name Redacted

3/09/2022 06:51 PM

Quality of life. There is always a possibility of an airplane crash on landing and takeoff. There is already a considerable amount of air traffic noise plus the noise generated on I5. Wilsonville is a traffic nightmare. If the airport is going to expand, the I5 bridge should be widened in both north and south directions.

Screen Name Redacted

3/10/2022 09:31 AM

One of the main reasons for moving to Wilsonville was the close proximity to Aurora state airport. It is also comforting to know that life flight operates out of a Aurora state airport. Noise pollution is not a factor nor is it any more of a nuisance than i5 or the 40 mph speed limit right behind my house. The 40 mph zone on parkway ave leads to more constant noise than any air traffic.

Screen Name Redacted

3/11/2022 09:26 PM

Because I back up to Miley Road, air traffic and noise is my main concern. I drive to North Marion schools everyday and the traffic is bad enough around the airport that they having to widen the road. I'm all for creating jobs but Wilsonville is already crowded enough as it is. I've lived here over 20. I hate to think of what land is left turned into concrete.

Screen Name Redacted

3/12/2022 12:13 PM

We already have seen an increase in airplanes flying overhead, which are quite loud, since we purchased our home. 'm not interested in continuing to live here if the air traffic and subsequent noise (and other pollution) increases.

Screen Name Redacted

3/13/2022 11:10 AM

Concern for noise pollution and drop in property values around airports.

Screen Name Redacted

3/13/2022 09:59 PM

We live basically under the flight path and have noticed an increase in the number of flights/number of jet planes/noise pollution over the past few years. We would consider relocating to another town to avoid the noise pollution altogether if it continues to trend in the



wrong direction.

Screen Name Redacted

3/14/2022 12:54 PM

I live in Charbonneau, and currently planes that use the airport fly over our community -- even though they are supposed to go around it. The noise is tolerable in my part of Charbonneau, but I know that other sections of the community experience significant noise. I don't understand why this airport should be expanded. To what end? Who will benefit? I am concerned that we will have more planes flying over Charbonneau -- and they are quite low at take off and landing -- if the airport is expanded.

Optional question (59 response(s), 41 skipped)

Question type: Essay Question

Q7 | Are there any specific places located near Wilsonville and the Aurora Airport that you think should be considered in this project (for example, nearby neighborhoods, transportation routes, or natural areas, etc.)?

Screen Name Redacted

2/28/2022 07:55 PM

No

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

Would be helpful to extend the runway to the south to allow aircraft to be at a higher altitude when crossing over noise sensitive areas such as Charbonneau and Wilsonville.

Screen Name Redacted

2/28/2022 08:31 PM

The increase in traffic will impact the local roads around the airport as well as increase traffic on I5 that is already overloaded in this area. The roads are already dangerous enough without having larger aircraft flying in increasing numbers over our residential areas.

Screen Name Redacted

2/28/2022 08:45 PM

Transportation routes. I-5 so congested already.

Screen Name Redacted

2/28/2022 08:51 PM

I live under the flight path and for personal comfort, would like to see limits on operations during late evening/early morning hours.

Screen Name Redacted

As far as I can tell, the project at the airport is contained to the current


Survey : Survey Report for 13 February 2022 to 14 March 2022

2/28/2022 09:07 PM	airport property, so the businesses and neighbors directly surrounding the airport are most important to give input
Screen Name Redacted 2/28/2022 09:12 PM	I'm in Morey's Landing northwest across the river from the airport. Even that far away it is still loud when jets take off.
Screen Name Redacted 2/28/2022 09:23 PM	transportation routes
Screen Name Redacted 2/28/2022 09:31 PM	The Willamette river and all the creeks/ivers that feed the Willamette.
Screen Name Redacted 2/28/2022 09:34 PM	The Aurora Airport began as a rural airport. Many of planes were used for spraying the fields with herbicides and insecticides. Many such airports have had to move as cities borders expanded. Hillsboro didn't. When I worked out there I heard a lot of complaints about noise and the smell of fuel as the planes take off and land.
Screen Name Redacted 2/28/2022 09:37 PM	Change flight patterns to avoid residential areas.
Screen Name Redacted 2/28/2022 09:44 PM	Charbonneau
Screen Name Redacted 2/28/2022 09:54 PM	CHARBONNEAU!! Also Langdon Farms.
Screen Name Redacted 2/28/2022 09:57 PM	We could continue to try to annex to the south and control what is built and how it is built, otherwise we should continue to work on traffic mitigation efforts.
Screen Name Redacted 2/28/2022 11:00 PM	Neighborhoods that align with the runway and up to 30 degrees on each side. Those are the areas most likely to see the 'straight in' traffic when airplanes takeoff or land to the north.
Screen Name Redacted 3/01/2022 06:31 AM	All the above, but not to the point that normal safe airport operations are hindered by individual that do not like the idea that they live near an airport
Screen Name Redacted	All roads would be impacted by any expansion, and they are very


Survey : Survey Report for 13 February 2022 to 14 March 2022

3/01/2022 06:41 AM	busy already. Charbonneau is directly under the flight path and any student or impaired pilot could easily crash into a residential area.
Screen Name Redacted 3/01/2022 08:19 AM	Parrot Mountain/Ladd Hill area
Screen Name Redacted 3/01/2022 08:58 AM	I think the city of wilsonville has overstepped their boundaries with the airport. Our politicians should be worried about other things, including the homeless situation which is encroaching our area.
Screen Name Redacted 3/01/2022 09:02 AM	Charbonneau neighborhood and Airport Rd. Intersection at Airport Rd and Miley Rd
Screen Name Redacted 3/01/2022 10:30 AM	Most of Wilsonville (especially east of I-5) is under the airport approach and will be impacted by the size, frequency, and routing of air traffic.
Screen Name Redacted 3/01/2022 11:14 AM	Miley Road and the Charbonneau exit from I-5 transportation routes and the extra impact on Canby exit on I-5. The planned community of Charbonneau and nearby farm lands.
Screen Name Redacted 3/01/2022 11:26 AM	Charbonneau
Screen Name Redacted 3/01/2022 12:37 PM	yes- Charbonneau neighborhood is already impacted with noise from landings and take offs. The traffic pattern should restrict commercial vehicles from taking Airplane Road and increase the infrastructure at the signal light by the helicopter company so trucks take the road which connects with the closest access to I5
Screen Name Redacted 3/01/2022 12:46 PM	Charbonneau - the planes fly right over it and often are very low.
Screen Name Redacted 3/01/2022 02:33 PM	The entire region
Screen Name Redacted 3/01/2022 07:52 PM	Charbonneau district and Miley Road


Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted 3/02/2022 11:11 AM	Nearby neighborhoods that the noise levels will impact.
Screen Name Redacted 3/02/2022 01:24 PM	Those affected by potential ground traffic changes and those affected by noise (adjacent to airport and along approach/departure paths).
Screen Name Redacted 3/02/2022 03:23 PM	A place out of the way where regular people live and try to sleep.
Screen Name Redacted 3/02/2022 05:04 PM	The noise in neighborhoods and Memorial Park should be considered.
Screen Name Redacted 3/02/2022 09:21 PM	All of these areas are of consideration. Farm land is important, as well.
Screen Name Redacted 3/02/2022 09:21 PM	Canby Ferry
Screen Name Redacted 3/03/2022 07:54 AM	The Boone Bridge and nearby neighborhoods should be a priority in considering the project.
Screen Name Redacted 3/03/2022 10:30 AM	As a Charbonneau resident I am deeply concerned about the current flight path which is directly over the Charbonneau community. Charbonneau contains 1600 homes and houses 3500 people, all of whom are directly beneath the current flight path. The noise created by the jet aircraft is terribly annoying, and it is just a matter of time until there may be a tragic accident possibly involving the Charbonneau neighborhood. If it were not for the noise and the danger of possible aircraft crashing, I would not be adverse to the airport expansion. I do believe the airport expansion would be a valuable asset to the city of Aurora, and would also attract many new jobs and boost the local economy. But the inherent dangers this would cause are probably not worth the effort. The next issue would be the expansion of all the support industry that goes along with the airport expansion. The infrastructure needed to support the expansion would be expensive and the traffic increase would require new roads as well as the widening of existing roads. The truck traffic would be increased considerably and would be unbearable under our current conditions.
Screen Name Redacted 3/03/2022 04:41 PM	Charbonneau and adjacent farmlands



	infrastructure would all need to be evaluated to adequately support any changes.
Screen Name Redacted 3/07/2022 04:48 PM	Access to and from I-5. The Charbonneau area.
Screen Name Redacted 3/07/2022 09:02 PM	Yes, residents living close to or within the flight paths.
Screen Name Redacted 3/08/2022 07:55 AM	Charboneau and Villebois. Both are high density and we get fly over traffic all the time.
Screen Name Redacted 3/08/2022 06:56 PM	Consider impact to Charbonneau
Screen Name Redacted 3/09/2022 09:42 AM	Let them fly to Salem which was designed for large corporate jets of this size.
Screen Name Redacted 3/09/2022 02:03 PM	Impacts on Charbonneau and on the Boone Bridge
Screen Name Redacted 3/09/2022 02:53 PM	Please also consider the neighborhoods in NE Prairie View Drive, NE Lawnview Circle and Charbonneau.
Screen Name Redacted 3/09/2022 06:51 PM	Wilsonville and the airport need to seriously consider the comments that are coming from Charbonneau.
Screen Name Redacted 3/10/2022 09:31 AM	This question is a bit unclear. In the survey description, it only describes the cities comprehensive plan and not an actual project nor the specifics.
Screen Name Redacted 3/11/2022 01:09 PM	Charbonneau
Screen Name Redacted 3/11/2022 04:16 PM	Almost all Wilsonville neighborhoods will be impacted by any expansion particularly for even larger aircraft. The noise at times now is awful from the Jets that fly in and out. In summer, we sleep with windows open and jets wake us up during the middle of the night.

3/11/2022 09:26 PM

3/14/2022 12:54 PM

Yes, please consider Charbonneau. An airport expansion will increase our community's noise level, depreciate our homes, and generally ruin our area.

3/14/2022 03:10 PM

Please consider impact and meditation needs for Charbonneau separate from Wilsonville's. Charbonneau is in Wilsonville's city limits but is closer to the airport. Please keep me informed of

Question type: Essay Question

Q8 Are there any other issues that are especially important that we should consider? Please provide any explanation or detail that you think would be helpful in considering this issue.

2/28/2022 07:47 PM

Thank you for continuing to require any expansion at the Aurora Airport comply with applicable land use law.

2/28/2022 07:55 PM

Love transparency on funds for fighting airport expansion.

2/28/2022 08:11 PM

No

2/28/2022 08:27 PM

I have not appreciated how the city of Wilsonville seems to be so much against anything related to the Aurora Airport. The airport is an incredibly valuable close-by resource that should be embraced and expansion encouraged. There will never be commercial airlines flying into/out of Aurora, yet the city seems to act like that is the case. There are so many jobs there, so many folks learning to fly there, so many small businesses operating their that are paying tax revenue to the state and thereby cities. It seems folks nowadays hate the wealthy that own a private jet...yet that individual likely owns a business that employees a lot of local residents, pays for services from local businesses, and buys fuel (again business and tax dollars)... I don't understand what the problem is. As a resident of Wilsonville for the past 10 years, I fully support the Aurora airport, and any growth associated with it.

Nursery & farming finished or impacted.

2/28/2022 08:51 PM

Primary concern is noise pollution and effect expansion would have on open space south of the river, and increased traffic on the bridge should expansion spur more industrial development. I think the city of Wilsonville should actively stay engaged in expansion efforts and I support their legal intervention to make sure Wilsonville residents' concerns are addressed.

2/28/2022 09:07 PM

I wonder if there are other items of importance (developing the Town Center for example) that could be of better use of the city's time and energy than the airport which already has strong input and influence from its neighbors

2/28/2022 09:31 PM

Increase in carcinogens, noise pollution, fire danger, crashes, congestion.

2/28/2022 09:34 PM

I have discussed that above. If the airport stays then work needs to be done to realign the runway. It has been done at other airports who have faced the same problem. If they can do it, it can be done here, too. The city and community of Wilsonville existed long before the airport was built. The City is grandfathered in, the airport came later.

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau

2/28/2022 09:57 PM

A thriving small airport near us should be something we support and help grow to encourage development of living wage jobs and city sustained growth.

2/28/2022 11:00 PM

I am concerned with some of the statements from the city over the last two years around traffic caused by a potential airport expansion, while minimizing the traffic impacts caused by continued residential and commercial development within Wilsonville. If we are against traffic caused by the airport, why shouldn't we be consistent and be against traffic caused by development within Wilsonville?

3/01/2022 06:11 AM

Does this airport need to exist? What are the issues related to it being removed from service?



Screen Name Redacted

3/01/2022 06:31 AM

The Airport provides jobs, home owners, and is an overall benefit to the City of Wilsonville.

Screen Name Redacted

3/01/2022 06:41 AM

Even major heavily-traveled airports near residential areas have restricted hours. This is a SMALL airport and we should keep it that way. At a minimum, there should be restrictions imposed on both hours and flight paths (with some exceptions for firefighters or air ambulance).

Screen Name Redacted

3/01/2022 08:09 AM

The airport is a significant regional facility and due consideration should be given to this significance

Screen Name Redacted

3/01/2022 10:30 AM

The city should be a full participant in decisions regarding airport issues that affect the city and its population.

Screen Name Redacted

3/01/2022 11:14 AM

If the airport grows it will generate more pressure to expand business, and industrial use and traffic in a farm use area. The state making a significant investment into a project that likely wont survive a major investment - those dollars should be invested in upgrading/strengthening other major airports in the state - as identified by the FAA.

Screen Name Redacted

3/01/2022 11:26 AM

Noise and traffic are a high concern

Screen Name Redacted

3/01/2022 12:37 PM

Already pointed out the noise pollution and the increase traffic congestion

Screen Name Redacted

3/01/2022 12:46 PM

Nothing else.

Screen Name Redacted

3/01/2022 01:44 PM

The airport expansion has been in the plan for many years. Neighborhoods have grown but that does not mean the airport shouldn't be able to expand

Screen Name Redacted

3/01/2022 02:33 PM

Livability in Aurora, Wilsonville, and the the surrounding area is more important than the expansion of the airport.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

3/02/2022 11:11 AM

Keep our air quality in mind.

Screen Name Redacted

3/02/2022 01:24 PM

This has been going on for a long time; much of it driven by someone who's now running for governor - even to the point of trying to reshape Wilsonville City Council to a more favorable position (succeeded on term limits, failed on candidate slate). It'd be nice to trust the process(es), but integrity hasn't been a strong suit on this issue.

Screen Name Redacted

3/02/2022 03:23 PM

Quality of life is more important than economic development, bottom line.

Screen Name Redacted

3/02/2022 09:21 PM

Ground Transportation Flyover - Bypass

Screen Name Redacted

3/03/2022 10:30 AM

I have already voiced my objections to the airport expansion, but I think we should also consider that property values near and around the Aurora Airport may also be adversely affected.

Screen Name Redacted

3/03/2022 08:35 PM

The airport must develop a noise abatement plan under DEQ Noise Rules OAR 340-035-0045 to limit and control airport noise impacts.

Screen Name Redacted

3/04/2022 07:04 AM

Any develop to the airport must be part of a larger well thought out plan to the greater area considering roadways, homes, greenspace, noise and air pollution, farms, and the congestion and age of the I-5 bridge.

Screen Name Redacted

3/05/2022 01:17 PM

Based on all the reservations I have about expansion to the Aurora State Airport, I feel very strongly that a complete Environmental Impact Study needs to be part of the new Master Planning process.

Screen Name Redacted

3/05/2022 03:05 PM

Issue? You mean like how much taxpayer money have you spent fighting anything that the airport does in the past (at least)15 years? It's amazing that you do a budget every year and yet cannot tell someone how much you spend for lobbying, legal and Legislative fight you are engaged in.

Screen Name Redacted

3/05/2022 04:08 PM

Yes. I believe the airport is a necessity and can aid in bringing the community together vs separations.



Screen Name Redacted 3/05/2022 06:14 PM	Air traffic noise impacts the livability of citizens in the wilsonville area. Noise impacts conversations when enjoying family and friends outdoors, air noise Has woke up several family members in the night, and consideration of other locations for air traffic should be considered when looking at long-term planning.
Screen Name Redacted 3/06/2022 11:41 AM	The noise of low-flying aircraft can be especially alarming when seen and heard in our residential areas.
Screen Name Redacted 3/07/2022 08:19 AM	Noise, altitude of aircraft over Wilsonville. Noise
Screen Name Redacted 3/07/2022 10:45 AM	Nothing additional
Screen Name Redacted 3/08/2022 07:55 AM	We have some of the best soil in the world. Please don't pave over it
Screen Name Redacted 3/08/2022 06:56 PM	Minimum elevations and flight plans should be defined and enforced.
Screen Name Redacted 3/09/2022 09:42 AM	The original Aurora airport was not designed for large corporate jets. This is just more corporate greed SPEWING WASTE on those of us that DO NOT HAVE A VOICE.
Screen Name Redacted 3/09/2022 02:53 PM	No nighttime landings or takeoffs.
Screen Name Redacted 3/10/2022 09:31 AM	Again this question is unclear. I'm not sure if there is an "issue" at hand. In my opinion, there is no issue with the Aurora State Airport.
Screen Name Redacted 3/11/2022 04:16 PM	LIVABILITY !!!!! PLEASE DON'T DESTROY WILSONVILLE . BIGGER JETS CAN LAND AT A LARGER AIRPORT.....SALEM IS NOT FAR AWAY !!!!!
Screen Name Redacted 3/13/2022 09:59 PM	If additional air traffic is going to be permitted, it could be helpful if the time frame in which flights would be allowed could be limited to reasonable hours (eg: No large jets after 10pm and before 6am or something along those lines)



Screen Name Redacted

3/14/2022 12:54 PM

Again, I fail to see the need to expand this airport. Wouldn't it make more sense to expand the airport in Salem? I understand that it is inadequate. Are you considering expansion of Aurora to accommodate private, corporate jets? Pl weigh that against the wishes of nearby residents. I also question the need for expansion based on economic growth in the Canby and Aurora areas. After all, Amazon is building a huge facility. Isn't that sufficient? Also, please consider what expansion will mean for I5. There is already a bottleneck on the interstate around Wilsonville which narrows to three lanes north of the city. Increased development of the airport will undoubtedly make this situation worse. Are there plans to add lanes to the interstate in the airport is expanded? I doubt it. It is time to invoke the medical oath, "due no harm."

Screen Name Redacted

3/14/2022 03:10 PM

Please keep me informed of any processes meetings etc via email.

Optional question (46 response(s), 54 skipped)

Question type: Essay Question

Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan. Survey results are being shared with the Planning Commission and City Council to inform these policy decisions at their work sessions on:

Planning Commission work session:
April 14 at 6 p.m. online and at Wilsonville City Hall

City Council work session:
May 2 at 5 p.m. online and at Wilsonville City Hall

AREA O

Airport Compatibility Objectives

1. Based on guidance from Oregon Department of Aviation and the Federal Aviation Administration (FAA), identify the appropriate airport influence area within the City and Area O.
 - a. With consideration of historic development patterns, Oregon Statewide Land Use Planning Goals, City priorities, and FAA guidelines, evaluate the compatibility of new development and proposed land use changes associated with the aviation activities at Aurora State Airport.
 - b. Evaluate proposals for changes to the type and intensity of aviation activities at the Aurora State Airport for compatibility with the City's existing and future land uses recognizing that the airport is near the City of Wilsonville but within Marion County's jurisdiction.
 - c. Formally consult with Oregon Department of Aviation and aviation stakeholders prior to amending comprehensive plans or development regulations that may affect properties within the airport influence area.
 - d. Develop a process to notify property owners within the airport influence area that their property is located near a public use airport and may experience impacts from airport operations.
2. Formally consult and participate in the airport master planning process and other regional planning related to Area O.
 - a. Work collaboratively with Aurora State Airport and FAA on measures to improve safety for air traffic over the city and promote FAA-registered flight patterns and FAA flight behavior regulations, in order to protect the interests of Area O residents living near airports.
 - b. Discourage the siting of uses that attract birds, create visual hazards, discharge any particulate matter into the air that could alter atmospheric conditions, emit transmissions that would interfere with aviation communications or otherwise obstruct or conflict with aircraft patterns within airport influence areas.
3. Advocate to maintain Metro Rural Reserve 4J and EFU-zoned land in Marion County between the City of Wilsonville and the Aurora State Airport. Evaluate and respond to public and private development and infrastructure projects in Area O to ensure that rural development patterns and agricultural activities are protected in Rural Reserves and EFU-designated lands.

Public Facilities and Services Objectives

1. Advocate for connection of the Aurora State Airport to municipal services (including public water, sewer, and stormwater systems) from the City of Aurora or another nearby provider.

2. Support the role of the Aurora State Airport as a hub in emergency management plans and as an operational base for emergency service providers.

Environmental Resources and Community Design Objectives

1. Coordinate with Positive Aurora Airport Management, Oregon Department of Aviation, Oregon Department of Environmental Quality and other related agencies and organizations to reduce impacts of aviation on noise-sensitive areas.
2. Support enforcement of noise standards developed by Department of Environmental Quality and other federal, state, and local agencies.
3. Support a Part 150 Study to develop Noise Exposure Maps defining the existing and future noise exposure boundaries surrounding the airport. Funding to conduct a Part 150 study and recommended noise mitigation measures may be eligible for federal funding from the FAA.
4. Encourage Aurora Airport Master Plan policies to adopt a Wildlife Hazard Management Plan and avoid impacts to the Pacific Flyway bird migratory route.

Economic Development Objectives

1. Support mutually beneficial relationships between agricultural uses in the French Prairie, aviation activities at Aurora State Airport, and firms in Wilsonville providing goods and services to these industries by preserving efficient, region-wide mobility within Area O.
2. Support the Aurora State Airport as an air transportation resource for Wilsonville-based firms by preserving direct, efficient access across Area O between Wilsonville and the airport.

Wilsonville and the Aurora Airport: Good-Neighbor Policies

Wilsonville Planning Commission • April 13, 2022



This Evening's Discussion

Community
Engagement and
Feedback

Approach to Draft
Policies

Review of Draft
Proposed Policies

Community Engagement Strategy



Online Survey

- Open from February 13 – March 14
- 100 respondents
- Respondents
 - Almost all Wilsonville residents, 65 living near airport
 - About 1 in 4 respondents used the airport – mostly for work, air travel, cargo transport, flight school, or as pilots
- The impacts to neighborhoods of noise and pollution from aviation were highest priority concerns
- Wide range of responses to open-ended questions – see memo attachment

Stakeholder Interviews

- Conducted by phone
- Representatives from businesses at airport and in surrounding areas, government agencies, non-profits
- Interviewee insights included:
 - Impacts from airport on transportation access for nearby farming operations
 - Existing infrastructure may not be adequate to serve airport
 - Role of Wilsonville as a provider of goods and services to airport-based firms
 - Role of airport in emergency management plans

Online Community Conversations

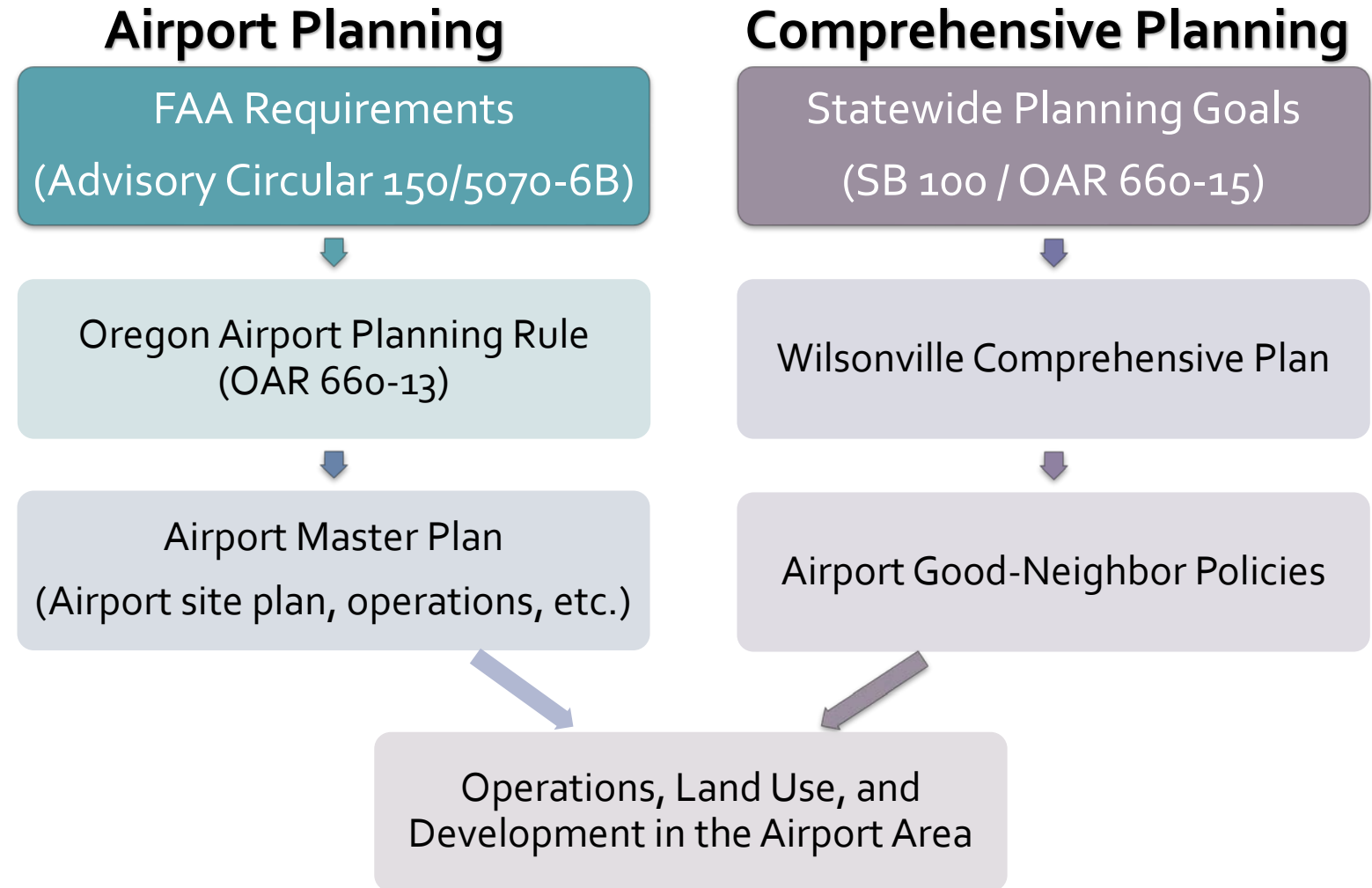


- March 9 and 10 – different times
- Zoom Webinar format
 - Project overview
 - Live polling
 - Q & A with project team
- Key concerns raised included airport noise and industrial development nearby

Type of Issues Identified

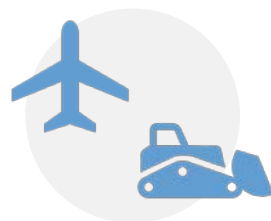
- Positive and negative impacts from airport operations
- Concern about further development in vicinity of airport

Planning for Airport Compatibility





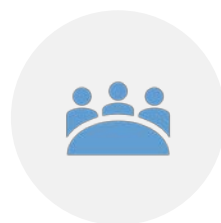
**REFLECT FEEDBACK
RECEIVED THROUGH THE
COMMUNITY
ENGAGEMENT PROCESS**



**ADDRESS BOTH
AVIATION-RELATED
ISSUES AND LAND USE
AND DEVELOPMENT
CONCERNS**



**PROVIDE CLEAR
DIRECTION FOR THE
CITY'S POSITION IN
REGIONAL DISCUSSIONS**



**RECOGNIZE MULTIPLE
JURISDICTIONS AND
REGIONAL
COORDINATION NEEDED
TO ADDRESS IDENTIFIED
ISSUES**



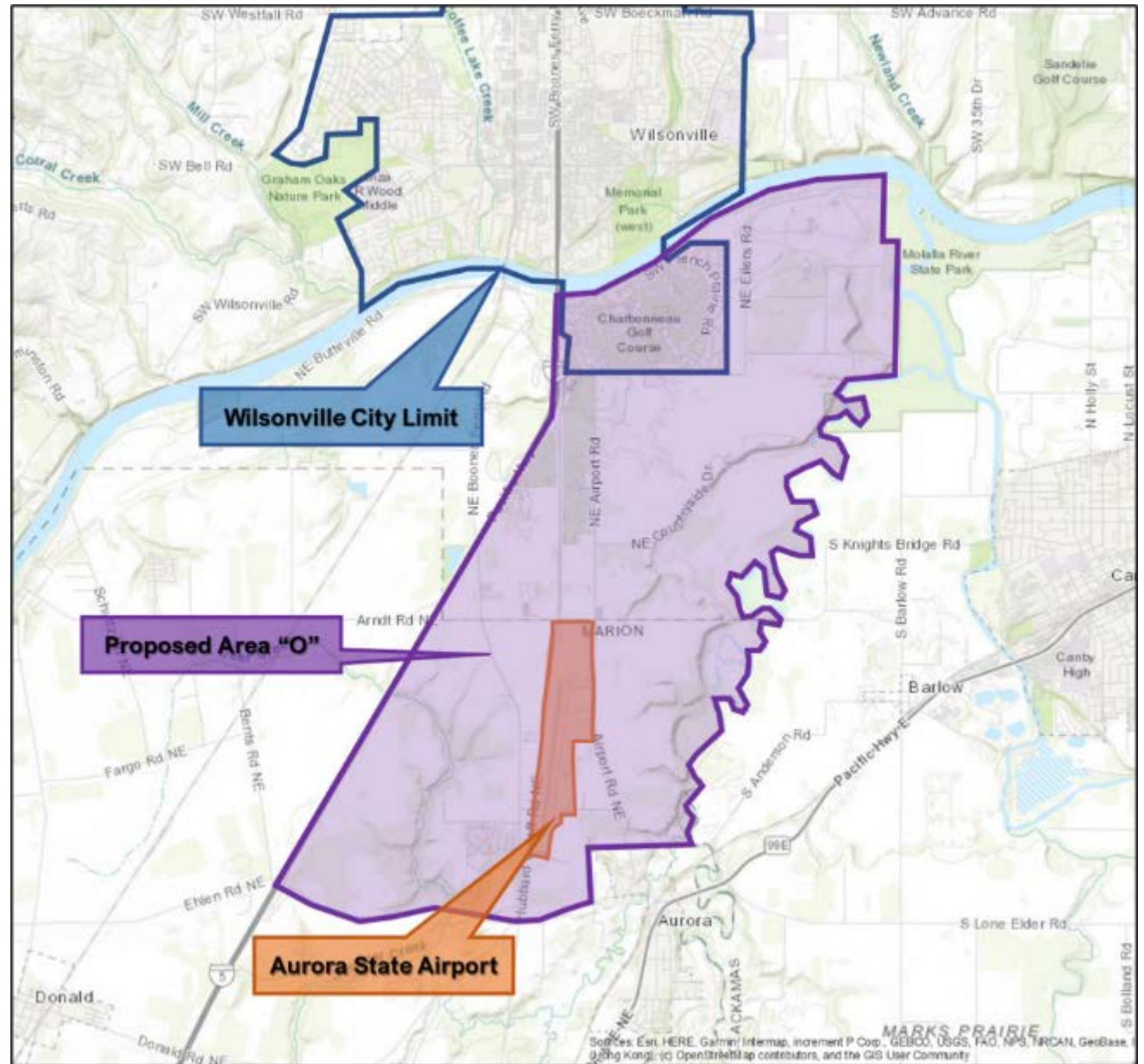
**MAINTAIN CONSISTENCY
WITH EXISTING POLICY
DIRECTION IN
COMPREHENSIVE PLAN
AND OREGON STATEWIDE
PLANNING GOALS**

Approach to Draft Policies

Areas of Special Concern (existing)



Area of Special Concern "O"



Airport Compatibility Objectives



- Identify the appropriate airport influence area within the City and elsewhere in Area O
- Formally consult and participate in airport master planning processes and regional planning for Area O
- Advocate to maintain and protect rural reserves and EFU-zoned land in area O

Public Facilities & Services Objectives



- Advocate for connecting the Airport to municipal services – but not from Wilsonville
- Support the role of the Airport as a hub in emergency management plans

Environmental Resources & Community Design Objectives



- Coordinate with airport-related organizations and agencies to reduce the impacts of aviation on noise-sensitive areas
- Support enforcement of noise standards
- Support a Part 150 Study to develop Noise Exposure Maps
- Encourage the airport to adopt a Wildlife Hazard Management Plan

Economic Development Objectives



- Support the mutually-beneficial relationships in Area O between agriculture, aviation, and Wilsonville firms providing goods and services to these activities
- Protect convenient, efficient transportation routes for current users in and around Area O

Next Steps

Life Cycle



Fall 2021

Launch Project

Information gathering and preparing for public outreach



Spring 2022

Public Outreach

Outreach to understand what issues matter most to the community



Late Spring 2022

Develop Draft Policies

Using feedback, develop draft good-neighbor policies



Summer 2022

Adopt New Policies

Incorporate guidance from policy-makers and adopt policies to the Wilsonville Comprehensive Plan





PLANNING COMMISSION MEETING MINUTES

April 13, 2022 at 6:00 PM

City Hall Council Chambers & Remote Video Conferencing

*Draft PC Minutes were
reviewed and approved at the
May 11, 2022 PC Meeting.*

CALL TO ORDER - ROLL CALL

A regular meeting of the Wilsonville Planning Commission was held at City Hall beginning at 6:00 p.m. on Wednesday, April 13, 2022. Chair Heberlein called the meeting to order at 6:00 p.m., followed by roll call. Those present:

Planning Commission: Ron Heberlein, Jennifer Willard, Kamran Mesbah, Aaron Woods, Breanne Tusinski, Olive Gallagher, and Andrew Karr.

City Staff: Miranda Bateschell, Ryan Adams, Daniel Pauly, and Mandi Simmons.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

COMMUNITY INPUT

This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

ADMINISTRATIVE MATTERS

1. Consideration of the March 9, 2022 Planning Commission Minutes

The March 9, 2022 Planning Commission Minutes were accepted as presented.

WORK SESSION

2. Airport Related Comprehensive Plan Amendments (Bateschell)

Miranda Bateschell, Planning Director, reminded that the project aimed to add policies to the City's Comprehensive Plan, of which the primary purpose was to set the long-range vision, goals, and policies for the City and the land controlled within the city. The proximity of the Aurora Airport to the city meant that the City was an impacted jurisdiction and could participate in planning efforts at the airport, similar to other functions where the City and County participated on projects together and coordinated and collaborated in areas like the Urban and Rural Reserves to protect land or eventually bring land into the Urban Growth Boundary (UGB) over a 20- to 50-year time horizon. Adopting comprehensive policies would ensure the City had clear direction when participating in the airport's planning or in ongoing regional coordination efforts and having that policy direction in the City's Comprehensive Plan would enable the City to clearly know its interests and could communicate them

at that table. The last time the airport came before the Planning Commission, the project team was about to conduct outreach, so tonight, the team would provide information from the feedback received and would get input from the Planning Commission on initial draft policies for consideration in the Comprehensive Plan.

Chris Green, Planner, HHPR, presented the Aurora Airport Good-Neighbor Policies via PowerPoint, reviewing the community engagement strategy and the primary issues identified from the feedback received; the five guiding ideas used to develop the draft policies, as well as the draft proposed policies.

- Noting the City's existing Areas of Special Concern A through N where different design guidelines or development policies applied (Slide 10), he presented the proposed new Area of Concern O, describing the four main objectives related to airport compatibility, public facilities and services, environmental resources and community design, and economic development. (Slides 11-15)
- Next steps included the project team presenting the Planning Commission's feedback at City Council's work session on May 2nd. As the draft policies were refined, hearings would also be held with the Planning Commission to review the policies in more detail.
- He reminded the project team sought feedback on the following questions in Staff's memo:
 - Do the draft Comprehensive Plan policies reflect the community input?
 - Are the draft policies consistent with existing policy direction in the Comprehensive Plan?
 - Do the draft policies miss the mark in some way?
 - Are there any key policy objectives missing?

Additional comments and feedback from the Planning Commission were as follows with responses by the project team to Commissioner questions as noted:

- Given the repeated comments from the outreach that the Aurora Airport was not the City's business, providing a brief but comprehensive presentation on why it was the City's business was suggested. Certainly, there was room for collaborative work with the airport that would benefit both parties but that required taking care of the issues that could arise if the City did not plan ahead. The benefits to the city and surrounding airport areas, and how agricultural and preservation goals could be boosted and protected needed to be shown, preferably with infographics rather than written discussions, to quickly share why this project was important, what was important to protect, how collaboration could happen, etc. The detailed analysis could still be available for those wanting to do a deeper dive.
- The public usually only got involved when they were unhappy with something that happened after a project had moved forward, so the involvement was reactive rather than participative. The public should be presented with what-if scenarios about everything that could go wrong, so they could understand that the City was trying to circumvent future problems for Wilsonville citizens by planning ahead.
- The focus should be on the responses regarding noise and potential pollution. A Part 150 Noise Study should be done as well as an environmental impact study for air quality, if one was available.
- Many good comments were provided by Charbonneau residents. Emotion was a factor, as well as actual impacts related to noise, property value concerns, etc. which took precedence.
- Residents did not believe the City was looking at the airport issue from the needs of the residents, although a couple positive comments mentioned the airport's role for emergency use.

- It was important to communicate upfront why the City was involved and that this matter was the City's business to help residents clearly understand why and what the City was doing to find solutions going forward. The Planning Commission's job was to make comprehensive recommendations.
- It was also important to voice the opposing side, the pro-airport side, in terms of what if the airport was not there, was not allowed to expand, or ceased to operate, all of which would be damaging to the community and surrounding area.
- Mr. Green confirmed the proposed draft policies did not contradict Clackamas County's airport-specific policies, adding not much in County's Comprehensive Plan directly addressed Aurora Airport because it was outside the county. Some of the County's policies dealt with airport siting, and there was a policy about coordinating with the City of Wilsonville and the Oregon Department of Aviation, among others, on the Aurora State Airport's planning process. The City's policies would be more specific as far as its interaction with the Airport is concerned.
- Mr. Green confirmed most of Area O was zoned for farmland.
- New Area of Concern O significantly larger than the other areas of concern within the city. If the airport was the concern, did such a large area of concern make sense? All of Wilsonville was impacted by the noise, but why was the area of concern larger than just the airport and the surrounding area?
 - Brad Kilby, Senior Planner, HHPR, responded the Area O would encompass the conical zone. Many conical areas were impacted that included exclusive farm use (EFU) land. Perhaps, Area O should include anything north of the airport towards Wilsonville, but within the same French Prairie area. Transportation was one reason to include the area around the airport. The route to and from I-5, the farm to market and freight routes, could extend beyond the airport. So, when talking about impacts to transportation and farming, it was important to recognize where those impacts would be. The point was well-noted and would be discussed with City Staff.
 - Mr. Green commented the smaller areas of concern were often meant to be regulatory as there were specific design standards for different parts of the city and had a heavy impact in those areas. Area O would have a lighter touch policy wise in how the impacts would be addressed. The City would not be adopting regulatory standards for anything in Area O.
 - Ms. Bateschell added that the existing areas of concern allowed and provided specific language to describe very specific considerations for that specific area and would not apply everywhere. Areas of concern were also used to call an issue to Staff's attention. When reviewing an application or a proposal for an area on the map, Staff would have to look at what was stated in the area of special concern, and whether or not the proposal was consistent, and whether the City wanted to place additional conditions or participate in a process to provide comment to the County on a proposal to ensure the proposal addressed all the items within the special area of concern. Frog Pond West and Coffee Creek used to be areas of special concern, and both have since been dropped from the map once the Zoning and Code elements were adopted. Areas of concern outlined elements the City wanted and provided direction in developing Development Code standards in the future. This explanation might help the project team develop an appropriate area of special concern.
- Mr. Green explained the airport being connected to municipal services came up in a few stakeholder interviews and in previous documents, such as the Oregon Solutions report from two or three years ago where it had been mentioned as a pretty big concern. The connection to Wilsonville was mostly because the airport was in the watershed and that area flowed into the

Willamette River, so the concern was making sure no large-scale industrial use went in without working water, sewer, and storm drainage.

- On whether Marion and Clackamas County regulations would allow development without those services, Mr. Green replied there were different ways such facilities could access services, such as being annexed into a city. The City of Wilsonville would decide whether to support such a facility.
 - Mr. Kilby added capacity was another issue. If the facility was within certain distance of a municipal water and sewer system and had a failing septic system, for example, that could not handle the affluent with no good options for replacement, such as if located on EFU-zoned land, it should be connected to urban services. The City was just supporting the connection of the airport to urban services in the future, but not from the City of Wilsonville. Portions of the airport were in Clackamas County, but he did not know if they were outside of the UGB. The City could not extend urban services outside of the UGB, and it was probably in the City's plan that Wilsonville could not extend urban services outside of the city limits.
- In Airport Compatibility Objective 2a, the phrase "*improve safety for air traffic over the city*" did not make sense as written and needing rewording. (Page 53 of 110 meeting packet) The City would not add FAA registered flight patterns in the Comprehensive Plan to improve flight patterns and aircraft safety over the city.
 - Mr. Green agreed, noting the policy had come from another city.
 - Mr. Kilby added perhaps it should not be policy, but just recognize concerns were raised about safety within the community, and then discuss how that was generally regulated by the FAA and not local government.
- Additionally, the phrase "*protect the interests of Area O residents living near airports*" should be reworded to encompass protecting the interests of the entire city. Noise-specific policies, for example, would fit as larger citywide policies.
 - A 10-degree line in both directions from the center line of the airport would be the area with the most incoming and outgoing airport traffic, especially on straight in traffic, and that area covered most of Wilsonville.
- It was important that the City recognized that Wilsonville had been built on farmland and did not take a stance that it was okay for the City to build on farmland and no one else. With regards to development and concerns about traffic, farmland mitigation, pollution, etc., the City was addressing all those things within Wilsonville, so others should not be forced to do something differently than the City.
- Mr. Green clarified the eastern boundary of Area O was jagged because it followed the river, which was the county line. Property boundaries or roads could be used to have a straighter boundary.
- There had been discussion that developing Area O would not be allowed because it was outside the UGB; however, under a different political scenario with pressure to annex the area between Aurora and Wilsonville, it would be in the City's best interest to annex and develop the area. Wilsonville already extended on the south side of the river and any growth or extension of services would be expensive and the larger the contribution from future development, the lower the cost to the community.
- Area O was in danger of future urban development. In 50 years, the area could be intense urban development with everything normally adjacent to airports and commercial/industrial development. Area O needed to be part of the City's strategic long-range development plans.

- With that in mind, the river was a logical boundary, although an urban green space buffer should be added because Pudding River flooded yearly and there would be a lot of floodplain that was undevelopable.

Responses to the project team's questions were as follows:

- Do the draft Comprehensive Plan policies reflect the community input?
 - The draft policies unequivocally reflected a broad spectrum of the community's input because all of the comments, including those that were open-ended, had been taken into consideration.
 - In looking at how the draft policies addressed the five areas of the survey, which were noise and pollution; surface transportation; fire, safety, and emergency management; environmental pollution and encroachment; and the urban growth boundary connection, not a lot was included about surface transportation, which was only mentioned in the economic development objectives. Nothing was included about congestion or the highway, so some policy additions were needed to strengthen the transportation aspect.
 - There had been talk of positive management, but there were no policies about protecting farmland. "Support mutually beneficial relationships between agricultural use in French Prairie and aviation." was cited, but strong policies were needed about protecting farmland in addition to the rural reserves.
 - While the draft policies reflected the majority of the community input, the large amount of feedback from people with airport related interests was not well shown. Generally, those with the most at risk provide comments, which could be a larger overall percentage than the actual population.
 - It would be good to understand what percentage of Wilsonville residents have a direct connection to the airport to make sure the draft policies aligned with community input. The draft policies would not be aligned with the citizen input if 25 percent of the city was airport oriented.
 - Mr. Kilby sought clarification on how to gather that kind of data. He agreed most of those who would respond would be people that may or may not be negatively impacted by the airport. The stakeholder outreach included larger employers that might benefit from the airport, and the team's findings indicated that the majority of the people and businesses at the airport today were the ones that benefited most from the airport.
 - Using information gleaned from previous surveys around employment or other matters could be helpful. It seemed like 25 percent having an airport connection was higher than what was expected to be real. How high or inflated was that number? If the percentage was only 20 percent, the City would want to view the policy discussion from a different perspective.
 - Mr. Kilby added 100 people was a very small sample for a community as large as Wilsonville.

Commissioner Woods believed the draft policies were consistent with existing policy direction in the Comprehensive Plan, though some things could be missing. As far as whether the draft policies missed the mark in some way, he would want clarification about the phrase "missing the mark." Due to the in-depth nature of the topic, it was possible that some policy objectives were missing, but he believed the key policy objectives had been included.

3. Frog Pond East and South Master Plan (Pauly)



CITY COUNCIL

MONDAY, DECEMBER 6, 2021

WORK SESSION

Airport Good-Neighbor Policies (Bateschell)



CITY COUNCIL STAFF REPORT

Meeting Date: December 6, 2021	Subject: Aurora Airport Comprehensive Plan Policies Staff Member: Miranda Bateschell, Planning Director Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Review and provide feedback on the discussion questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s) Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COUNCIL:

The project team will present a project summary and proposed schedule, and seeks input from the Council on stakeholders to engage in the project as well as the impacts of the Aurora Airport to the Wilsonville community, both positive and negative, that the City should address through new policy objectives in the Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. The airport flight path is over Wilsonville and the closest neighborhood impacted by the Airport is Charbonneau. While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, state law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to the City.

Beginning in 2009, as part of the previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. A new airport master planning process is just getting underway that could propose a runway expansion in order to accommodate larger aircraft.

As an affected jurisdiction, it is important to articulate the relevant land use issues in local adopted policy for purposes of intergovernmental coordination and standing in state law. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

This Comprehensive Plan update project aims to identify the potential positive and negative impacts of the Airport's current operations and planned future growth for Wilsonville residents and businesses, and other interrelationships between Aurora Airport and the City of Wilsonville, and to adopt Comprehensive Plan policies to memorialize and address the highest priority issues.

The City has contracted with planning professionals at Harper Houf Peterson Righellis, Inc. (HHPR) who have experience in this type of planning work. The attached memo (Attachment 1) provides a summary of the project. At the work session, the team welcomes input from the Council, specifically in regards to the following questions:

- What are some of the potential **positive or negative impacts** of the Aurora Airport to the Wilsonville community that Comprehensive Plan policies should address?
- What **stakeholders**, including community members and business interests, does the project team need to make sure that we hear from in the planning process? What methods might be effective in engaging these individuals or groups?

EXPECTED RESULTS:

Input from the Council will guide outreach and research on land use issues. The key project outcome is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

Outreach will occur in Q1 of 2022. Work sessions with the Commission and Council will follow in Spring and Summer of 2022 focused on the draft policies.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 for FY 2021-22 covered by the Community Development general professional services fund as this project was not anticipated when the budget was adopted.

FINANCIAL REVIEW / COMMENT:

Reviewed by: Date:

LEGAL REVIEW / COMMENT:

Reviewed by: Date:

COMMUNITY INVOLVEMENT PROCESS:

The team will conduct community outreach, including surveys, interviews, and open houses, which will be conducted primarily online and remotely due to the COVID-19 pandemic. The team seeks input from the Council on key stakeholders to engage during this process.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and should provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Council can provide a range of policy alternatives for the project team to assess and consider.

CITY MANAGER COMMENT:**ATTACHMENTS:**

1. Memo: City of Wilsonville-Aurora Airport Comprehensive Plan Policies - Project Summary, Key Questions, Next Steps (November 16, 2021)
2. Vicinity Map: City of Wilsonville and Aurora State Airport
3. Project Schedule: City of Wilsonville-Aurora Airport Comprehensive Plan Policies

MEMORANDUM

City of Wilsonville – Aurora Airport Comprehensive Plan Policies



Date: November 16, 2021
To: Miranda Bateschell, City of Wilsonville
From: Brad Kilby and Chris Green, HHPR
Subject: City of Wilsonville-Aurora Airport Comprehensive Plan Policies
 Project Summary, Key Questions, Next Steps – REVISED Version 1.1
Attachments: Project Schedule Summary
 Vicinity Map

Harper Houf Peterson Righellis (HHPR) is working with the City of Wilsonville on a planning process to develop goals and policies addressing the relationship between Aurora Airport operations, impacts, and benefits and the Wilsonville community. In short, the primary policy objectives of the project include:

- Clarifying how the existing airport impacts the community, including mapping of the impact area;
- Recognizing the economic benefits that the airport has on the region; and
- Ensuring that the City has a voice in future expansion and operations at the airport as an affected party.

This memorandum outlines HHPR's proposed approach to the project and initial findings following a review of briefing materials and coordination with City staff.

Background and Purpose

Aurora State Airport is a Category II, Urban General Aviation Airport operated by the Oregon Department of Aviation (ODA) and located approximately 1.6 miles south of the Wilsonville city limits. The airport is within Marion County but extends northward to the boundary of Marion and Clackamas Counties. Wilsonville-Hubbard Highway No. 51 (OR 551) runs along the western edge of the airport, with access provided by local roads to the east. Since the late 2000s, the Oregon Department of Aviation has brought various airport expansion plans forward, including a 2018 application for \$37 million in Federal Aviation Administration (FAA) funds to extend the existing runway.

The FAA has determined that the Aurora Airport Master plan is out-of-date and must be updated. As a result, ODA kicked off a new master planning process for the Airport in November. As a part of that process, ODA is required to give Wilsonville a seat on the Planning Advisory Committee (PAC). The airport flight path is over Wilsonville, and one of the neighborhoods closest to the Airport is Wilsonville's Charbonneau. The new master planning process will consider the 2012 Airport Layout Plan, which showed an extension of the runway to 6,000 feet in order to accommodate larger aircraft.

While the City of Wilsonville does not have direct jurisdiction of lands outside of the city limits or urban growth boundary, such as the Aurora Airport site, state law requires intergovernmental coordination between state agencies and affected jurisdictions on land use issues. The Clackamas County

Comprehensive Plan includes policies specifically addressing the Aurora Airport, the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan. This project, therefore, aims to identify the potential positive and negative impacts and other interrelationships between Aurora Airport and City of Wilsonville, and to adopt Comprehensive Plan policies to memorialize and address the highest priority matters.

Project Approach

HHPR will work with City staff to engage identified stakeholders and the Wilsonville community at large in a facilitated discussion about the future relationship between the Aurora Airport and City of Wilsonville. While the controversy surrounding expansion proposals for the Aurora Airport has touched on a wide range of issues, including various political and legal arguments, this project will remain focused on issues that can be addressed in the context of Comprehensive Plan policies. To support this more specific focus, community and stakeholder engagement will include information about the Aurora Airport, the role of the Comprehensive Plan, and the planning framework for areas impacted by airports.

Initial Findings

As part of the initial stages of the project, HHPR planners have reviewed existing documents related to the airport, including previous Aurora Airport Master Plans, reports and best practices guides for airport compatibility planning prepared by federal and state agencies and professional organizations, policies and regulations related to airport planning, and other background documents. This initial document review suggests the following:

- The existing framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airport operations from encroachment by adjacent development. This is an important issue for the Aurora Airport and surrounding area but does not represent the full range of airport-related issues that could be addressed in City of Wilsonville Comprehensive Plan policies.
- The benefits and impacts of the Aurora Airport cross many jurisdictional boundaries and regional coordination, communication, and public process is key.
- Other jurisdictions in the vicinity of Aurora Airport have already adopted Comprehensive Plan policies recognizing airport benefits and impacts.

Relationship to the Comprehensive Plan

The interaction between Wilsonville and the Aurora Airport could be addressed in several existing sections of the Comprehensive Plan, including:

- Fire safety and emergency management ([Comprehensive Plan](#) pg. C-11)
- Transportation (pg. C-20)
- Economic Development (pg. D-3)
- Environmental Resources and Community Design (pg. D-22)
- Urban Growth Boundaries (pg. B-3)
- Public Facilities and Services (pg. C-1)

In addition, Section F of the Comprehensive Plan identifies fourteen Areas of Special Concern (Areas A-N), to address special considerations in areas where the general language of the plan policy text may not

adequately address special concerns. Areas of Special Concern have been identified for areas planned for future development or preservation, both inside and outside of the city limits. The descriptions often include particular issues, impact mitigation, and design considerations. This part of the Comprehensive Plan provides the opportunity to describe - or tell the story - of an area, that may not be apparent through the topic-oriented organization of the Comprehensive Plan. This provides direction and context to the policies adopted in the Wilsonville Development Code. The planning process will consider identifying and designating an Area of Special Concern in the vicinity of the Aurora Airport impact area to address the unique issues presented by the airport.

Community Engagement Strategy

Community outreach for the project has been planned with the understanding that due to the ongoing COVID-19 pandemic, most or all engagement opportunities will take place remotely. In addition to work sessions and public hearings with the Planning Commission and City Council, the project team will conduct interviews with stakeholders from a variety of interests and perspectives on the airport and share multimedia project information and solicit community feedback via an online hub. The process will include outreach to specific stakeholders such as:

- Residents of Charbonneau and other neighborhoods in the flight path north of the airport
- Airport users
- Owners and/or operators of a variety of business types in Wilsonville
- Farms in the French Prairie area
- Representatives of government agencies such as Oregon Department of Aviation, City of Aurora, Marion and Clackamas Counties, and Land Conservation and Development Commission/Department of Land Conservation and Development
- Representatives of Wilsonville-based civic groups (e.g. Greater Wilsonville Chamber of Commerce, Wilsonville Community Sharing)
- Environmental and other impacted groups (e.g., 1,000 Friends of Oregon; Friends of French Prairie)

Consistent with the City of Wilsonville's Inclusive City Declaration and ongoing Diversity, Equity, and Inclusivity strategy development, the project team will strive for equitable outcomes both in terms of project participants and in considering the anticipated outcomes of issues identified and policies proposed.

Planning Commission Guidance

Members of the project team presented an overview of the project to the Wilsonville Planning Commission at its November 10, 2021 work session. Feedback from the Planning Commission at the work session is summarized as follows:

- Areas affected by airport activities include neighborhoods on the east side of Wilsonville, as the flight path follows a northerly direction from the airport runway
- Concern about the loss of very productive farmland in EFU zones adjacent to the airport
- Concern about the cost and associated urban growth pattern of extending utilities south of the Willamette River to serve an expanded airport
- Interest in a balanced approach to considering policies, recognizing the "symbiotic relationship" between the airport and surrounding region

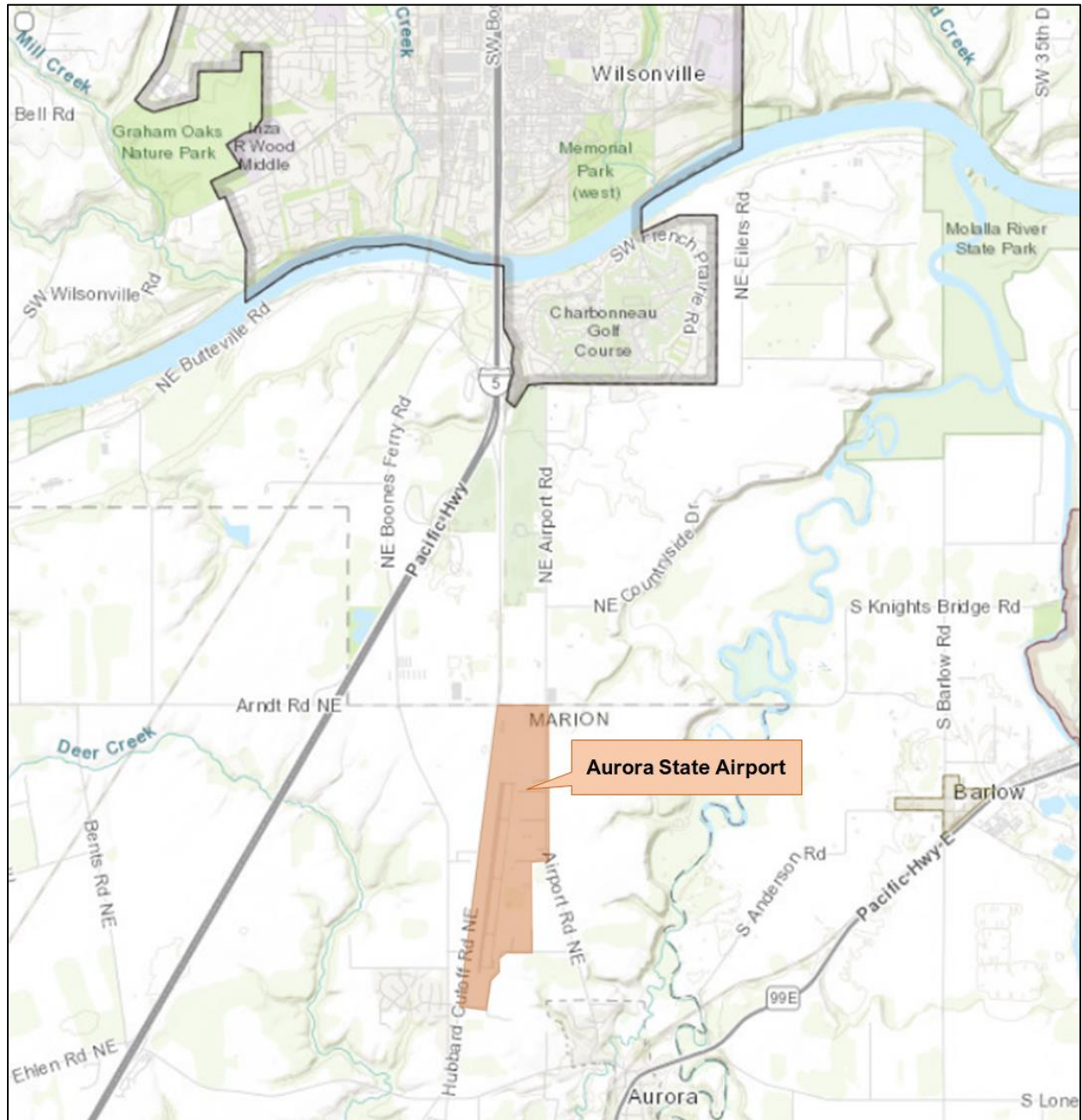
- Interest in more information about the role of the airport in providing emergency services to the surrounding region

Questions for City Council

- What are some of the potential **positive or negative impacts** of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What **stakeholders**, including community members and business interests, does the project team need to make sure that we hear from in the planning process? What methods might be particularly effective in engaging these individuals or groups?

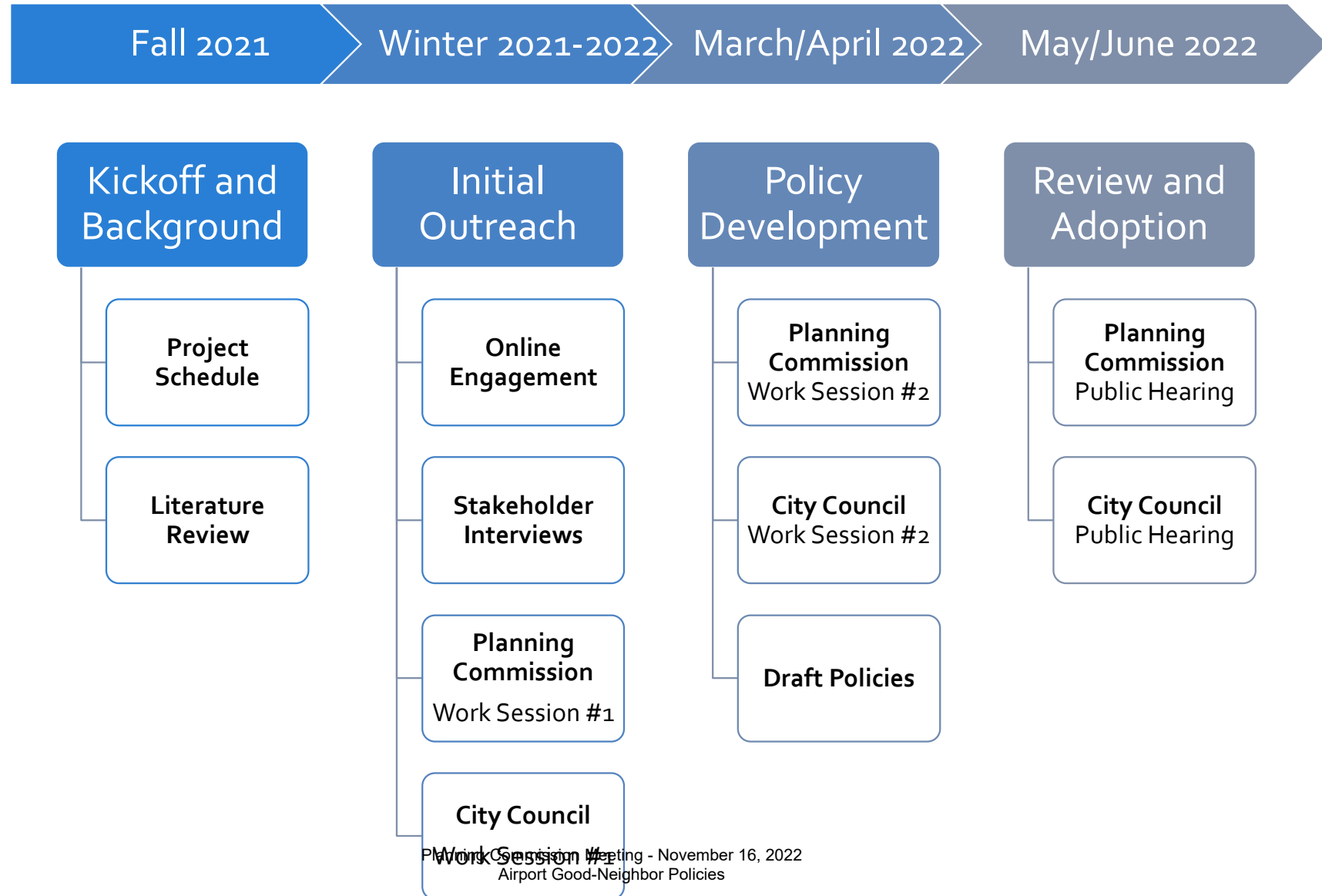
Vicinity Map

City of Wilsonville and Aurora State Airport



Project Schedule

City of Wilsonville – Aurora Airport Comprehensive Plan Policies



Wilsonville and the Aurora Airport

Considering Comprehensive Plan Policies

Wilsonville City Council • December 6, 2021

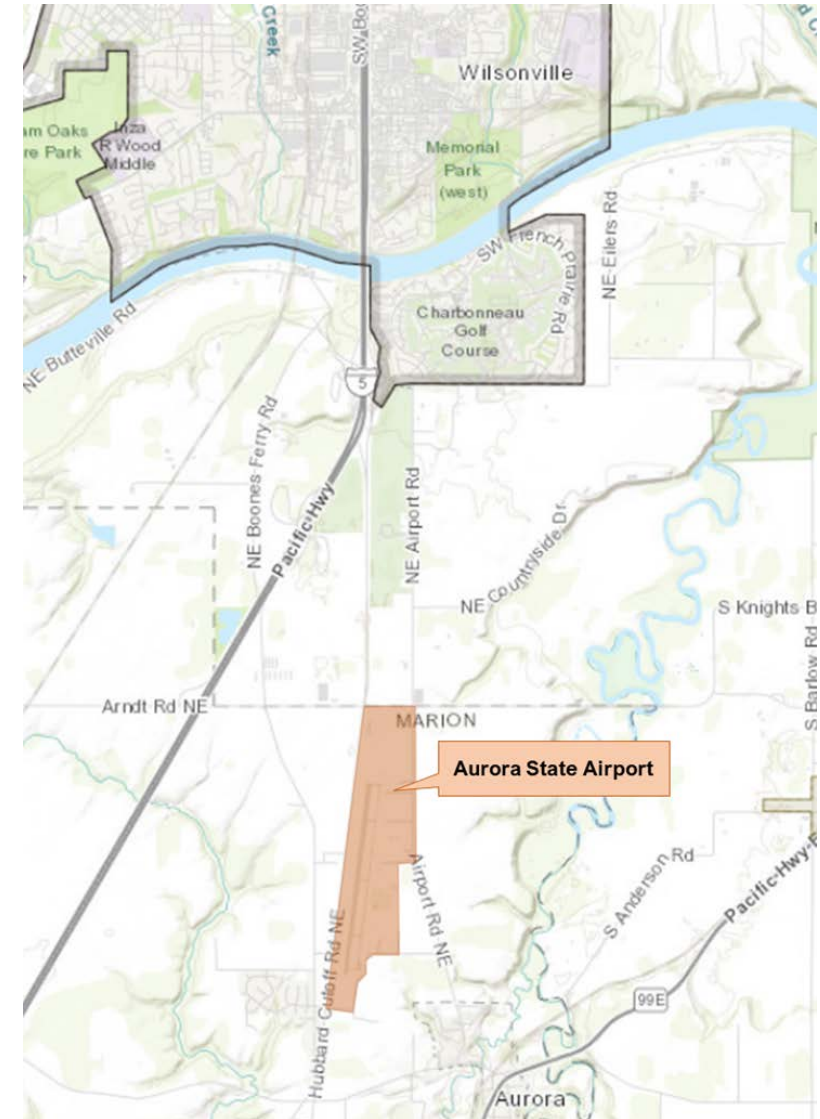


Project Goals

Clarifying how the existing **airport impacts the community**, including mapping of the impact area

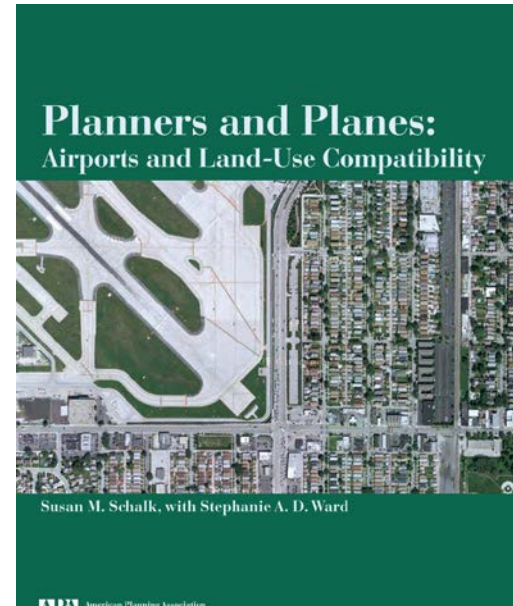
Recognizing the **benefits** that the airport has on the region

Ensuring that the City of Wilsonville has a **voice in future expansion and operations** at the airport as an affected party



Planning for Airport Compatibility

- Federal and state level framework
- Attention to encroachment by adjacent development and impact on airport operations



Airport Land Use Compatibility Guidebook

January 2003



Oregon Department of Aviation
1000 NE Oregon Street, Suite 100
Portland, Oregon 97232-3100
503.229.4000
www.oregon.gov/Aviation



OREGON
AVIATION PLAN V6.0

THE AIRPORT *and* ITS NEIGHBORS



The Report of the President's

Wilsonville Comprehensive Plan

- Some policy topics that relate to the relationship between the airport and city:
 - Fire Safety and Emergency Management
 - Transportation
 - Economic Development
 - Environmental Resources and Community Design

City of Wilsonville
Comprehensive Plan



October 2018

Updated June 2020

Wilsonville Comprehensive Plan

- Some policy topics that relate to the relationship between the airport and city:
 - Land Use
 - Public Facilities and Services

City of Wilsonville
Comprehensive Plan



October 2018

Updated June 2020

Project Schedule

City of Wilsonville – Aurora Airport Comprehensive Plan Policies



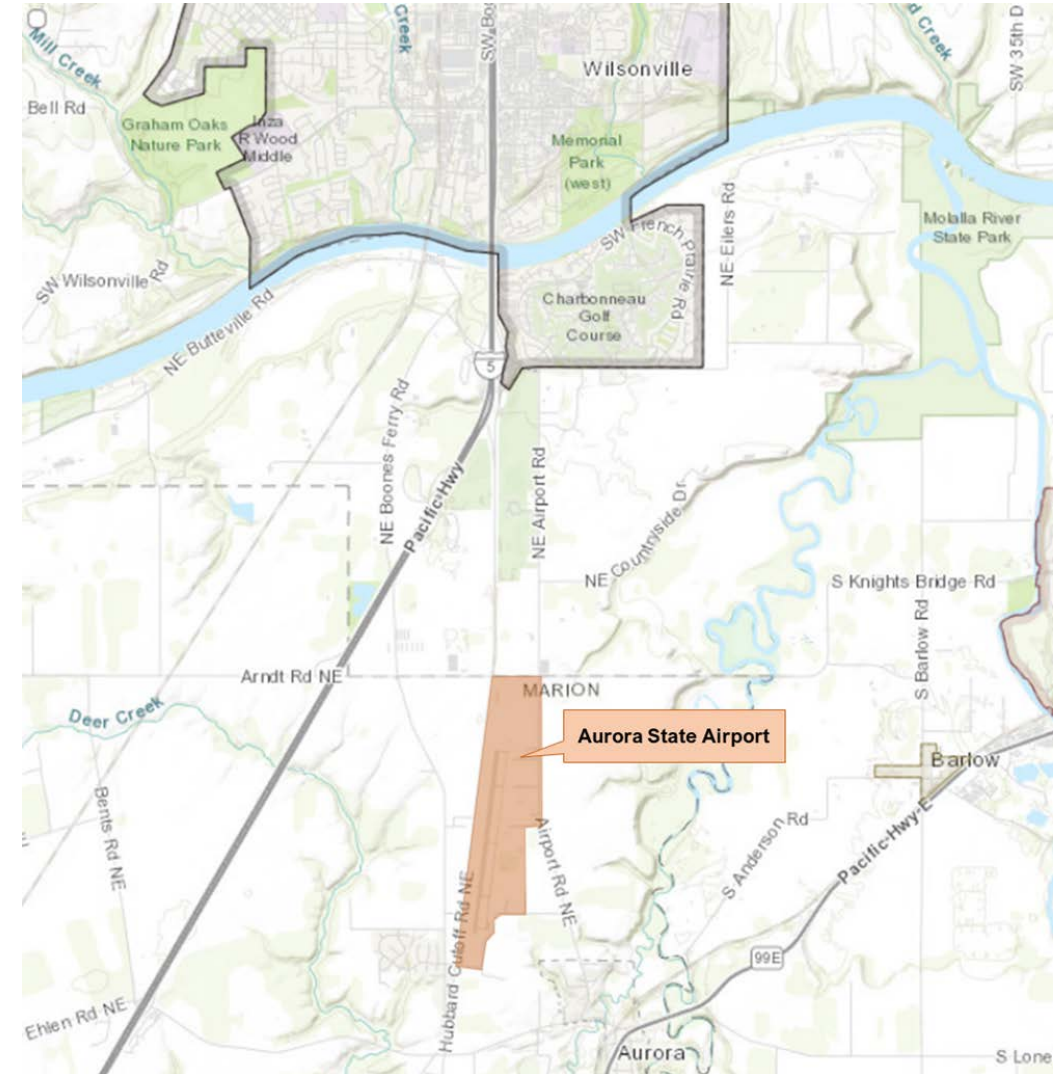
Community Engagement Strategy

- Making the most of being remote
- Direct outreach to affected stakeholders
- Engagement for broader community – multimedia project information and feedback hub
- Recognizing underrepresented communities in engaging project participants and in considering potential policy outcomes

Community Engagement Strategy

- Specific stakeholders identified include:
 - Residents of Charbonneau and other South Wilsonville neighborhoods
 - Airport users
 - Owners and/or operators of a variety of business types in Wilsonville
 - Farms in the French Prairie area
 - Representatives of government agencies (Oregon Department of Aviation, City of Aurora, Marion and Clackamas Counties, LCDC/DLCD)
 - Representatives of Wilsonville-based civic groups (e.g., Greater Wilsonville Chamber of Commerce, Wilsonville Community Sharing)
 - Environmental and other impacted groups (e.g., 1,000 Friends of Oregon, Friends of French Prairie)

Questions?



Guidance Questions

- What are some of the potential **positive and negative impacts** of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What **stakeholders**, including community members and business interests, does the project team need to make sure that we hear from in the planning process?

City Council Meeting Action Minutes December 6, 2021

City Council members present included:

Mayor Fitzgerald
 Council President Akervall – Excused from Council Meeting
 Councilor Lehan
 Councilor West
 Councilor Linville

Staff present included:

Bryan Cosgrove, City Manager
 Ryan Adams, Assistant City Attorney
 Kimberly Veliz, City Recorder
 Miranda Bateschell, Planning Director

Dan Pauly, Planning Manager
 Andrea Villagrana, Human Resource Manager
 Jeanna Troha, Assistant City Manager
 Chris Delk, Parks Maintenance Specialist
 Dustin Schull, Parks Supervisor
 Keith Katko, Assistant Finance Director
 Kerry Rappold, Natural Resources Manager
 Cindy Luxhoj, Associate Planner
 Kimberly Rybold, Senior Planner
 Andy Stone, IT Director
 Zoe Mombert, Assistant to the City Manager
 Chris Neamtzu, Community Development Director

AGENDA ITEM	ACTIONS
WORK SESSION	START: 5:03 p.m.
A. Aurora Airport Comprehensive Plan Policies	Council reviewed and provided feedback on questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.
B. Climate-Friendly and Equitable Communities Rulemaking	Council provided direction to staff regarding involvement in the rulemaking process related to Climate Smart and Equitable Communities Rulemaking.
C. American Rescue Plan Act (ARPA) Funding	This item was removed from the Work Session agenda.
D. City Attorney Recruitment	Council discussed the options for moving forward with the recruitment of a new City Attorney.
EXECUTIVE SESSION	
A. ORS 192.660(2)(e) Real Property Transactions B. ORS 192.660(2)(h) Legal Counsel/Litigation	An Executive Session was held after the Work Session.
REGULAR MEETING	
<u>Mayor's Business</u> A. Upcoming Meetings	Upcoming meetings were announced by the Mayor as well as the regional meetings she attended on behalf of the City.

<u>Communications</u> A. Pollinator Demonstration Garden	Staff presented on the Community Enhancement Program funded Pollinator Demonstration Garden housed at Memorial Park in Murase Plaza.
<u>Consent Agenda</u> A. Minutes of the November 15, 2021 City Council Meeting.	The Consent Agenda was approved 4-0.
<u>New Business</u> A. <u>Resolution No. 2939</u> A Resolution Of The City Of Wilsonville, Oregon Authorizing A Full Faith And Credit Borrowing Related To The Expansion Of The City's Water Treatment Plant.	Resolution No. 2939 was adopted 4-0.
<u>Continuing Business</u> A. None.	
<u>Public Hearing</u> A. <u>Resolution No. 2938</u> A Wilsonville City Council Resolution Approving The Urban Forest Management Plan. B. <u>Ordinance No. 853</u> An Ordinance Of The City Of Wilsonville Approving A Zone Map Amendment From The Residential Agricultural-Holding (RA-H) Zone (Renamed By Ordinance No. 851 To Future Development Agricultural-Holding (FDA-H) Effective November 18, 2021) To The Planned Development Residential-4 (PDR-4) Zone On Approximately 2.39 Acres Comprising Tax Lot 5500, Section 13AA, Township 3 South, Range 1 West, Willamette Meridian, Clackamas County, Oregon. Meridian United Church Of Christ, Applicant/Owner.	After a public hearing was conducted, Resolution No. 2938 was approved 4-0. After a public hearing was conducted, Ordinance No. 853 was approved on first reading by a vote of 4-0.
<u>City Manager's Business</u>	The City Manager updated Council on American Rescue Plan Act funding projects.
<u>Legal Business</u>	No report.
ADJOURN	9:16 p.m.



PLANNING COMMISSION

WEDNESDAY, NOVEMBER 10, 2021

III. WORK SESSION:

C. Airport Related Comprehensive Plan Updates (Bateschell) (30 Minutes)



PLANNING COMMISSION STAFF REPORT

Meeting Date: November 10, 2021	Subject: Aurora Airport Comprehensive Plan Policies Staff Member: Miranda Bateschell, Planning Director Department: Community Development	
Action Required	Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: N/A	
Staff Recommendation: Review and provide feedback on the discussion questions related to potential Comprehensive Plan Policies pertaining to the Aurora Airport.		
Recommended Language for Motion: N/A		
Project / Issue Relates To:		
<input checked="" type="checkbox"/> Council Goals/Priorities Goal 7: Protect Wilsonville's environment and increase access to sustainable lifestyle choices	<input checked="" type="checkbox"/> Adopted Master Plan(s) Wilsonville Comprehensive Plan	<input type="checkbox"/> Not Applicable

ISSUE BEFORE COMMISSION:

The project team will present a project summary and proposed schedule to the Planning Commission. The team seeks input from the Commission on stakeholders to engage in the project as well as impacts and benefits of the Aurora Airport to the Wilsonville community that could be addressed in the Comprehensive Plan.

EXECUTIVE SUMMARY:

The Aurora Airport is located in Marion County and is approximately 1.6 miles south of the Wilsonville City Limits. Its current operations and planned future growth impact residents and businesses in the City. The Wilsonville Chamber of Commerce has also noted the Airport's expansion has the potential to benefit some businesses.

Beginning in 2009, as part of the previous airport master planning process, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions via an intergovernmental agreement (IGA) to plan for growth and development at the airport. Both entities were included on the Planning Advisory Committee, which could make recommendations but had no authority. The Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. As far back as 1991, the City's Urban Growth Management Agreement with Clackamas County included reference to the airport as an area of interest to the City. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan.

A new airport master planning process is just getting underway that proposes a runway expansion in order to accommodate more and larger aircraft. Wilsonville is located within in the flightpath. This Comprehensive Plan update project aims to identify the potential impacts, benefits, and other interrelationships between Aurora Airport and the City of Wilsonville, and to adopt Comprehensive Plan policies to memorialize and address the highest priority issues relating to airport impacts on the City of Wilsonville.

The City has contracted with planning professionals at Harper Houf Peterson Righellis Inc (HHPR) who have experience in this type of planning work. The attached memo (Attachment 1) provides a summary of the project, key questions for the Commission, and next steps. The team welcomes any considerations the Commission would like to offer, but specifically would like feedback in the following areas:

Questions for Planning Commission

- What are some of the **impacts** (or potential impacts) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What are some of the **benefits** (or potential benefits) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What **stakeholders**, including community members and business interests, does the project team need to make sure that we hear from in the planning process? What methods might be particularly effective in engaging these individuals or groups?

EXPECTED RESULTS:

Work sessions with the Planning Commission (November 10) and City Council (December 6) will provide additional guidance on key issues and stakeholder identification. The key outcome expected at the end of this project is the adoption of Comprehensive Plan policies to memorialize and address the highest priority issues pertaining to the interrelationships between Aurora Airport and the City of Wilsonville.

TIMELINE:

Outreach will occur in Q1 of 2022. Work sessions with the Commission and Council will follow in Spring and Summer of 2022 focused on the draft policies.

CURRENT YEAR BUDGET IMPACTS:

The project budget is \$38,760 for FY 2021-22 covered by the Community Development general professional services fund as this project was not anticipated when the budget was adopted.

COMMUNITY INVOLVEMENT PROCESS:

Community outreach for the project is being planned, including surveys, interviews, and open houses, and will be conducted primarily online and remotely due to the COVID-19 pandemic. The team seeks input from the Commission on key stakeholders to engage during this process.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Comprehensive Plan policies will provide the City with clear, adopted policy priorities as they relate to the Aurora Airport. This will clarify City interests and hopefully, provide more opportunity for the City to participate in formal Airport planning efforts.

ALTERNATIVES:

The Commission can provide a range of policy alternatives for the project team to assess and consider.

CITY MANAGER COMMENT:

N/A

ATTACHMENT:

1. Memo: City of Wilsonville-Aurora Airport Comprehensive Plan Policies - Project Summary, Key Questions, Next Steps
2. Vicinity Map: City of Wilsonville and Aurora State Airport
3. Project Schedule: City of Wilsonville-Aurora Airport Comprehensive Plan Policies

MEMORANDUM

City of Wilsonville – Aurora Airport Comprehensive Plan Policies



Date: November 1, 2021
To: Miranda Bateschell, City of Wilsonville
From: Brad Kilby and Chris Green, HHPR
Subject: City of Wilsonville-Aurora Airport Comprehensive Plan Policies
 Project Summary, Key Questions, Next Steps
Attachments: Project Schedule Summary
 Vicinity Map

Harper Houf Peterson Righellis (HHPR) is working with the City of Wilsonville on a planning process to develop goals and policies addressing the relationship between Aurora Airport operations, impacts, and benefits and the Wilsonville community. In short, the primary policy objectives of the project include:

- Clarifying how the existing airport impacts the community, including mapping of the impact area;
- Recognizing the economic benefits that the airport has on the region; and
- Ensuring that the City has a voice in future expansion and operations at the airport as an affected party.

This memorandum outlines HHPR's proposed approach to the project and initial findings following a review of briefing materials and coordination with City staff.

Background and Purpose

Aurora State Airport is a Category II, Urban General Aviation Airport operated by the Oregon Department of Aviation and located approximately 1.6 miles south of the Wilsonville city limits. The airport is within Marion County but extends northward to the boundary of Marion and Clackamas Counties. Wilsonville-Hubbard Highway No. 51 (OR 551) runs along the western edge of the airport, with access provided by local roads to the east. Since the late 2000s, the Oregon Department of Aviation has brought various airport expansion plans forward, including a 2018 application for \$37 million in Federal Aviation Administration funds to extend the existing runway.

Beginning in 2009, Clackamas County and the City of Wilsonville made joint requests to participate with other impacted jurisdictions in an intergovernmental agreement (IGA) to plan for growth and development in the airport vicinity. While neither jurisdiction has been included in an Aurora Airport planning IGA to date, the Clackamas County Comprehensive Plan includes policies specifically addressing the Aurora Airport, while the City of Wilsonville Comprehensive Plan does not. Recent land use proceedings have noted the lack of applicable airport-related policies in the Wilsonville Comprehensive Plan. This project aims to identify the potential impacts, benefits, and other interrelationships between Aurora Airport and City of Wilsonville, and to adopt Comprehensive Plan policies to memorialize and address the highest priority issues.

Project Approach

HHPR will work with City staff to engage identified stakeholders and the Wilsonville community at large in a facilitated discussion about the future relationship between the Aurora Airport and City of Wilsonville. While the controversy surrounding expansion proposals for the Aurora Airport has touched on a wide range of issues, including various political and legal arguments, this project will remain focused on issues that can be addressed in the context of Comprehensive Plan policies. To support this more specific focus, community and stakeholder engagement will include information about the Aurora Airport, the role of the Comprehensive Plan, and the planning framework for areas impacted by airports.

Initial Findings

As part of the initial stages of the project, HHPR planners have reviewed existing documents related to the airport, including previous Aurora Airport Master Plans, reports and best practices guides for airport compatibility planning prepared by federal and state agencies and professional organizations, policies and regulations related to airport planning, and other background documents. This initial document review suggests the following:

- The existing framework of regulations, policies, and guidance specific to airport compatibility planning focuses primarily on protecting airport operations from encroachment by adjacent development. This is an important issue for the Aurora Airport and surrounding area but does not represent the full range of airport-related issues that could be addressed in City of Wilsonville Comprehensive Plan policies.
- The benefits and impacts of the Aurora Airport cross many jurisdictional boundaries and regional coordination, communication, and public process is key.
- Other jurisdictions in the vicinity of Aurora Airport have already adopted Comprehensive Plan policies recognizing airport benefits and impacts.

Relationship to the Comprehensive Plan

The interaction between Wilsonville and the Aurora Airport could be addressed in several existing sections of the Comprehensive Plan, including:

- Fire safety and emergency management ([Comprehensive Plan](#) pg. C-11)
- Transportation (pg. C-20)
- Economic Development (pg. D-3)
- Environmental Resources and Community Design (pg. D-22)

In addition, Section F of the Comprehensive Plan identifies fourteen Areas of Special Concern (Areas A-N), to include special considerations that must be addressed in developing certain areas where the general language of the plan policy text may not adequately address special concerns. Some of these areas such as Area M (Basalt Creek) and Area N (West Railroad) are outside of the current city limits, but the approach to their current and future development impacts the City of Wilsonville. The planning process should consider identifying and designating an Area of Special Concern in the vicinity of the Aurora Airport impact area to address the unique issues presented by the airport.

Community Engagement Strategy

Community outreach for the project has been planned with the understanding that due to the ongoing COVID-19 pandemic, most or all engagement opportunities will take place remotely. In addition to work

sessions and public hearings with the Planning Commission and City Council, the project team will conduct interviews with stakeholders from a variety of interests and perspectives on the airport and share multimedia project information and solicit community feedback via an online hub. The process will include outreach to specific stakeholders such as:

- Residents of Charbonneau and other South Wilsonville neighborhoods
- Airport users
- Airport-based firms
- Owners and/or operators of a variety of business types in Wilsonville
- Farms in the French Prairie area
- Representatives of government agencies such as Oregon Department of Aviation, City of Aurora, and Marion and Clackamas Counties
- Representatives of Wilsonville-based civic groups

Consistent with the City of Wilsonville's Inclusive City Declaration and ongoing Diversity, Equity, and Inclusivity strategy development, the project team will strive for equitable outcomes both in terms of project participants and in considering the anticipated outcomes of issues identified and policies proposed.

Next Steps

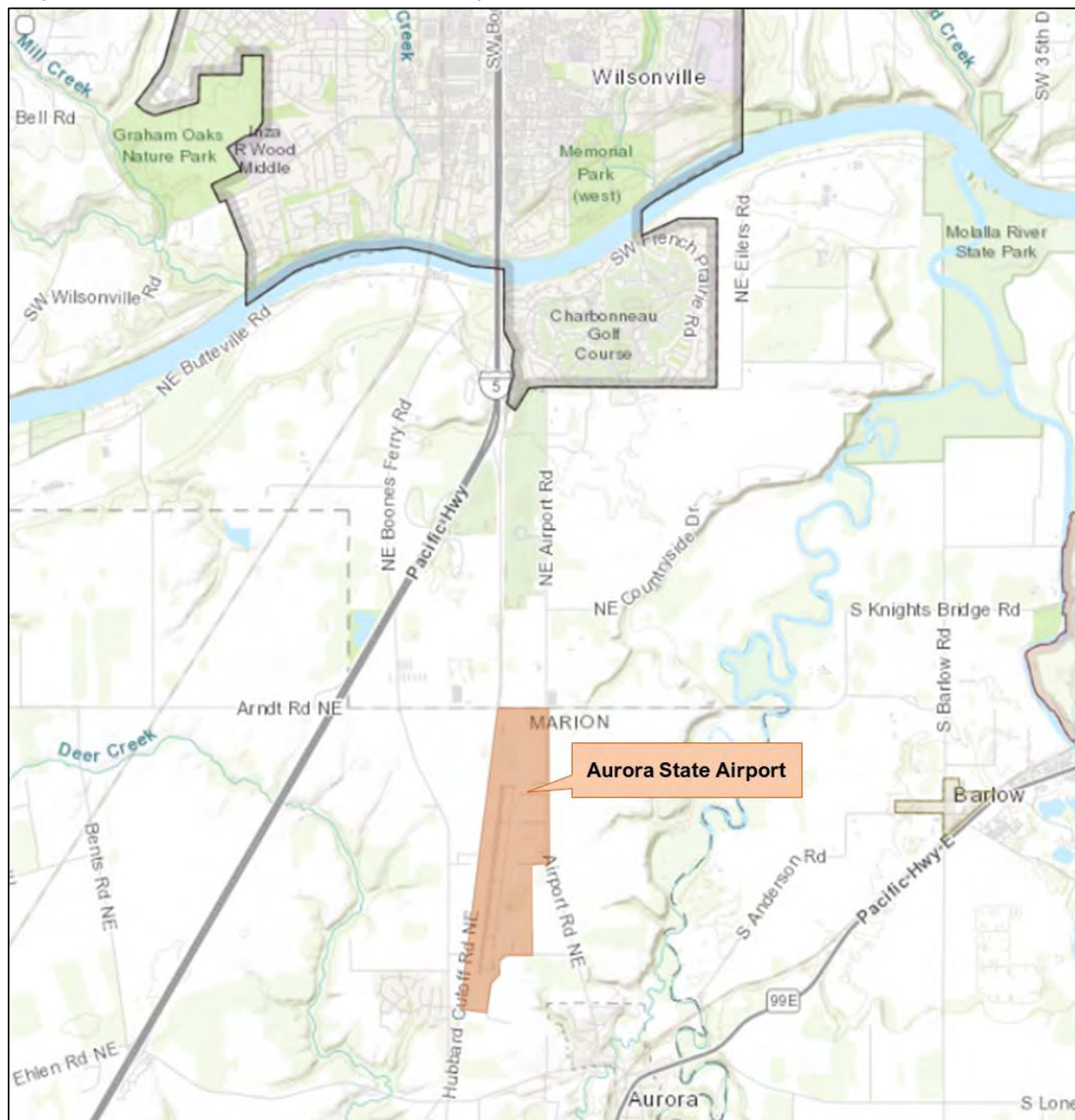
- HHPR will summarize the findings of our literature review of key background documents and stakeholder interviews in upcoming memoranda.
- Work sessions with the Planning Commission (November 10) and City Council (December 6) will provide additional guidance on key issues and stakeholder identification.
- The attached summary schedule provides a full overview of project phases from kickoff to adoption of policies.

Questions for Planning Commission

- What are some of the **impacts** (or potential impacts) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What are some of the **benefits** (or potential benefits) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies?
- What **stakeholders**, including community members and business interests, does the project team need to make sure that we hear from in the planning process? What methods might be particularly effective in engaging these individuals or groups?

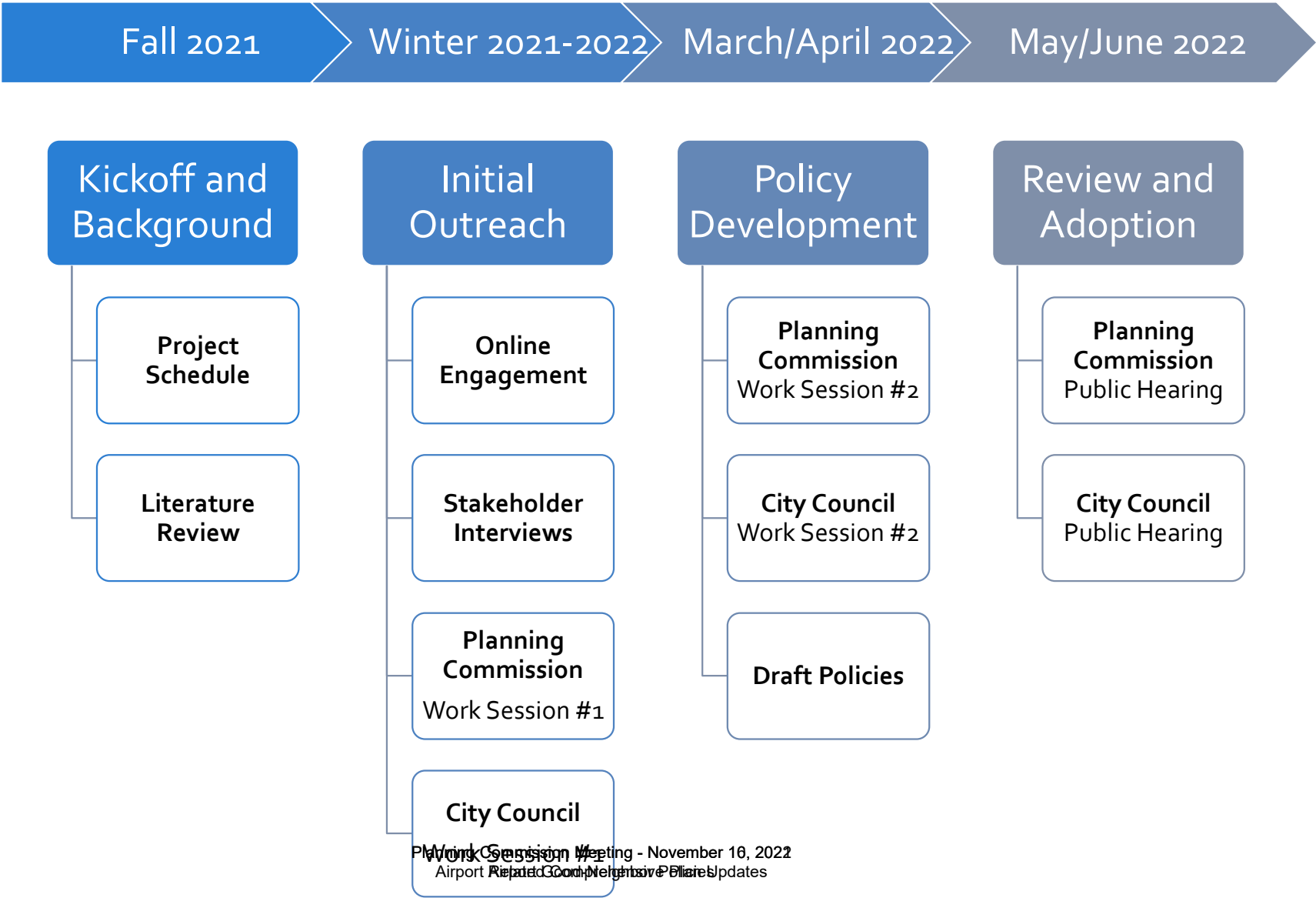
Vicinity Map

City of Wilsonville and Aurora State Airport



Project Schedule

City of Wilsonville – Aurora Airport Comprehensive Plan Policies



development agreement could be used for requirements related to the period of affordability, the number of units, tree preservation, etc.

- The wetlands were a great visual resource to the west, and a rooftop plaza on the west could have some great views off into the wetland area.

Ms. Rybold stated the Commission's feedback was very helpful and noted the project team would summarize that feedback when presenting to Council on Monday.

C. Airport Related Comprehensive Plan Updates (Bateschell)

Miranda Bateschell, Planning Director, noted she was the project manager for the City on the Airport Related Comprehensive Plan. Wilsonville was neighbors with the Aurora Airport, which had both positive and negative impacts to the community. For that reason, historically the City had participated and asked to have a voice at the table in different planning efforts around the airport, particularly because of having the closest residential neighborhood of Charbonneau. Other communities, both in the state of Oregon and across the country adjacent to or with an airport within their boundaries had policy statements and objectives in their comprehensive plans to outline the relationship they wanted to have with the airport, the different planning efforts, and the different types of impacts to protect the city's interests to a certain degree. Wilsonville did not currently have those provisions in the Comprehensive Plan and given the City's interest and perspective with the Aurora Airport, having those provisions in the Comprehensive Plan would be beneficial. The City had hired a firm that was familiar with this type of planning for help.

Chris Green, Harper Houf Peterson Righellis Inc. (HHPR), introduced the project team and presented Wilsonville and the Aurora Airport Considering Comprehensive Plan Policies via PowerPoint, reviewing the airport's location and history, the planning for airport compatibility and impact areas, the project's goals and outcomes, community engagement opportunities, and the areas of the Comprehensive Plan that would be impacted by the updates.

Brad Kilby, HHPR, added the project team was aware of the obvious impacts like noise, motor emissions, and associated traffic, having read through a lot of the information that had happened at the local level and was similar to impacts at the Hillsboro Airport, Portland International Airport and airports everywhere. Many airports were entrenched with a lot of advocates and a lot of money and were very protected in the federal scheme of things. Putting goals and policies into Wilsonville's Comprehensive Plan would give the City a voice and standing in recognizing the impacts and benefits to the community. The team was seeking feedback on other impacts that might not be so obvious that the Commission wanted to be sure to cover in the goals and policies.

Discussion and comments regarding the Wilsonville and the Aurora Airport Considering Comprehensive Plan Policies and the questions posed to the Commission were as follows with responses from the project team as noted:

Guidance Question #1: What are some of the impacts (or potential impacts) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies? (Slide 18)

- Mr. Kilby said he did not know if the runway extension was to allow larger planes at the airport without speculating. Having a longer runway was definitely a request by much of that airport community for more operations. Discussions had been held about potential users of the airport, and many airports, and especially airport operators, saw dollar signs in this case given the airport's specific location to I-5, and the request for a pretty large extension for a small airport.
- Approximately 193 flights came into the airport a day and a lot of flight noise could be heard in Area C, and sometimes the helicopters and airplanes seemed very low. Homeowner association leadership should be invited to the planned meetings, particularly in Areas of Special Concern C and D on the southern end of Wilsonville. (Slide 14)

- Mr. Green clarified the Areas of Special Concern on the map did not necessarily relate to the airport, but the team intended to make that type of direct outreach in the south Wilsonville and Charbonneau areas. He invited input on any other areas that might be impacted.
- The primary area of impact was the flight approach, which followed a line extending down the center line of the runway and all the way through Wilsonville. The focus should not just be on Charbonneau and south Wilsonville, but the flight approach, which would include most of east Wilsonville.
- The area around the airport was certainly an area of special concern to Wilsonville, but not like the Areas of Special Concern in West Railroad and Basalt Creek. Those areas would probably end up incorporated in Wilsonville, whereas the City had no intentions of ever incorporating in the area around the airport. The airport was virtually lacking in its own infrastructure for services and had an eye on Wilsonville, in particular, to provide such services in the future. An effort in recent years was to pass a law requiring a municipality like Wilsonville to provide services without incorporating the airport. The law did not pass, but the intention was clearly there for the airport to benefit from its proximity to Wilsonville and not the other way around.
- Additionally, the airport was in the protected area of rural reserve for 50 years and represented a threat to the rural reserve, specifically to turn it into something like what occurred around the Hillsboro Airport, resulting in a strip city along I-5 from Wilsonville to Salem at the great expense of some of the most productive farmland in the state and country. This fundamental concern had been a push back to the airport development, and it was a misdirection to consider it a matter of Wilsonville's Comprehensive Plan as apart from Wilsonville's special concern which was a defensive concern against the airport.
 - Mr. Green confirmed that regional land use, agricultural protection, public facilities, and infrastructure were important concerns that needed to be addressed.
 - Ms. Bateschell added the Areas of Special Concern in the Comprehensive Plan were not all just areas at the edge of the city that were future master planned communities. In the past, the City would outline its goals for master planning Areas of Special Concern that had been or would be brought into the urban growth boundary, but master planning was not the only reason for Areas of Special Concern. Other areas within that list had something unique about the area or something the City wanted to call attention to in the area.
- In reading the report, it seemed the Area of Special Concern was being used as a wedge to treat the airport as an Area of Special Concern similar to the west Railroad and Basalt Creek areas, which was a misdirection.
- It seemed West Railroad and Basalt Creek were areas in which the City had interest in growth. The airport and its surrounding areas were areas the City should be concerned about growing towards. Extending services south of the river would be expensive and inefficient for the City. Charbonneau today would be a mistake because it did not pay and was a bad, inefficient growth area. However, the impact of being forced or enticed into providing service to the area adjacent to the airport and the airport itself should be a concern. All of the land between Wilsonville and the airport would have to be considered to make it more cost effective, which was a slippery slope and would impact the City and its direction of growth.
 - Mr. Kilby assured the project team understood, adding the point about the rural reserves was probably the key statement that reinforced the policy around not wanting to extend urban services into that area and it was something to implement as a policy.
- Wilsonville did have an interest in addressing the airport in its Comprehensive Plan, but not in the same sense that it addressed Basalt Creek and West Railroad. The Comprehensive Plan had no obvious place for the airport, which was why it probably was not in the Plan.
 - Putting the airport in the Special Conditions area of the Comprehensive Plan made sense because it was not within the city's boundaries and was not part of the normal Comprehensive Plan.
 - Saying what the City did not do or was not planning in a Comprehensive Plan was unusual, unless it was in policies. This could shape the Comprehensive Plan as growth policies that the City would adhere

to in order to maintain efficiency of provision of services and compactness, for example, or a commitment to boundaries.

- If the City did not address the airport in its plans and policies, it would have no standing in any discussions because the airport was not in the City's territory. Was extraterritorial jurisdiction operational in the State of Oregon, where areas outside of a territory had a veto power on growth and development?
 - Ryan Adams, Assistant City Attorney, noted the City was still in litigation right now, so he could not give too much detail. He explained the OARs had a State agency coordination program, and to have a seat at the table, the City needed to be an affected jurisdiction. An affected jurisdiction had a fairly specific requirement within the definition, and one of those requirements was that the City have some reference to the airport, the ability to regulate some type of area around, it such as airspace, within the Comprehensive Plan. This was one way to get a seat at the table, because historically, the Oregon Department of Aviation (ODA) made it somewhat difficult, in the City's opinion, to have that seat, which was why the City was in litigation in the first place. The City wanted its voice to be heard, which was one of the main reasons for considering these Comprehensive Plan policies.
 - He was not aware if extraterritorial zones were operational in Oregon, but would do some research. He noted Clackamas County's comprehensive plan regulated the airspace coming off the end of the runway, even though the runway was in Marion County. He agreed Clackamas County's comprehensive plan set a good precedent for inclusion the regulation of airspace in Wilsonville's Comprehensive Plan.

Guidance Question #2: What are some of the benefits (or potential benefits) of the Aurora Airport to the Wilsonville community that should be addressed in Comprehensive Plan policies? (Slide 19)

- Mr. Green added a lot of planning and regulation focused on preventing encroachment into airport areas with development, for example. With the Exclusive Farm Use Zone and rural reserve that currently exists around the airport, encroachment might not as big of an issue as it might be in other places, but he noted the Commission's concern and suggested looking at the benefits to the community in protecting those areas and the compatibility of what was going in around the airport.
- Mr. Kilby noted as far as the benefits, people in the Wilsonville community probably frequented or operated out of the airport or were employed at some of the businesses at the airport. Growing the airport was definitely indicative of an economic boom for somebody and that needed to be memorialized in the Comprehensive Plan as well.
- Commissioner Heberlein noted he was a Wilsonville resident and a private pilot who worked for a company at the Aurora Airport. He hoped the City would take a balanced approach to the Comprehensive Plan policies in light of the discussion about the runway extension. His goal was to have more of a symbiotic relationship to meet the needs of both sides rather than using the updates as a defensive tactic. Focusing so much on the negative would lose sight of the positive, which included some of the economic benefits the airport provides.
 - Mr. Kilby agreed and believed being defensive would backfire on the City because airports were very well protected and full of advocates. The reason to have a voice at the table was to address the issues of compatibility and concerns about operations at the airport and to work cohesively with the airport ownership group and Department of Aviation to make sure the community was protected in the best ways possible.
- Some of the not-obvious benefits to document were the lifesaving services associated with the airport, such as firefighting and search and rescue operations. Those types of benefits should be documented especially for the citizens of Wilsonville to really identify with those benefits at a deep level.
 - Commissioner Heberlein confirmed Life Flight operated out of the airport with both helicopters and fixed wing lifesaving services, and both helicopter companies supported firefighting operations, so the airport had emergency response types of activities.

Guidance Question #3: What stakeholders, including community members and business interests, does the project team need to make sure that we hear from in the planning process? (Slides 17 and 20)

- What methods might be particularly effective in engaging these individuals or groups?
- "Airport users" was suggested as a better term than "airport operators" because it encompassed both businesses and the individuals.
 - Mr. Green and Mr. Kilby explained "airport operators" was meant to be all-encompassing for direct users of the airport as a facility, such as business owners and pilots based at the airport or using it directly.
- The stakeholder list seemed fairly comprehensive, but the top bullet should be changed to be more inclusive of the East Wilsonville residents' impact. Definitely more than just south Wilsonville and Charbonneau were impacted; the central east side of the city noticed the traffic as well.
 - Mr. Green agreed the outreach should consider the flight path as well as proximity.

The project team thanked the Commission for its feedback and welcomed any further questions or comments via email.

IV. INFORMATIONAL

- A. City Council Action Minutes (October 4 & 18, 2021) (No staff presentation)
- B. 2021 PC Work Program (No staff presentation)

Miranda Bateschell, Planning Director, confirmed the upcoming work items in December and noted an item had been added to the January agenda.

Chair Mesbah stated that on behalf of the Commission, a live flower plant was delivered to Tami Bergeron as a thank you.

Ms. Bateschell noted the last time Frog Pond master planning was before the Commission, outreach was discussed, and one of the topics that came up was connecting with the City's new Diversity, Equity, and Inclusion (DEI) Committee. She and Georgia McAlister had attended the DEI Committee meeting last night to speak with them about the Planning Division, the projects being worked on and how planning was related to daily life. The outreach work done by Planning, particularly recently, was also highlighted, including what had generated more diverse participation in projects versus Staff's struggle to get diverse representation from the community participating, as well as what had and had not worked well. Town Center was a challenge right now with COVID-19, for example. The DEI Committee was asked about its ideas for how and where to engage to hopefully receive more input and interaction with traditionally underrepresented groups in the community, and what questions should be asked when talking about housing, transportation, access, and affordability. The committee was wonderful to interact with and Staff had been asked to return and would follow up to continue the conversation.

Commissioner Willard noted she would not be able to attend the December meeting.

V. ADJOURNMENT

Chair Mesbah adjourned the regular meeting of the Wilsonville Planning Commission at 9:03 p.m.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, LLC. for
Daniel Pauly, Planning Manager



Community Engagement Summary

City of Wilsonville Airport Good-Neighbor Policies



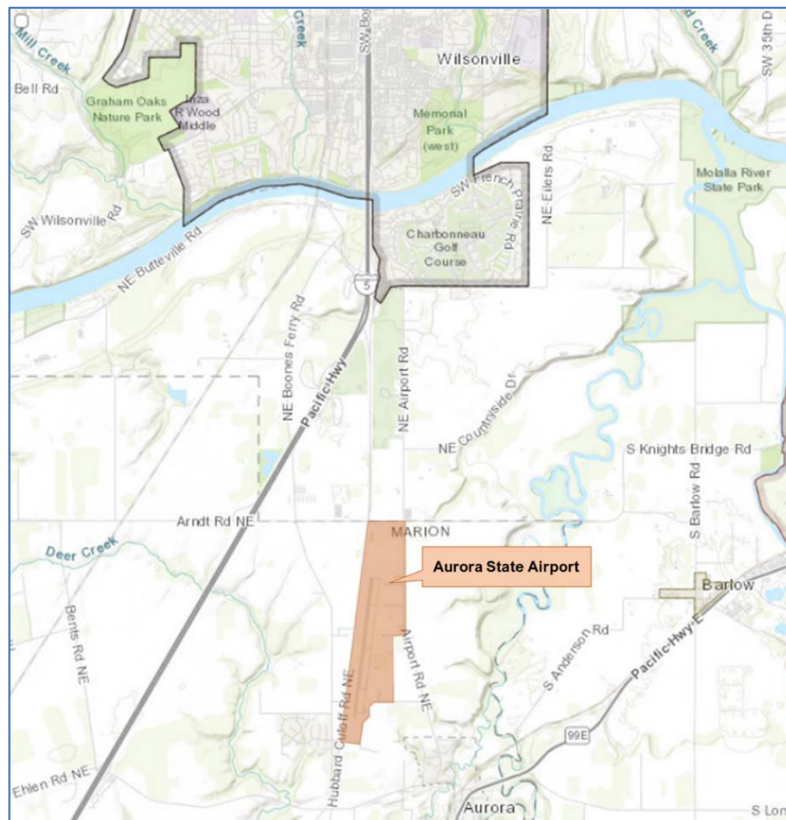
October 2022



About the Project

Located just 1.6 miles south of Wilsonville city limits, the Aurora Airport is a neighbor of great regional significance. Although airport operations and new development in the vicinity of the airport impact the City of Wilsonville, the Wilsonville Comprehensive Plan does not currently address the relationship between the City and the airport. By amending the Comprehensive Plan to include policies that address the airport, the City of Wilsonville will increase its voice in future airport planning, operations and regional coordination.

City of Wilsonville is working with consultant Harper Houf Peterson Righellis (HHPR) on a planning process to develop Airport Good-Neighbor Policies to address the relationship between the Wilsonville community and Aurora Airport operations and potential growth. Community input has directly informed the City's work to prioritize the outcomes most important to Wilsonville, and those priorities are reflected as policy objectives in the proposed amendments to the City's Comprehensive Plan. This report summarizes the overall approach to community engagement, and results of engagement efforts throughout the planning process, including stakeholder interviews, an online survey, and open house community conversations.










Overall, the engagement process has identified issues within two overarching categories:

- (1) concerns about aviation and other airport operations, and*
- (2) concerns about the potential for further development on the airport grounds and beyond.*

Community Engagement Tools

HHPR and the City of Wilsonville have used a variety of approaches and platforms to engage interested stakeholders and the community-at-large in the planning process to develop the Airport Good-Neighbor Policies. Due to the COVID-19 pandemic, community outreach for the project has taken place remotely, through the Boones Ferry Messenger print newsletter, City webpage and social media, and a variety of online tools linked from the project page on the Let's Talk, Wilsonville! (LTW) virtual engagement platform. This report summarizes the engagement process and results for each method shown below.

	City web page and social media	Throughout the process
	<i>Boones Ferry Messenger</i> Print newsletter to all Wilsonville households	March 2022
	<i>Let's Talk, Wilsonville!</i> Virtual engagement platform	<ul style="list-style-type: none"> Information shared and opportunities to comment throughout the process Online Survey: February 13 - March 14, 2022
	Stakeholder Interviews Phone interviews with consultant	February and March 2022
	Online Community Conversations Virtual Open Houses	March 9 and 10, 2022
	Planning Commission Work Sessions	<ul style="list-style-type: none"> November 10, 2021 April 13, 2022 September 14, 2022
	City Council Work Sessions	<ul style="list-style-type: none"> December 6, 2021 May 2, 2022 September 19, 2022



Stakeholder Interviews

During February 2022, HHPR conducted seven phone interviews with stakeholders from government agencies, local neighborhood groups, economic development, agriculture, and local businesses. Not surprisingly, feedback from stakeholders in interviews has varied according to each respondent's position within the ongoing discussions about future airport plans.

Respondents without a direct connection to the airport or local aviation all expressed concern about future expansion of airport operations, and the potential for farmlands adjacent to the airport to be lost to development or impacted by adjacent development in the airport vicinity. These respondents also raised issues with present operations, especially traffic and road access impacting farm operations, and environmental and public health threats raised by inadequate waste disposal at the airport site.

Respondents from businesses located on or adjacent to the airport tended to view future expansion of airport operations or development around the airport as less certain, due to the existing site boundary of the airport and surrounding EFU-zoned land. Airport-based stakeholders see a critical role for the airport in the event of an emergency such as a major earthquake, in which first responders and emergency relief supplies would use Aurora State Airport as a hub to reach the general area, then fan out to communities in the vicinity. These respondents also described the potential benefits of the airport as a resource for corporate travel for Wilsonville-based companies, and they identified Wilsonville as the closest business center for purchasing supplies, employee meals, and professional services for their companies.



Online Survey

Between February 13 and March 14, 2022, a survey was available on the *Let's Talk, Wilsonville!* project page, with 100 responses. The survey was promoted via the March 2022 Boones Ferry Messenger, a press release, on the *Let's Talk, Wilsonville!* home page and City's social media platforms, and by the project team at online open houses and other events. Almost all responses (92 of 100) were from Wilsonville residents, with 65 percent identifying as living near the airport.

Roughly one in four respondents used the airport for work, air travel, cargo transport, flight school, or as pilots. Priority areas for airport-related policies were distributed more-or-less evenly, but neighborhood compatibility issues such as noise and pollution received the highest average ranking from respondents. The survey also collected open-ended, qualitative responses from many participants, elaborating on positive and negative airport impacts and policy priorities. Example open-ended responses included:

"I am mostly worried about plane crashes, noise & increased traffic on Boone Bridge & Miley Road"

"I feel that the city has been focused on the negatives around the airport and not the positives. My rankings highlight the importance that the airport plays, while recognizing that noise is a concern."

"Impact on Wilsonville infrastructure and services (water, sewer, etc.), including costs."

A full report of survey results is included as Attachment A.

Survey Results: Priority Issues

Overall, survey respondents prioritized the most important issues to address in the Good Neighbor Policies as follows (with #1 equaling the highest priority):

- 1) **Neighborhood compatibility issues** (noise, pollution)
Avg. rank: 1.97
- 2) **Surface transportation** (congestion, traffic, highways, and local roads)
Avg. rank: 3.44
- 3) **Fire safety and emergency management** (use of the airport by emergency service providers, air traffic safety)
Avg. rank: 3.57
- 4) **Environmental resources** (pollution, encroachment)
Avg. rank: 3.63
- 5) **Urban Growth Boundaries** (urban development, land use, conflicts with farm operations, loss of farmland)
Avg. rank: 3.68
- 6) **Economic development** (jobs, attracting visitors to Wilsonville businesses, business support services)
Avg. rank: 4.06
- 7) **Air transportation**
Avg. rank: 5.02
- 8) **Other**
Avg. rank: 6.87



Online Community Conversations

The project team held online Community Conversations using Zoom Webinar on March 9 and 10, 2022. The March 9 meeting was held at 12 noon and the March 10 meeting was held at 6 pm to accommodate different schedules of community members interested in attending. Each meeting included a presentation by HHPR land use planners introducing project goals, background about the airport and land use planning, and opportunities to stay involved in the process. Attendees had the opportunity through live polling and question-and-answer sessions to provide feedback during the meetings.

A total of five attendees joined the Community Conversations, and shared concerns mostly related to airport noise and potential industrial development near the airport.



Key Takeaways for Proposed Policies

1. While the issue of noise from overflights may be especially concerning to stakeholders in and around the Charbonneau neighborhood, the project team heard from many different participants in the process that due to flight paths, aviation noise also impacts other Wilsonville districts, especially east of I-5. Accordingly, the proposal does not limit policies related to air traffic impacts to a specific “impact area” within Wilsonville.
2. In addition to issues with impacts from aviation activity, many stakeholders felt that further development on and around the Aurora State Airport site could have negative impacts on Wilsonville, including overloading of public infrastructure in the French Prairie area (surface transportation, sanitary sewer and stormwater disposal), loss of prime farmland that is interconnected to the Wilsonville economy, and diminishment of the Willamette River as an environmental and recreational resource. Recognizing changes in the Airport vicinity may impact Wilsonville by way of interconnected natural and built systems, the policies establish the framework for monitoring and interjurisdictional cooperation for development and planning within this area.
3. Many participants valued the role of the Airport as a base for emergency service providers, such as Life Flight helicopters. Stakeholder opinions differed on the significance of the Airport and its proximity to Wilsonville in the event of a major natural disaster, and whether that role could be impacted by further development at or around the Airport. Therefore, the policies related to the emergency services issue do not try to address specific future scenarios for either Airport development or emergency response but leave flexibility to advocate for maintaining the valued existing emergency services of the Airport in a variety of situations.





Attachment A
Community Engagement Summary
City of Wilsonville Airport Good-
Neighbor Policies

Survey

SURVEY RESPONSE REPORT

13 February 2022 - 14 March 2022

PROJECT NAME:

Airport Good-Neighbor Policies

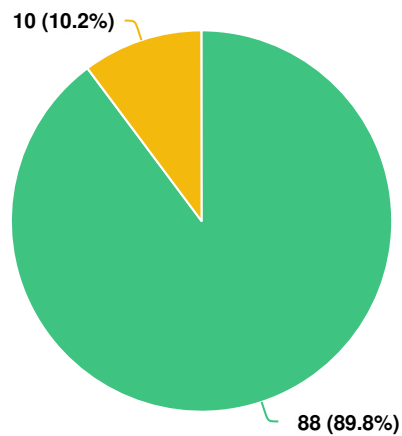


This survey was open for one month on Let's Talk, Wilsonville! Notification of the survey was provided in local media outlets. This introduction was provided to survey takers:

Located just 1.6 miles south of Wilsonville city limits, the Aurora Airport is a neighbor of great regional significance. It is important for City staff to learn how our community interacts with the aviation facility. Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan.

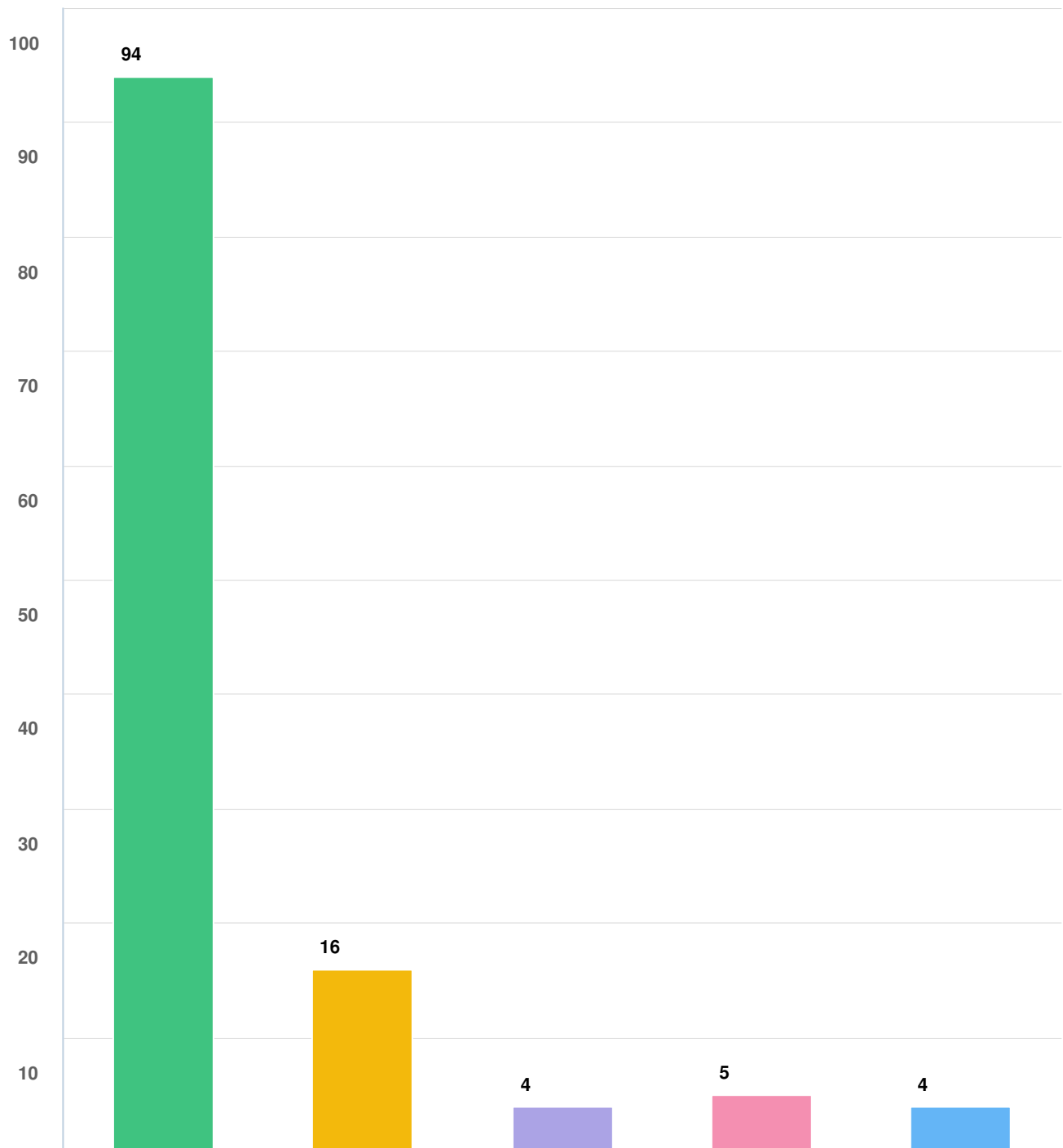
Feedback gathered from the survey and open house events will help us better understand what matters most to our community, so that we may advocate for the community's interests. Please take 3-5 minutes to share your perspective and inform the planning process.

REGISTRATION QUESTIONS

Q1 Do you own or rent at your primary residence?**Question options**

☒ Own ☐ Rent

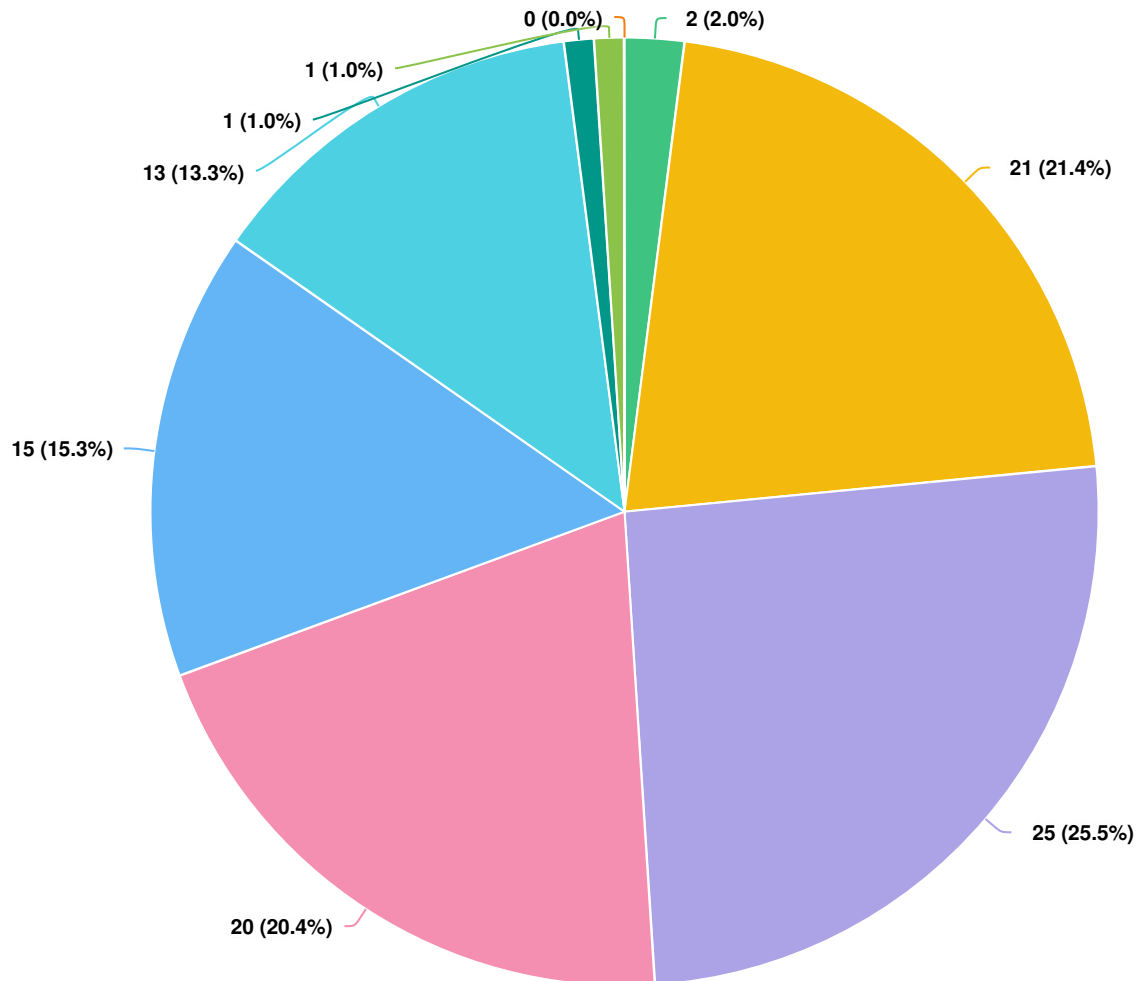
Mandatory Question (98 response(s))
Question type: Radio Button Question

Q2 What is your connection to Wilsonville? (Choose all that apply)

Question options

- I live in Wilsonville
- I work in Wilsonville
- I own a business in Wilsonville
- I visit Wilsonville
- I own a secondary residence in Wilsonville

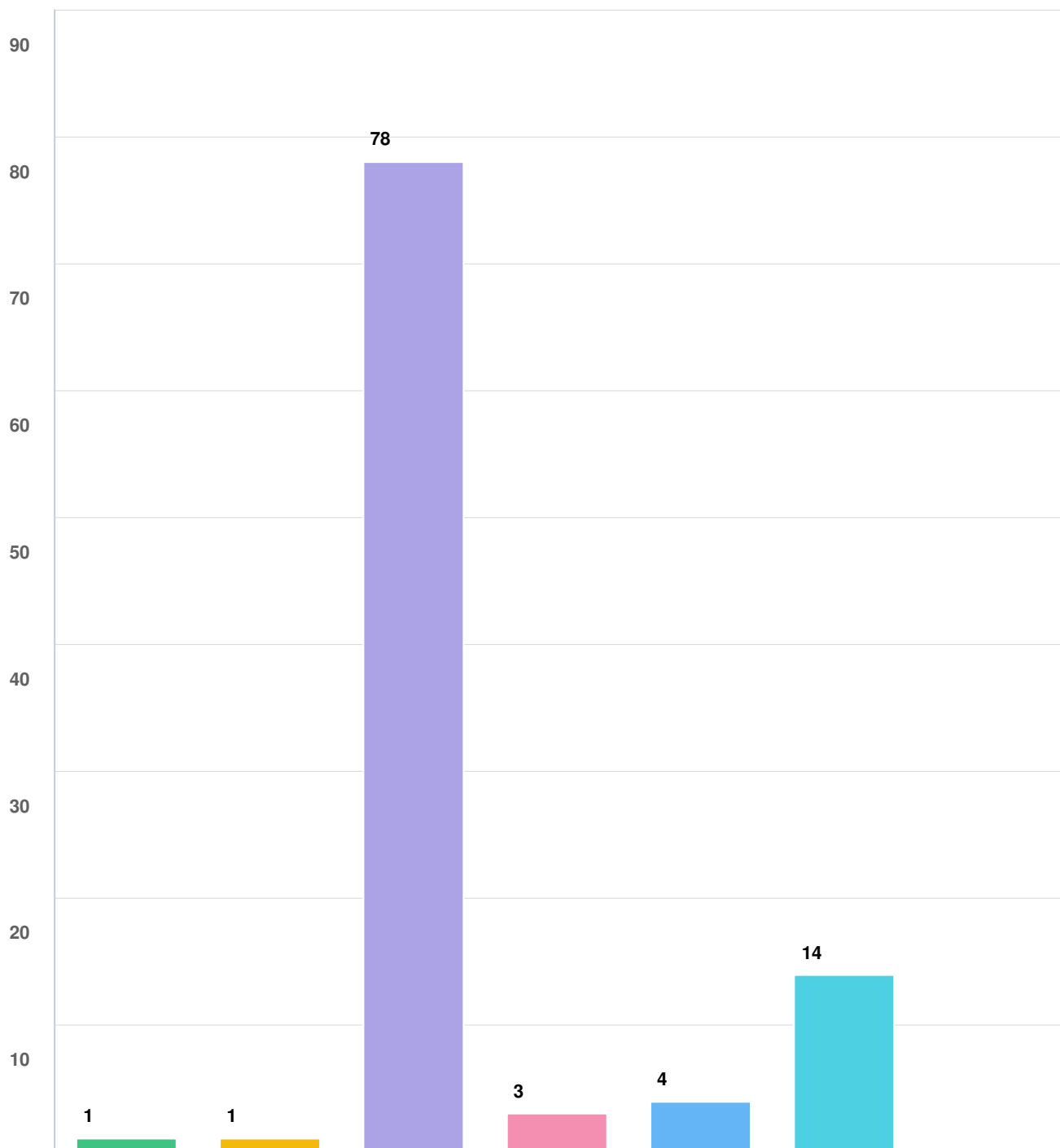
Mandatory Question (98 response(s))

Question type: Checkbox Question

Q3 In what decade were you born?

Question options

● Before 1940
 ● 1940-1949
 ● 1950-1959
 ● 1960-1969
 ● 1970-1979
 ● 1980-1989
 ● 1990-1999
● 2000-2009
● 2010-2019

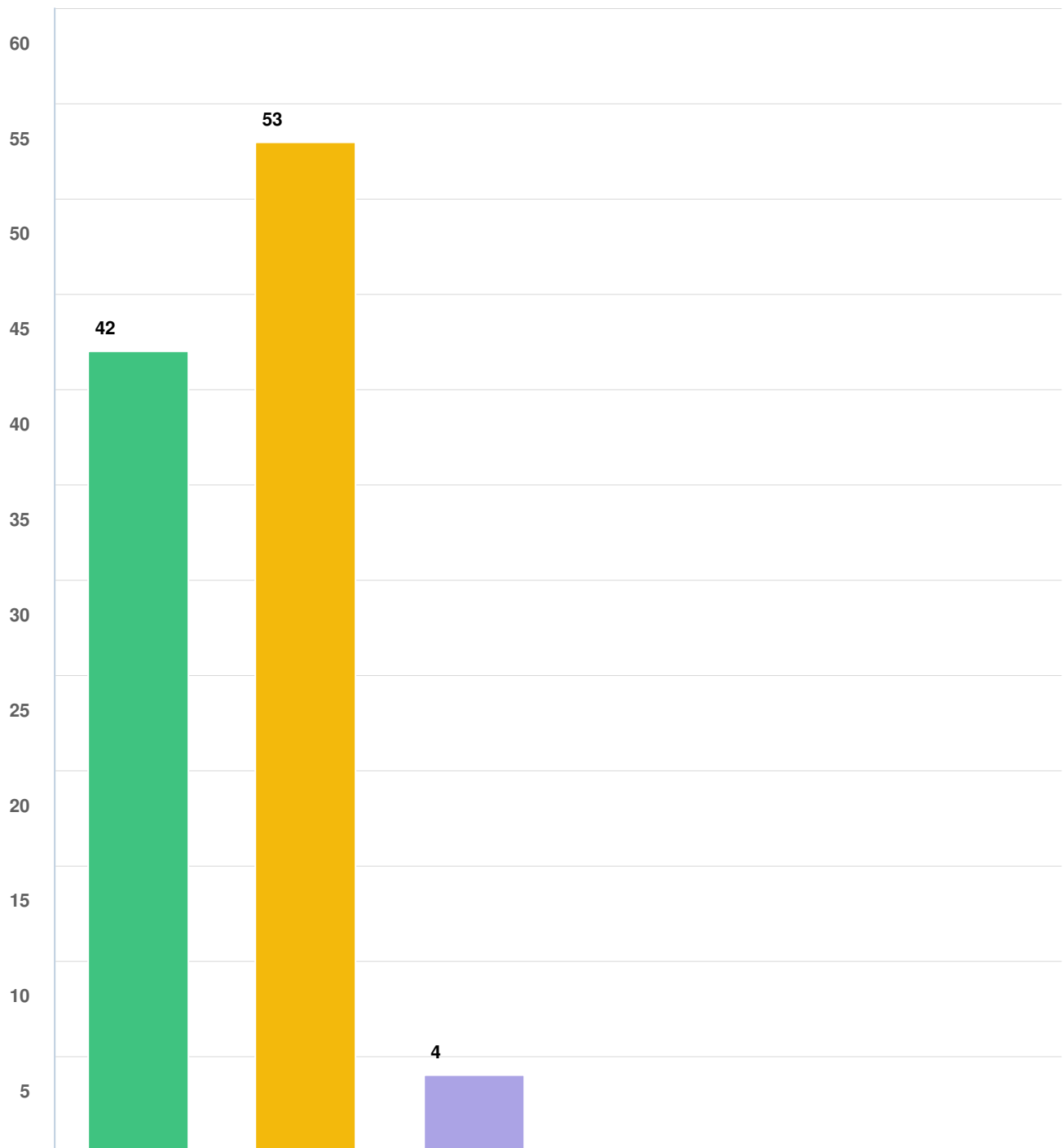
Mandatory Question (98 response(s))
 Question type: Dropdown Question

Q4 Which ethnic or racial group do you identify yourself? (Choose all that apply)**Question options**

- African American/Black
 ● Asian or Asian American
 ● Caucasian/White
 ● Multi-racial
 ● Native American
 ● Prefer not to answer
 ● Hispanic/Latino

Mandatory Question (98 response(s))

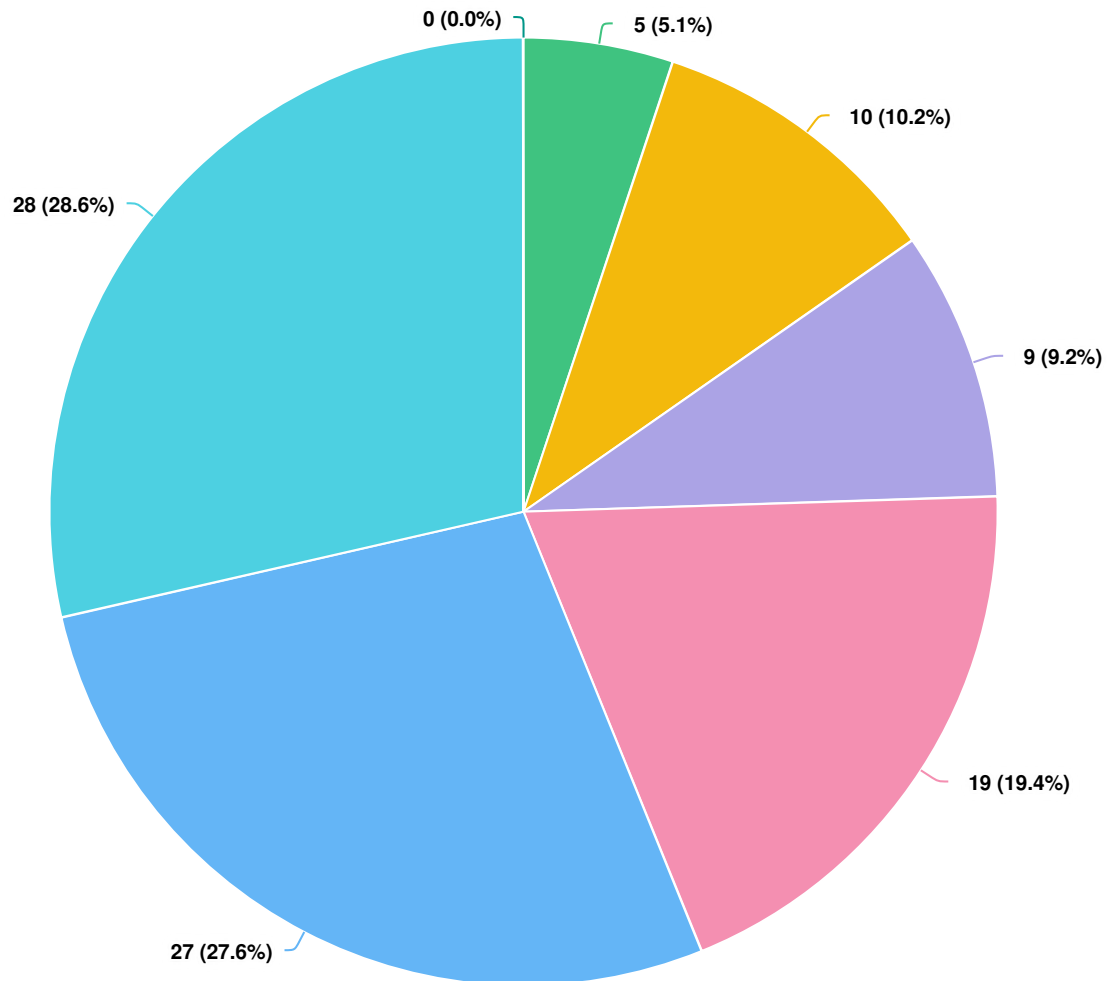
Question type: Checkbox Question

Q5 Please indicate your gender. (Choose all that apply)**Question options**

- ☒ Female
 ☒ Male
 ☐ Prefer not to answer
 ☐ Transgender
 ☐ Non-binary
- ☐ If you prefer to self-identify, check box and please do so below:

Mandatory Question (98 response(s))

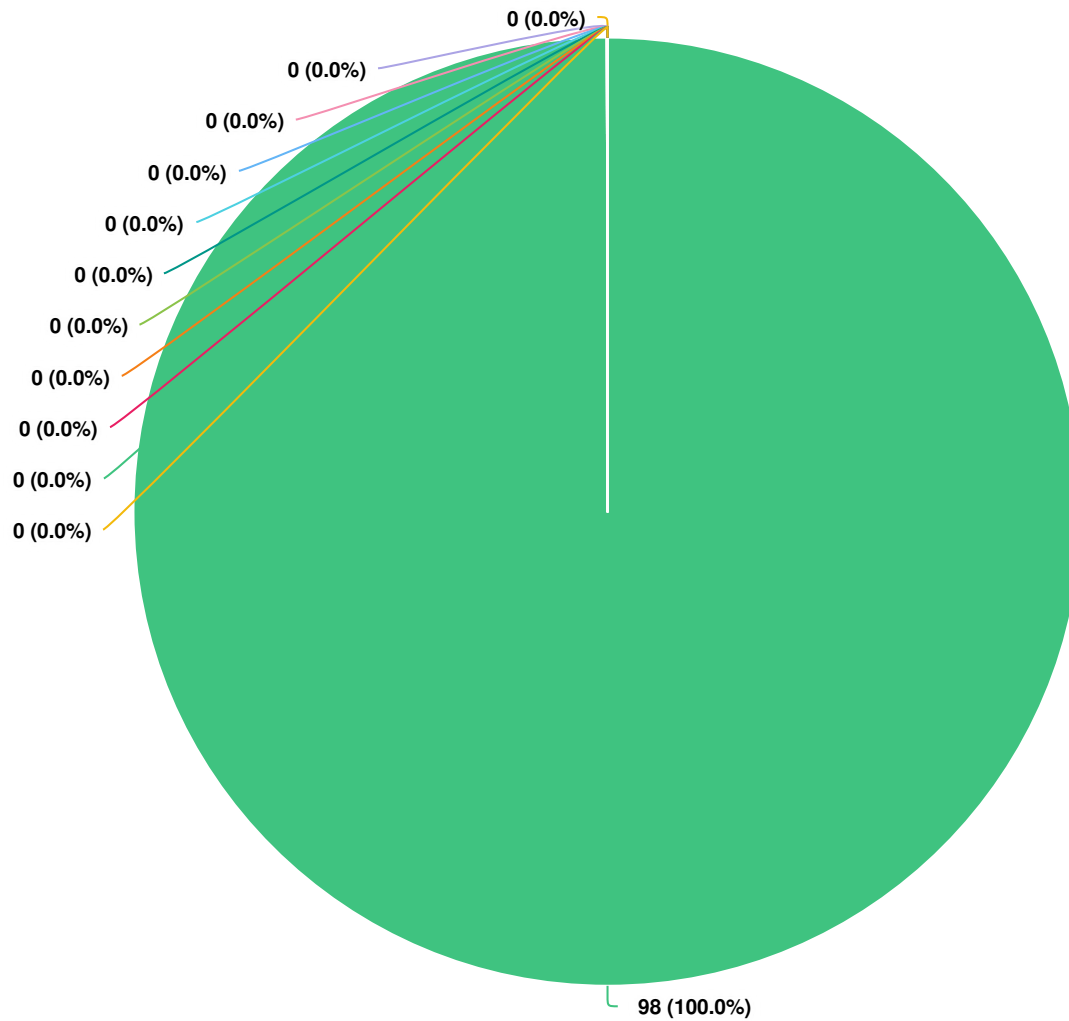
Question type: Checkbox Question

Q7 What is your household income? Please choose only one of the following:

Question options

- \$25,000 - \$49,999
 ● \$50,000 - \$74,999
 ● \$75,000 - \$99,999
 ● \$100,000 - \$149,999
 ● \$150,000 or more
- Prefer not to answer
 ● Less than \$25,000

Mandatory Question (98 response(s))

Question type: Dropdown Question

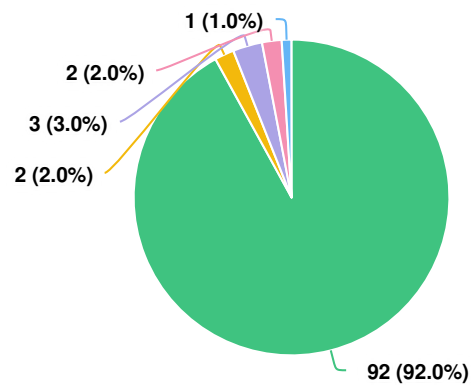
Q8 What is the primary language spoken in your home?

Question options

● English
 ● Spanish
 ● Chinese
 ● Arabic
 ● Russian
 ● Japanese
 ● Korean
 ● Chuukese/trukese
● Hindi
 ● Telugu
 ● Vietnamese
 ● Other, please specify:

Mandatory Question (98 response(s))

Question type: Dropdown Question

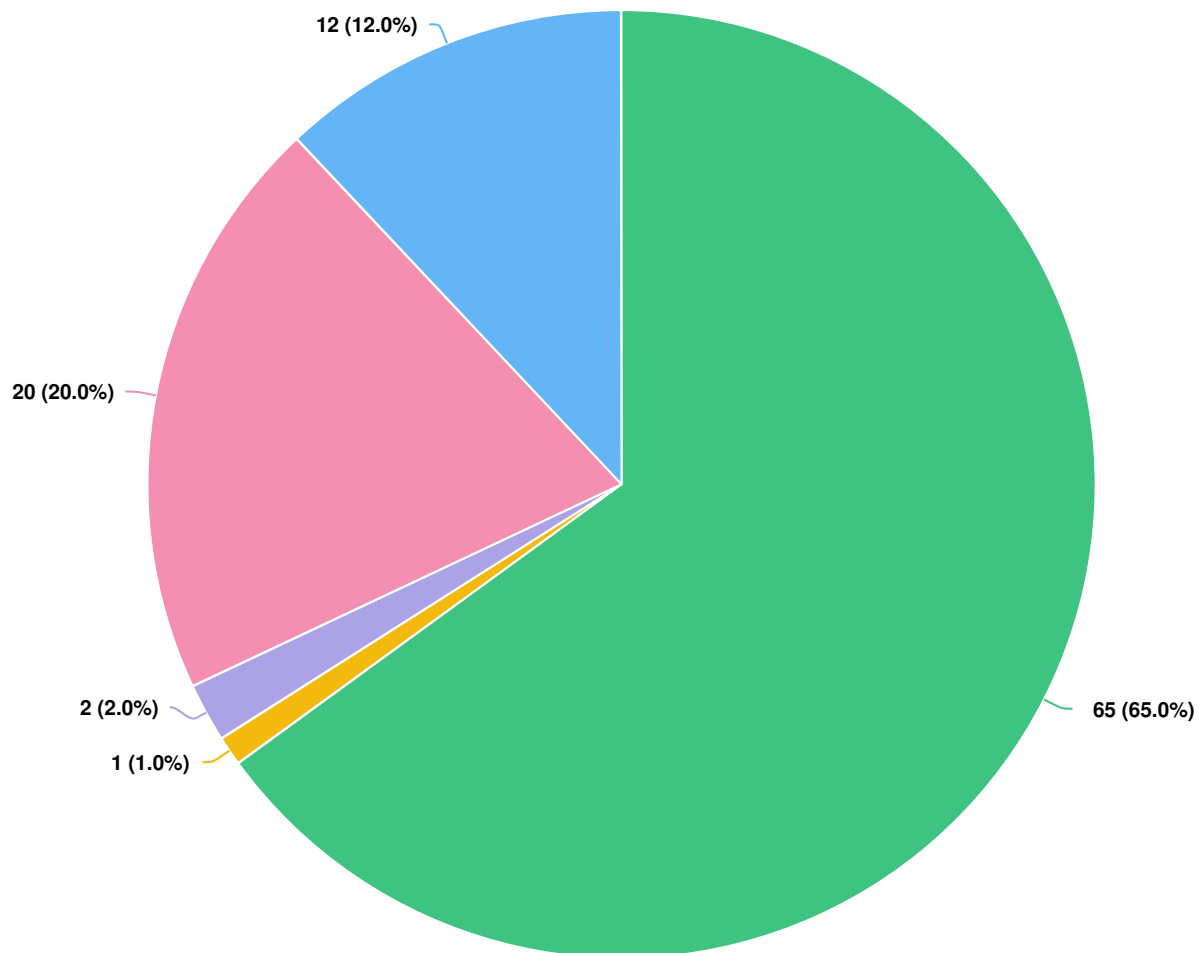
SURVEY QUESTIONS

Q1 What is your association with the City of Wilsonville?

Question options

- Live in Wilsonville
- Live near the City of Wilsonville
- Work in Wilsonville
- Visit Wilsonville
- Other (please specify)

Optional question (100 response(s), 0 skipped)

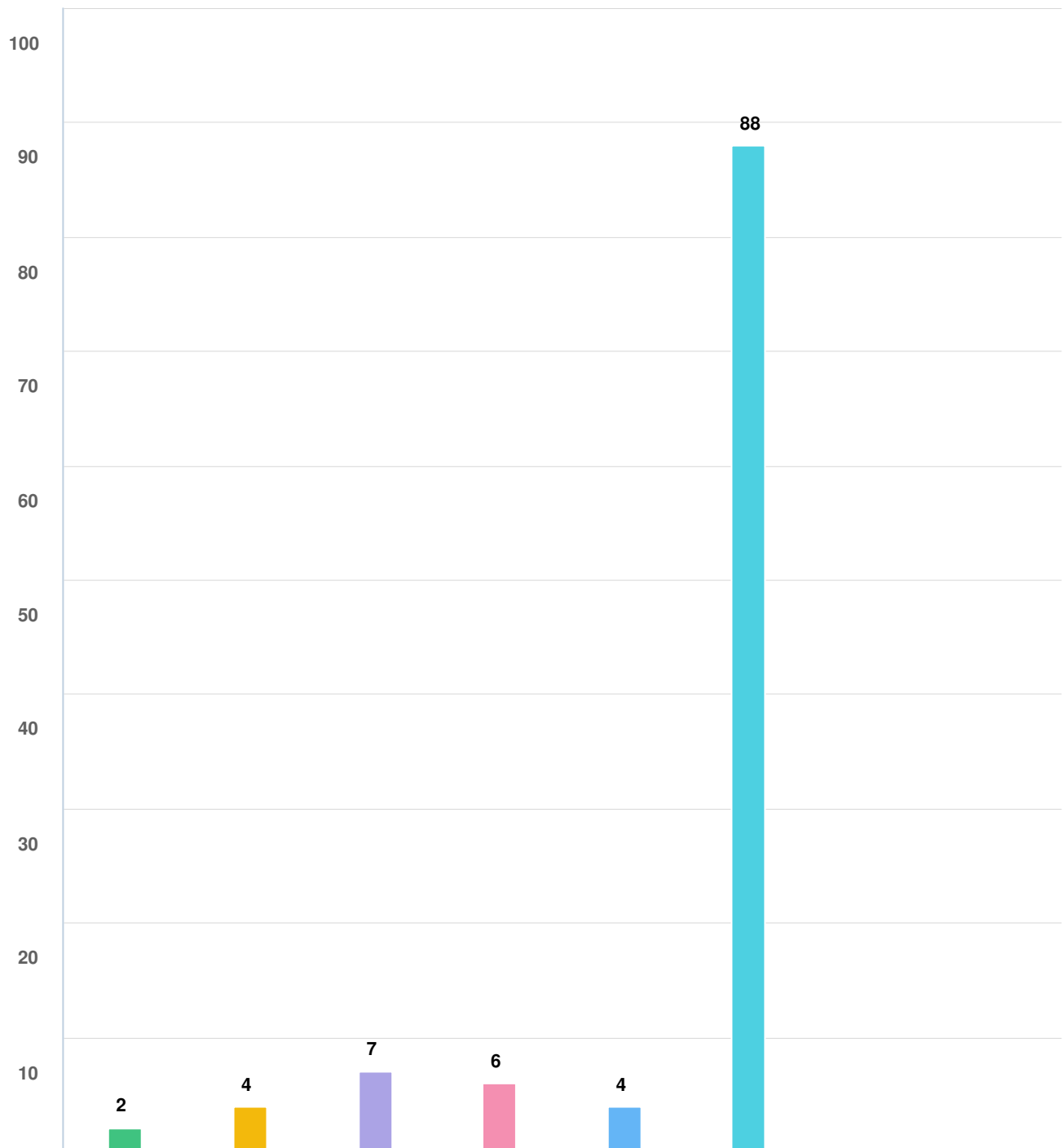
Question type: Radio Button Question

Q2 What is your association with Aurora State Airport?

Question options

● Live near airport
 ● Work near airport
 ● Work at airport
 ● None
 ● Other (please specify)

Optional question (100 response(s), 0 skipped)

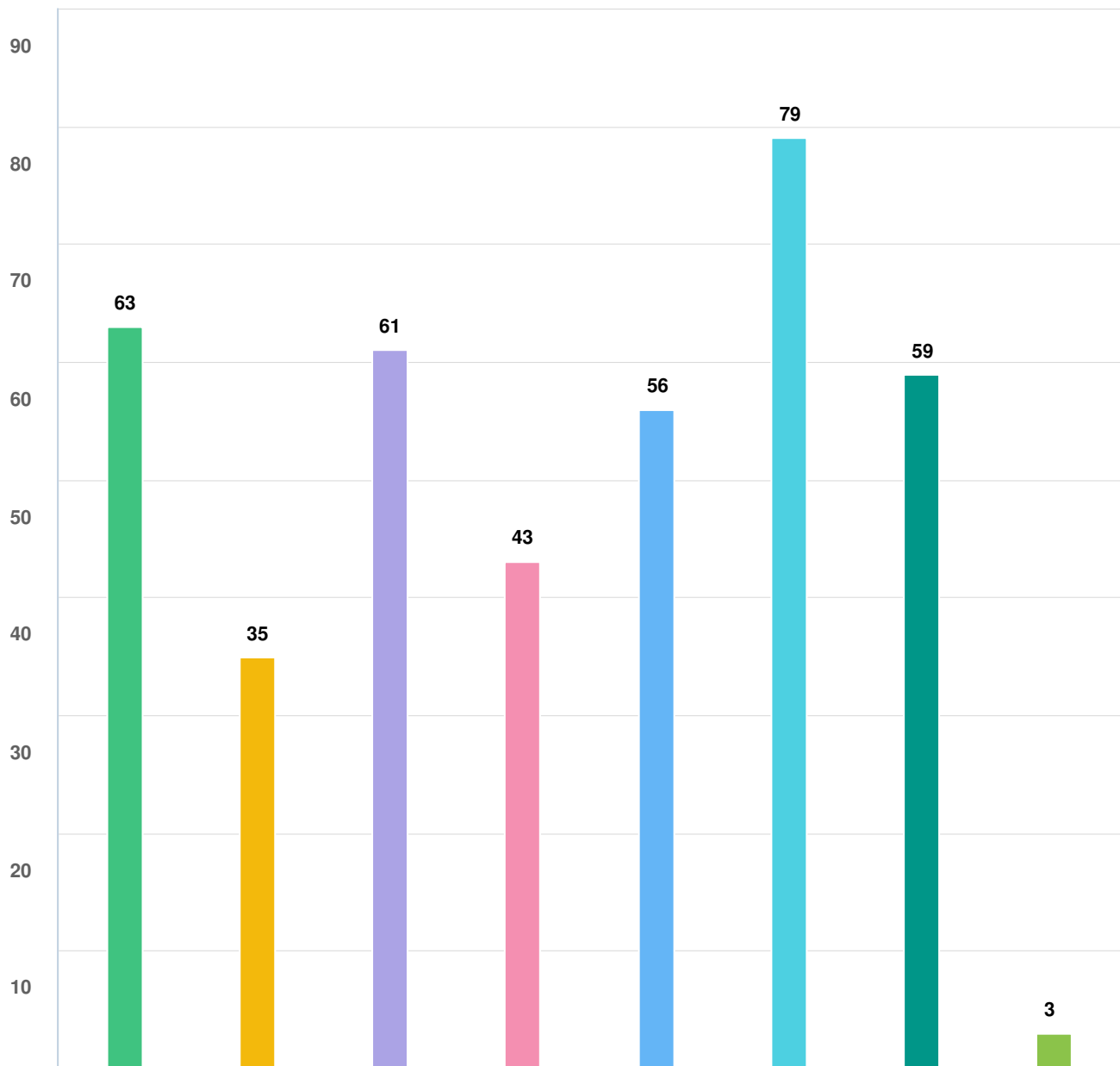
Question type: Radio Button Question

Q3 How do you use the Aurora State Airport? (check all that apply)**Question options**

- Employed by airport or at airport (private business)
 ● Non-business air travel
 ● Pilot
 ● Recreation
- Education (e.g., flight school)
 ● I do not use the airport
 ● Business - Cargo
 ● Business - Travel

Optional question (100 response(s), 0 skipped)

Question type: Checkbox Question

Q4 Check all the policy issues that may relate to the airport that are of importance to you:

Question options

- Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)
- Air transportation ● Surface transportation (congestion, traffic, highway and local roads)
- Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)
- Environmental Resources (pollution, encroachment) ● Neighborhood Compatibility Issues (noise, pollution)
- Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)
- Other (please specify)

Optional question (99 response(s), 1 skipped)

Question type: Checkbox Question

Q5 Of the issues you selected above, rank the issues based on the level of importance to you (1 being most important, and 8 being least important):

OPTIONS	AVG. RANK
Neighborhood Compatibility Issues (noise, pollution)	1.97
Surface transportation (congestion, traffic, highway and local roads)	3.44
Fire safety and emergency management (use of the airport by emergency service providers, air traffic safety)	3.57
Environmental Resources (pollution, encroachment)	3.63
Urban Growth Boundaries (urban development, land use, conflicts with farm operations, loss of farmland)	3.68
Economic development (jobs, attracting visitors to Wilsonville businesses, business support services)	4.06
Air transportation	5.02
Other	6.87

Optional question (99 response(s), 1 skipped)

Question type: Ranking Question



Q6 Please add any comments here about how you prioritized the topics in the previous question.

Screen Name Redacted

2/28/2022 07:55 PM

Interesting way to load these statements to get a pre-determined outcome. The City of WILSONVILLE needs to start working in partnership with the airport not throwing Molotov cocktails at every opportunity for airport expansion. Would love to know the exact dollar amount spent with our tax payer dollars on fighting any airport growth over the past 20 years.

Screen Name Redacted

2/28/2022 08:11 PM

N/A

Screen Name Redacted

2/28/2022 08:27 PM

The airport is an incredibly valuable resource that provides a lot of jobs, convenience of air transportation close to Wilsonville/Aurora/Canby, and has an extremely minimal impact on surface transportation and local neighborhoods.

Screen Name Redacted

2/28/2022 08:31 PM

The increase of acid rain and potential water pollution from fuel seriously concern me. This is a sensitive area that should not be damaged by unmanaged economic growth.

Screen Name Redacted

2/28/2022 08:32 PM

I am concerned about increased noise, pollution, and traffic from flights. I love living near the local farms and do not want any more farmland lost to development.

Screen Name Redacted

2/28/2022 08:39 PM

Noise from planes flying overhead is a concern

Screen Name Redacted

2/28/2022 09:07 PM

I think the airport is a vital economic engine to our community, and the current restrictions at the airport have limited some companies with larger needs at the airport from coming to Wilsonville.

Screen Name Redacted

2/28/2022 09:12 PM

My primary concern is with noise from planes taking off and to a lesser extent circling the area. My biggest concern is jet planes that make a lot of noise. I would not want more and/or bigger jet planes taking off from the airport. I'm less bothered by the small planes circling around the area.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

2/28/2022 09:23 PM

my home is within a flight path of this airport

Screen Name Redacted

2/28/2022 09:31 PM

Changing the quality and tranquility of Wilsonville.

Screen Name Redacted

2/28/2022 09:34 PM

My father worked for an airline, so I grew up around airports for most of my life. I have also lived under the approach to major airports. One of the schools I attended was sandwiched between a civilian, and two military bases. We students and the teachers suffered headaches from the pollution and noise. As aircraft take off and land they spew toxic fumes that pollute the air and aggravate health issues like asthma. The sound pollution does cause lost of hearing. It affects humans, animal, birds and even fish. I have seen first hand how aircraft flying over Wilsonville Grade School and Boeckmen Elementary effected students when they were doing school projects outside and in their classrooms. Aircraft need to follow I-5 in as their approach and as they take off. If that can't be done, then the airport needs to relocate or realign the runways.

Screen Name Redacted

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau).

Screen Name Redacted

2/28/2022 09:54 PM

I am mostly worried about plane crashes, noise & increased traffic on Boone Bridge & Miley Road.

Screen Name Redacted

2/28/2022 09:57 PM

We are Wilsonville and we should focus on how to improve the lives of Wilsonville citizens, the Airport is not in our jurisdiction so our leaders should understand that we are guests in this discussion instead this survey and our leader have the audacity to think they have authority here... typical entitled politicians wasting tax payer money.

Screen Name Redacted

2/28/2022 11:00 PM

I feel that the city has been focused on the negatives around the airport and not the positives. My rankings highlight the importance that the airport plays, while recognizing that noise is a concern.

Screen Name Redacted

3/01/2022 06:31 AM

The airport is already highly regulated.

Screen Name Redacted

3/01/2022 06:41 AM

Already too much noise at all hours (especially late at night). Want QUIET hours and NO jets. Okay for fewer noise restrictions/hours for



emergency use (firefighting, air ambulance, etc.). No need to extend the runway to accommodate larger planes and jets (for the rich with toys or for corporations) -- those should go to PDX or Hillsboro; expansion now impacts livability plus would eventually impact future growth of neighborhoods.

Screen Name Redacted

3/01/2022 07:14 AM

The "get off my lawn" old folks in Charbonneau should not be blocking the airport expansion because of perceived increases in noise. They moved to an area directly in the airport's flight path. It's too late for buyer's remorse. All of the issues listed above provide cover for the anti-airport expansion folks in Charbonneau.

Screen Name Redacted

3/01/2022 08:19 AM

Air traffic, noise and increased congestion in an already bottle necked area could significantly degrade the quality of living in Wilsonville and surrounding areas. This area was not originally laid out with the type of population density and through traffic we are currently seeing, let alone adding even more.

Screen Name Redacted

3/01/2022 08:58 AM

The airport has been there forever. People moving into the area know the airport is there, and know of the noise, etc.

Screen Name Redacted

3/01/2022 09:02 AM

it's all about the negative impacts of noise and potential traffic

Screen Name Redacted

3/01/2022 10:30 AM

Impact on Wilsonville infrastructure and services (water, sewer, etc.), including costs.

Screen Name Redacted

3/01/2022 11:14 AM

Increasing overflight noise at Charbonneau over the past few years, particularly at night and on weekends and holidays are a significant concern. Private/corporate jets are detrimental to the environment and carbon control and global warming - if anything their use should be Increased size of the airport will result in more traffic on local roads and highways that are not designed for it.

Screen Name Redacted

3/01/2022 12:37 PM

My house is located in Charbonneau . Currently the planes usually fly over it and the noise is loud. I am concerned about the traffic congestion on Airplane Road to enter Miley road during the morning commute.

Screen Name Redacted

3/01/2022 12:46 PM

The first 4 are most important to me and what I see as real issues. I see my 5th choice as opening the door for future disregard for the



UGB and more development on agricultural land. I can't help but think that those who have been pushing for that development don't also have a hand in this airport expansion project. I think the airport should be used for small planes, not jets and can't see how it would attract visitors to Wilsonville.

Screen Name Redacted

3/01/2022 07:52 PM

Just want to make sure that the potential expansion of the airport is legal and transparent

Screen Name Redacted

3/02/2022 11:52 AM

If the airport is expanded it really needs a curfew. It is very obnoxious to have fairly large jets flying a few hundred feet over our home at all times of the night. I have been awoken at 2 am because of this!

Screen Name Redacted

3/02/2022 01:24 PM

Emergency use should be obvious. For the rest, it's walking the fine line between development and people who're already there.

Screen Name Redacted

3/02/2022 03:23 PM

I live right over the flight path. I already hate living near I5. Having to live under the landing of airplanes is making this place hellish.

Screen Name Redacted

3/02/2022 05:04 PM

We live in Morey's Landing. There is already quite a bit of airplane noise. I strongly, strongly oppose expansion of the airport.

Screen Name Redacted

3/02/2022 09:21 PM

We live in Charbonneau. Not only are we concerned about the noise and frequency of flights, and larger airplanes, but also of our investments in our homes. With a larger airport, property values could go down.

Screen Name Redacted

3/03/2022 07:54 AM

Wilsonville already has traffic issues, especially at the Boone Bridge. We need to solve that as part of anything that could increase area traffic. Farmland is also a very important part of continuing to source food/plants/trees/etc. locally. Good paying jobs and a good place to live - we don't want people in our community to be living in poverty.

Screen Name Redacted

3/03/2022 04:41 PM

Jet noise from airport is extremely loud, startling and alarming. Airport reached by narrow country roads where drivers go too fast.

Screen Name Redacted

3/03/2022 07:57 PM

Scuttlebutt from Charbonneau hoa board is decision-makers are deaf to neighbors concerns. Decisions are already made.



Survey : Survey Report for 13 February 2022 to 14 March 2022

<p>Screen Name Redacted</p> <p>3/03/2022 08:35 PM</p>	<p>Airport noise is a serious problem and must be addressed before or during any master planning.</p>
<p>Screen Name Redacted</p> <p>3/04/2022 07:04 AM</p>	<p>Current congested road problems would be exacerbated, noise especially during nighttime hours would continue to increase,</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:17 PM</p>	<p>Since moving into Charbonneau 15 years ago, we have seen and heard increasing noise from aircraft landing and taking off, especially an increase in corporate jets. (We did see a decrease during the pandemic but it is back to a noticeable level of noise in 2022.) We are very concerned about the air pollution caused by all this jet travel in and out of the Aurora Airport. Expanding the airport will only add to these problems. Traffic on local streets in the vicinity of the airport will also increase dramatically with any expansion. I am also a strong supporter of Oregon's Land Use Planning and do not want to see valuable agricultural land taken out of production.</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:20 PM</p>	<p>Most concerned about negative impact of airport expansion on land use, environment, urban expansion, and traffic</p>
<p>Screen Name Redacted</p> <p>3/05/2022 01:44 PM</p>	<p>A you can see all my answers relate to me, my family and friends and how it will effect us.</p>
<p>Screen Name Redacted</p> <p>3/05/2022 03:05 PM</p>	<p>Again, every question is slanted towards the negative. Considering the amount of money (which the City refuses to disclose) that you have pissed away fighting the airport, we already know how City officials feel about the subject. Why ask us now?</p>
<p>Screen Name Redacted</p> <p>3/05/2022 06:14 PM</p>	<p>Air and noise pollution due to the growth of this airport; flight patterns and amount of air traffic that impact livability of the citizens of Wilsonville</p>
<p>Screen Name Redacted</p> <p>3/05/2022 06:35 PM</p>	<p>I've lived in this house for about 30 years and the aircraft keep getting bigger and louder. They fly right over my house and when I'm in the yard we often have to stop talking until the noise of the plane is over. It wasn't like this when we built the house and gets louder all the time.</p>
<p>Screen Name Redacted</p> <p>3/06/2022 11:41 AM</p>	<p>I am very concerned about the impact this airport will have on air, water, and noise pollution from aircraft of small to large (commercial) sizes. I'm concerned the airport will impose on the utilities of</p>



Wilsonville. The traffic is already congested on I5 going south.

Screen Name Redacted

3/07/2022 10:45 AM

Noise pollution is very important to me. We live in the air traffic flight path and especially the helicopter noise.

Screen Name Redacted

3/07/2022 02:17 PM

There has been increased frequency of planes flying over our neighborhood in Charbonneau at all hours. The noise is a huge disruption to the peace and quiet of the neighborhood. It is a special place due to its location away from the hustle and bustle of town. The flyovers are a huge distraction to what makes Charbonneau "special." I do not want my home values impacted negatively by the noise, pollution and activity of a busy airport!

Screen Name Redacted

3/07/2022 04:48 PM

We live in Charbonneau and are concerned that increased air traffic will degrade the quality of life here.

Screen Name Redacted

3/07/2022 09:02 PM

Noise and pollution are my greatest concerns.

Screen Name Redacted

3/08/2022 07:55 AM

It concerns me that the airport is in an unincorporated area yet wants to grow. I am against growing the aurora airport for noise reasons. Amazon just built a massive warehouse in Woodburn and wants to use Aurora for air cargo...but only if the runway is elongated. Please don't pave more of the Willamette Valleys most fertile land only to benefit Amazon and the unincorporated Aurora airport.

Screen Name Redacted

3/08/2022 12:02 PM

I work at the Aurora Airport and am a pilot but I don't believe the runway needs to be lengthened.

Screen Name Redacted

3/08/2022 06:56 PM

Noise pollution caused by low attitude jets under full throttle happens too often. At work in Wilsonville our vehicle was covered once in blue toilet fluid from a jet toilet "dump", which was reported to the FAA. People at work who ran at lunch said it was not uncommon to see and smell blue toilet dumps during their run.

Screen Name Redacted

3/09/2022 09:42 AM

I live near the Wilsonville library. It is in this place that the corporate jets lower the gears and hit the breaks. Spewing noise and pollution all over my home/outside area. I am certain that if the EPA did a study, the air in my neighborhood would fail or show pollutions at unacceptable levels. I can see the faces of people in the corporate jet. They just clear the trees in Memorial Park. They wake me at 2 am.



The windows rattle in my home. I expect to sell if this issue is not resolved. It is not HEALTHY to have this happening.

Screen Name Redacted

3/09/2022 02:53 PM

Neighborhood compatibility was my #1 issue since the noise has become increasingly worse over time. Larger and noisier planes are flying directly over our home at all hours. This is especially disturbing during the middle of the night. There is little regard by many of the pilots.

Screen Name Redacted

3/09/2022 06:51 PM

Quality of life. There is always a possibility of an airplane crash on landing and takeoff. There is already a considerable amount of air traffic noise plus the noise generated on I5. Wilsonville is a traffic nightmare. If the airport is going to expand, the I5 bridge should be widened in both north and south directions.

Screen Name Redacted

3/10/2022 09:31 AM

One of the main reasons for moving to Wilsonville was the close proximity to Aurora state airport. It is also comforting to know that life flight operates out of a Aurora state airport. Noise pollution is not a factor nor is it any more of a nuisance than i5 or the 40 mph speed limit right behind my house. The 40 mph zone on parkway ave leads to more constant noise than any air traffic.

Screen Name Redacted

3/11/2022 09:26 PM

Because I back up to Miley Road, air traffic and noise is my main concern. I drive to North Marion schools everyday and the traffic is bad enough around the airport that they having to widen the road. I'm all for creating jobs but Wilsonville is already crowded enough as it is. I've lived here over 20. I hate to think of what land is left turned into concrete.

Screen Name Redacted

3/12/2022 12:13 PM

We already have seen an increase in airplanes flying overhead, which are quite loud, since we purchased our home. 'm not interested in continuing to live here if the air traffic and subsequent noise (and other pollution) increases.

Screen Name Redacted

3/13/2022 11:10 AM

Concern for noise pollution and drop in property values around airports.

Screen Name Redacted

3/13/2022 09:59 PM

We live basically under the flight path and have noticed an increase in the number of flights/number of jet planes/noise pollution over the past few years. We would consider relocating to another town to avoid the noise pollution altogether if it continues to trend in the



wrong direction.

Screen Name Redacted

3/14/2022 12:54 PM

I live in Charbonneau, and currently planes that use the airport fly over our community -- even though they are supposed to go around it. The noise is tolerable in my part of Charbonneau, but I know that other sections of the community experience significant noise. I don't understand why this airport should be expanded. To what end? Who will benefit? I am concerned that we will have more planes flying over Charbonneau -- and they are quite low at take off and landing -- if the airport is expanded.

Optional question (59 response(s), 41 skipped)

Question type: Essay Question

Q7 | Are there any specific places located near Wilsonville and the Aurora Airport that you think should be considered in this project (for example, nearby neighborhoods, transportation routes, or natural areas, etc.)?

Screen Name Redacted

2/28/2022 07:55 PM

No

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

Would be helpful to extend the runway to the south to allow aircraft to be at a higher altitude when crossing over noise sensitive areas such as Charbonneau and Wilsonville.

Screen Name Redacted

2/28/2022 08:31 PM

The increase in traffic will impact the local roads around the airport as well as increase traffic on I5 that is already overloaded in this area. The roads are already dangerous enough without having larger aircraft flying in increasing numbers over our residential areas.

Screen Name Redacted

2/28/2022 08:45 PM

Transportation routes. I-5 so congested already.

Screen Name Redacted

2/28/2022 08:51 PM

I live under the flight path and for personal comfort, would like to see limits on operations during late evening/early morning hours.

Screen Name Redacted

As far as I can tell, the project at the airport is contained to the current



Survey : Survey Report for 13 February 2022 to 14 March 2022

2/28/2022 09:07 PM	airport property, so the businesses and neighbors directly surrounding the airport are most important to give input
Screen Name Redacted 2/28/2022 09:12 PM	I'm in Morey's Landing northwest across the river from the airport. Even that far away it is still loud when jets take off.
Screen Name Redacted 2/28/2022 09:23 PM	transportation routes
Screen Name Redacted 2/28/2022 09:31 PM	The Willamette river and all the creeks/rivers that feed the Willamette.
Screen Name Redacted 2/28/2022 09:34 PM	The Aurora Airport began as a rural airport. Many of planes were used for spraying the fields with herbicides and insecticides. Many such airports have had to move as cities borders expanded. Hillsboro didn't. When I worked out there I heard a lot of complaints about noise and the smell of fuel as the planes take off and land.
Screen Name Redacted 2/28/2022 09:37 PM	Change flight patterns to avoid residential areas.
Screen Name Redacted 2/28/2022 09:44 PM	Charbonneau
Screen Name Redacted 2/28/2022 09:54 PM	CHARBONNEAU!! Also Langdon Farms.
Screen Name Redacted 2/28/2022 09:57 PM	We could continue to try to annex to the south and control what is built and how it is built, otherwise we should continue to work on traffic mitigation efforts.
Screen Name Redacted 2/28/2022 11:00 PM	Neighborhoods that align with the runway and up to 30 degrees on each side. Those are the areas most likely to see the 'straight in' traffic when airplanes takeoff or land to the north.
Screen Name Redacted 3/01/2022 06:31 AM	All the above, but not to the point that normal safe airport operations are hindered by individual that do not like the idea that they live near an airport
Screen Name Redacted	All roads would be impacted by any expansion, and they are very


Survey : Survey Report for 13 February 2022 to 14 March 2022

3/01/2022 06:41 AM	busy already. Charbonneau is directly under the flight path and any student or impaired pilot could easily crash into a residential area.
Screen Name Redacted 3/01/2022 08:19 AM	Parrot Mountain/Ladd Hill area
Screen Name Redacted 3/01/2022 08:58 AM	I think the city of wilsonville has overstepped their boundaries with the airport. Our politicians should be worried about other things, including the homeless situation which is encroaching our area.
Screen Name Redacted 3/01/2022 09:02 AM	Charbonneau neighborhood and Airport Rd. Intersection at Airport Rd and Miley Rd
Screen Name Redacted 3/01/2022 10:30 AM	Most of Wilsonville (especially east of I-5) is under the airport approach and will be impacted by the size, frequency, and routing of air traffic.
Screen Name Redacted 3/01/2022 11:14 AM	Miley Road and the Charbonneau exit from I-5 transportation routes and the extra impact on Canby exit on I-5. The planned community of Charbonneau and nearby farm lands.
Screen Name Redacted 3/01/2022 11:26 AM	Charbonneau
Screen Name Redacted 3/01/2022 12:37 PM	yes- Charbonneau neighborhood is already impacted with noise from landings and take offs. The traffic pattern should restrict commercial vehicles from taking Airplane Road and increase the infrastructure at the signal light by the helicopter company so trucks take the road which connects with the closest access to I5
Screen Name Redacted 3/01/2022 12:46 PM	Charbonneau - the planes fly right over it and often are very low.
Screen Name Redacted 3/01/2022 02:33 PM	The entire region
Screen Name Redacted 3/01/2022 07:52 PM	Charbonneau district and Miley Road


Survey : Survey Report for 13 February 2022 to 14 March 2022

<p>Screen Name Redacted</p> <p>3/02/2022 11:11 AM</p>	<p>Nearby neighborhoods that the noise levels will impact.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 01:24 PM</p>	<p>Those affected by potential ground traffic changes and those affected by noise (adjacent to airport and along approach/departure paths).</p>
<p>Screen Name Redacted</p> <p>3/02/2022 03:23 PM</p>	<p>A place out of the way where regular people live and try to sleep.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 05:04 PM</p>	<p>The noise in neighborhoods and Memorial Park should be considered.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 09:21 PM</p>	<p>All of these areas are of consideration. Farm land is important, as well.</p>
<p>Screen Name Redacted</p> <p>3/02/2022 09:21 PM</p>	<p>Canby Ferry</p>
<p>Screen Name Redacted</p> <p>3/03/2022 07:54 AM</p>	<p>The Boone Bridge and nearby neighborhoods should be a priority in considering the project.</p>
<p>Screen Name Redacted</p> <p>3/03/2022 10:30 AM</p>	<p>As a Charbonneau resident I am deeply concerned about the current flight path which is directly over the Charbonneau community. Charbonneau contains 1600 homes and houses 3500 people, all of whom are directly beneath the current flight path. The noise created by the jet aircraft is terribly annoying, and it is just a matter of time until there may be a tragic accident possibly involving the Charbonneau neighborhood. If it were not for the noise and the danger of possible aircraft crashing, I would not be adverse to the airport expansion. I do believe the airport expansion would be a valuable asset to the city of Aurora, and would also attract many new jobs and boost the local economy. But the inherent dangers this would cause are probably not worth the effort. The next issue would be the expansion of all the support industry that goes along with the airport expansion. The infrastructure needed to support the expansion would be expensive and the traffic increase would require new roads as well as the widening of existing roads. The truck traffic would be increased considerably and would be unbearable under our current conditions.</p>
<p>Screen Name Redacted</p> <p>3/03/2022 04:41 PM</p>	<p>Charbonneau and adjacent farmlands</p>



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted 3/03/2022 07:57 PM	Charbonneau hoa's
Screen Name Redacted 3/03/2022 08:35 PM	Charbonneau
Screen Name Redacted 3/04/2022 07:04 AM	Continual loss of green space with potential industrial development would increase noise and air pollution, decreasing the livability of the area. Traffic is already congested.
Screen Name Redacted 3/05/2022 01:17 PM	I think that Charbonneau needs to be highly considered but all of the southern side of Wilsonville near the river is impacted by jet aircraft landings and takeoffs
Screen Name Redacted 3/05/2022 01:44 PM	Transportation routes and the use of large trucks.
Screen Name Redacted 3/05/2022 03:05 PM	I'm sure you have recruited them all.
Screen Name Redacted 3/05/2022 04:08 PM	None
Screen Name Redacted 3/05/2022 06:14 PM	Neighborhoods that are under the flight path. Arterial roadways have not changed nor improved to make the added auto traffic in and out of this airport (ie. no turn lanes on airport road).
Screen Name Redacted 3/05/2022 06:35 PM	Charbonneau - bigger, louder planes
Screen Name Redacted 3/06/2022 03:05 PM	Pedestrian / Bike bridge across the Willamette River and if the design will impact flight patterns.
Screen Name Redacted 3/07/2022 10:45 AM	nearby neighborhoods are especially important.
Screen Name Redacted 3/07/2022 02:17 PM	Charbonneau and all nearby neighborhoods that value the peace and quiet of country living. The intersection of Miley Road and Airport Road is always an accident waiting to happen. Traffic routes and



infrastructure would all need to be evaluated to adequately support any changes.

Screen Name Redacted

3/07/2022 04:48 PM

Access to and from I-5. The Charbonneau area.

Screen Name Redacted

3/07/2022 09:02 PM

Yes, residents living close to or within the flight paths.

Screen Name Redacted

3/08/2022 07:55 AM

Charboneau and Villebois. Both are high density and we get fly over traffic all the time.

Screen Name Redacted

3/08/2022 06:56 PM

Consider impact to Charbonneau

Screen Name Redacted

3/09/2022 09:42 AM

Let them fly to Salem which was designed for large corporate jets of this size.

Screen Name Redacted

3/09/2022 02:03 PM

Impacts on Charbonneau and on the Boone Bridge

Screen Name Redacted

3/09/2022 02:53 PM

Please also consider the neighborhoods in NE Prairie View Drive, NE Lawnview Circle and Charbonneau.

Screen Name Redacted

3/09/2022 06:51 PM

Wilsonville and the airport need to seriously consider the comments that are coming from Charbonneau.

Screen Name Redacted

3/10/2022 09:31 AM

This question is a bit unclear. In the survey description, it only describes the cities comprehensive plan and not an actual project nor the specifics.

Screen Name Redacted

3/11/2022 01:09 PM

Charbonneau

Screen Name Redacted

3/11/2022 04:16 PM

Almost all Wilsonville neighborhoods will be impacted by any expansion particularly for even larger aircraft. The noise at times now is awful from the Jets that fly in and out. In summer, we sleep with windows open and jets wake us up during the middle of the night.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

3/11/2022 09:26 PM

All of the above

Screen Name Redacted

3/14/2022 12:54 PM

Yes, please consider Charbonneau. An airport expansion will increase our community's noise level, depreciate our homes, and generally ruin our area.

Screen Name Redacted

3/14/2022 03:10 PM

Please consider impact and mitigation needs for Charbonneau separate from Wilsonville's. Charbonneau is in Wilsonville's city limits but is closer to the airport. Please keep me informed of

Optional question (63 response(s), 37 skipped)

Question type: Essay Question

Q8 | Are there any other issues that are especially important that we should consider? Please provide any explanation or detail that you think would be helpful in considering this issue.

Screen Name Redacted

2/28/2022 07:47 PM

Thank you for continuing to require any expansion at the Aurora Airport comply with applicable land use law.

Screen Name Redacted

2/28/2022 07:55 PM

Love transparency on funds for fighting airport expansion.

Screen Name Redacted

2/28/2022 08:11 PM

No

Screen Name Redacted

2/28/2022 08:27 PM

I have not appreciated how the city of Wilsonville seems to be so much against anything related to the Aurora Airport. The airport is an incredibly valuable close-by resource that should be embraced and expansion encouraged. There will never be commercial airlines flying into/out of Aurora, yet the city seems to act like that is the case. There are so many jobs there, so many folks learning to fly there, so many small businesses operating there that are paying tax revenue to the state and thereby cities. It seems folks nowadays hate the wealthy that own a private jet...yet that individual likely owns a business that employs a lot of local residents, pays for services from local businesses, and buys fuel (again business and tax dollars)... I don't understand what the problem is. As a resident of Wilsonville for the past 10 years, I fully support the Aurora airport, and any growth associated with it.



Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

2/28/2022 08:45 PM

Nursery & farming finished or impacted.

Screen Name Redacted

2/28/2022 08:51 PM

Primary concern is noise pollution and effect expansion would have on open space south of the river, and increased traffic on the bridge should expansion spur more industrial development. I think the city of Wilsonville should actively stay engaged in expansion efforts and I support their legal intervention to make sure Wilsonville residents' concerns are addressed.

Screen Name Redacted

2/28/2022 09:07 PM

I wonder if there are other items of importance (developing the Town Center for example) that could be of better use of the city's time and energy than the airport which already has strong input and influence from its neighbors

Screen Name Redacted

2/28/2022 09:31 PM

Increase in carcinogens, noise pollution, fire danger, crashes, congestion.

Screen Name Redacted

2/28/2022 09:34 PM

I have discussed that above. If the airport stays then work needs to be done to realign the runway. It has been done at other airports who have face the same problem. If they can do it, it can be done here, too. The city and community of Wilsonville existed long before the airport was built. The City is grandfathered in, the airport came later.

Screen Name Redacted

2/28/2022 09:37 PM

Continuing and increasing fly over noise negatively impacts our community (Charbonneau

Screen Name Redacted

2/28/2022 09:57 PM

A thriving small airport near us should be something we support and help grow to encourage development of living wage jobs and city sustained growth.

Screen Name Redacted

2/28/2022 11:00 PM

I am concerned with some of the statements from the city over the last two years around traffic caused by a potential airport expansion, while minimizing the traffic impacts caused by continued residential and commercial development within Wilsonville. If we are against traffic caused by the airport, why shouldn't we be consistent and be against traffic caused by development within Wilsonville?

Screen Name Redacted

3/01/2022 06:11 AM

Does this airport need to exist? What are the issues related to it being removed from service?



Screen Name Redacted

3/01/2022 06:31 AM

The Airport provides jobs, home owners, and is an overall benefit to the City of Wilsonville.

Screen Name Redacted

3/01/2022 06:41 AM

Even major heavily-traveled airports near residential areas have restricted hours. This is a SMALL airport and we should keep it that way. At a minimum, there should be restrictions imposed on both hours and flight paths (with some exceptions for firefighters or air ambulance).

Screen Name Redacted

3/01/2022 08:09 AM

The airport is a significant regional facility and due consideration should be given to this significance

Screen Name Redacted

3/01/2022 10:30 AM

The city should be a full participant in decisions regarding airport issues that affect the city and its population.

Screen Name Redacted

3/01/2022 11:14 AM

If the airport grows it will generate more pressure to expand business, and industrial use and traffic in a farm use area. The state making a significant investment into a project that likely wont survive a major investment - those dollars should be invested in upgrading/strengthening other major airports in the state - as identified by the FAA.

Screen Name Redacted

3/01/2022 11:26 AM

Noise and traffic are a high concern

Screen Name Redacted

3/01/2022 12:37 PM

Already pointed out the noise pollution and the increase traffic congestion

Screen Name Redacted

3/01/2022 12:46 PM

Nothing else.

Screen Name Redacted

3/01/2022 01:44 PM

The airport expansion has been in the plan for many years. Neighborhoods have grown but that does not mean the airport shouldn't be able to expand

Screen Name Redacted

3/01/2022 02:33 PM

Livability in Aurora, Wilsonville, and the the surrounding area is more important than the expansion of the airport.


Survey : Survey Report for 13 February 2022 to 14 March 2022

Screen Name Redacted

3/02/2022 11:11 AM

Keep our air quality in mind.

Screen Name Redacted

3/02/2022 01:24 PM

This has been going on for a long time; much of it driven by someone who's now running for governor - even to the point of trying to reshape Wilsonville City Council to a more favorable position (succeeded on term limits, failed on candidate slate). It'd be nice to trust the process(es), but integrity hasn't been a strong suit on this issue.

Screen Name Redacted

3/02/2022 03:23 PM

Quality of life is more important than economic development, bottom line.

Screen Name Redacted

3/02/2022 09:21 PM

Ground Transportation Flyover - Bypass

Screen Name Redacted

3/03/2022 10:30 AM

I have already voiced my objections to the airport expansion, but I think we should also consider that property values near and around the Aurora Airport may also be adversely affected.

Screen Name Redacted

3/03/2022 08:35 PM

The airport must develop a noise abatement plan under DEQ Noise Rules OAR 340-035-0045 to limit and control airport noise impacts.

Screen Name Redacted

3/04/2022 07:04 AM

Any develop to the airport must be part of a larger well thought out plan to the greater area considering roadways, homes, greenspace, noise and air pollution, farms, and the congestion and age of the I-5 bridge.

Screen Name Redacted

3/05/2022 01:17 PM

Based on all the reservations I have about expansion to the Aurora State Airport, I feel very strongly that a complete Environmental Impact Study needs to be part of the new Master Planning process.

Screen Name Redacted

3/05/2022 03:05 PM

Issue? You mean like how much taxpayer money have you spent fighting anything that the airport does in the past (at least) 15 years? It's amazing that you do a budget every year and yet cannot tell someone how much you spend for lobbying, legal and Legislative fight you are engaged in.

Screen Name Redacted

3/05/2022 04:08 PM

Yes. I believe the airport is a necessity and can aid in bringing the community together vs separations.



Screen Name Redacted

3/05/2022 06:14 PM

Air traffic noise impacts the livability of citizens in the wilsonville area. Noise impacts conversations when enjoying family and friends outdoors, air noise Has woke up several family members in the night, and consideration of other locations for air traffic should be considered when looking at long-term planning.

Screen Name Redacted

3/06/2022 11:41 AM

The noise of low-flying aircraft can be especially alarming when seen and heard in our residential areas.

Screen Name Redacted

3/07/2022 08:19 AM

Noise, altitude of aircraft over Wilsonville. Noise

Screen Name Redacted

3/07/2022 10:45 AM

Nothing additional

Screen Name Redacted

3/08/2022 07:55 AM

We have some of the best soil in the world. Please don't pave over it

Screen Name Redacted

3/08/2022 06:56 PM

Minimum elevations and flight plans should be defined and enforced.

Screen Name Redacted

3/09/2022 09:42 AM

The original Aurora airport was not designed for large corporate jets. This is just more corporate greed SPEWING WASTE on those of us that DO NOT HAVE A VOICE.

Screen Name Redacted

3/09/2022 02:53 PM

No nighttime landings or takeoffs.

Screen Name Redacted

3/10/2022 09:31 AM

Again this question is unclear. I'm not sure if there is an "issue" at hand. In my opinion, there is no issue with the Aurora State Airport.

Screen Name Redacted

3/11/2022 04:16 PM

LIVABILITY !!!!! PLEASE DON'T DESTROY WILSONVILLE . BIGGER JETS CAN LAND AT A LARGER AIRPORT.....SALEM IS NOT FAR AWAY !!!!!

Screen Name Redacted

3/13/2022 09:59 PM

If additional air traffic is going to be permitted, it could be helpful if the time frame in which flights would be allowed could be limited to reasonable hours (eg: No large jets after 10pm and before 6am or something along those lines)

3/14/2022 03:10 PM

Please keep me informed of any processes meetings etc via email.

Question type: Essay Question

Public input will directly inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan. Survey results are being shared with the Planning Commission and City Council to inform these policy decisions at their work sessions on:

Planning Commission work session:
April 14 at 6 p.m. online and at Wilsonville City Hall

City Council work session:
May 2 at 5 p.m. online and at Wilsonville City Hall

Poll Report

Report Generated: 3/10/2022 6:25:00 PM

Topic

Airport Good-Neighbor Policies: Online Community Conversation (2nd Session)

Webinar ID: 839 6534 6922

Poll Details

User Name 1.What is your association with the City of Wilsonville?

1 User Name 1 Live in Wilsonville

1 User Name 2 Work in Wilsonville

User Name 1.Check the policy issues that may relate to the airport that are of importance to you. Select 2.

2 User Name 1 Environmental Resources;Neighborhood Compatibility Issues

2 User Name 2 Surface Transportation;Urban Growth Boundaries

2.What is your association with Aurora State Airport?

None

Live near airport

Poll Report

Report Generated: 3/9/2022 12:25:00 PM

Topic

Airport Good-Neighbor Policies: Online Community Conversation (1st Session)

Webinar ID: 854 1472 4441

Poll Details

User Name 1.What is your association with the City of Wilsonville?

1 User Name 3 Live in Wilsonville

1 User Name 4 Live in Wilsonville

1 User Name 5 Live in Wilsonville

1 User Name 6 Live in Wilsonville

User Name 1.Check the policy issues that may relate to the airport that are of importance to you. Select 2.

2 User Name 7 Neighborhood Compatibility Issues

2 User Name 6 Environmental Resources;Urban Growth Boundaries

2 User Name 3 Air Transportation;Surface Transportation

2 User Name 5 Neighborhood Compatibility Issues;Urban Growth Boundaries

2 User Name 4 Fire Safety and Emergency Management;Neighborhood Compatibility Issues

2.What is your association with Aurora State Airport?

Live near airport

None

None

None

Wilsonville and the Aurora Airport: Good-Neighbor Policies

Online Open House • March 9, 2022



Live Survey Question #1

- **What is your association with City of Wilsonville?**
 - A. Live in Wilsonville
 - B. Live near City of Wilsonville
 - C. Work in Wilsonville
 - D. Visit Wilsonville
 - E. Other

Live Survey Question #2

- **What is your association with Aurora State Airport?**
 - A. Live near airport
 - B. Work near airport
 - C. Work at airport
 - D. None
 - E. Other

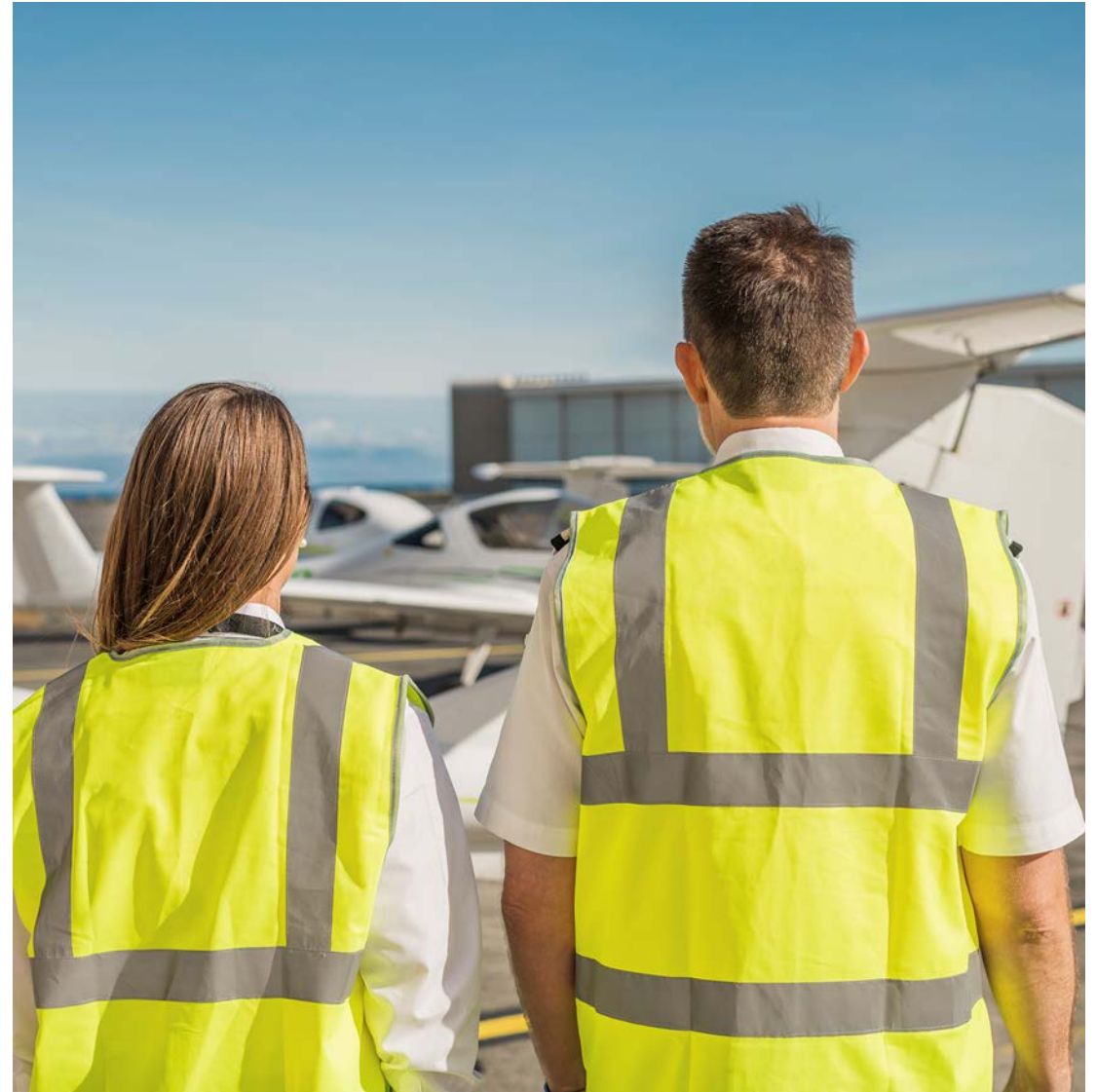
Today's Discussion

Aurora Airport in Context

Comprehensive Planning and Airports

Project Goals

How to Take Part in the Planning Process



About Aurora State Airport

- Founded in 1943, transferred to State of Oregon after WWII
- Category II, General Aviation Airport
- 396 based aircraft



About Aurora State Airport

- 144 acres
- One runway, 5,003 feet long
- Air traffic control tower constructed in 2015



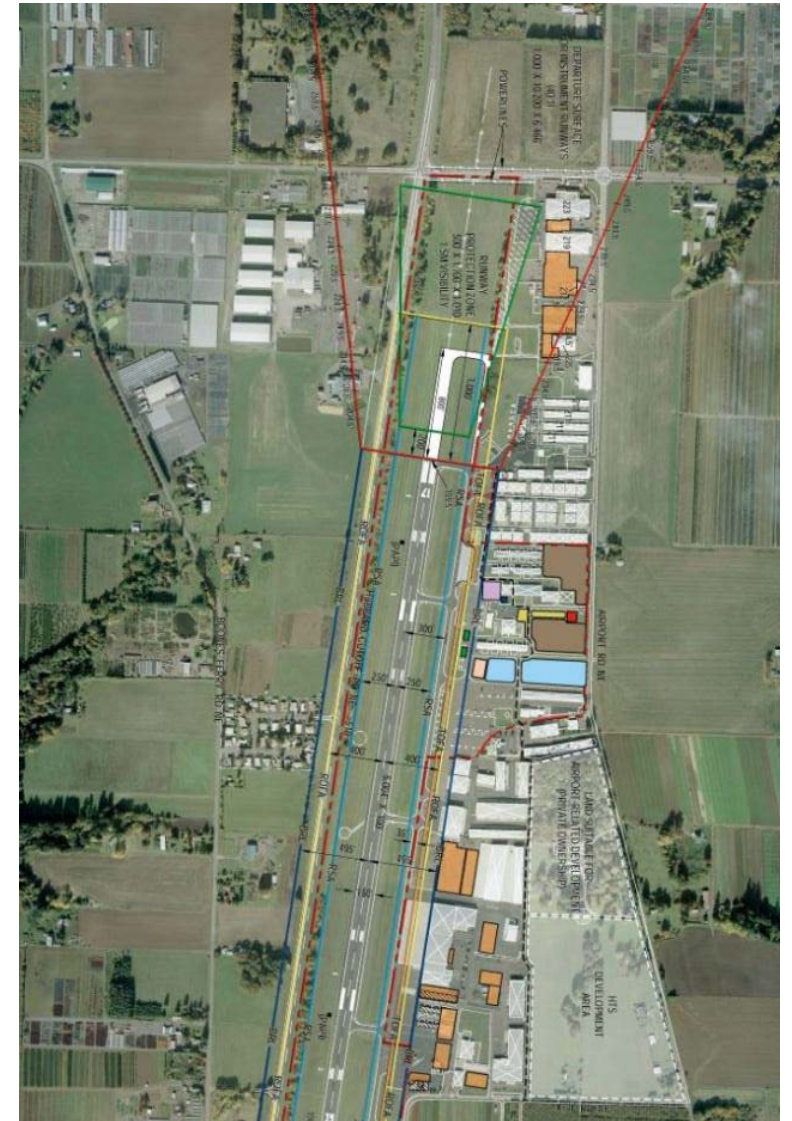
About Aurora State Airport

- Fourth-busiest airport in Oregon in 2018 (70,717 total operations)
- Users include:
 - Fixed-base operators (aeronautical services)
 - Charter flight providers
 - Helicopter operators
 - Aircraft manufacturing
 - Aviation schools
 - Aviation kit companies



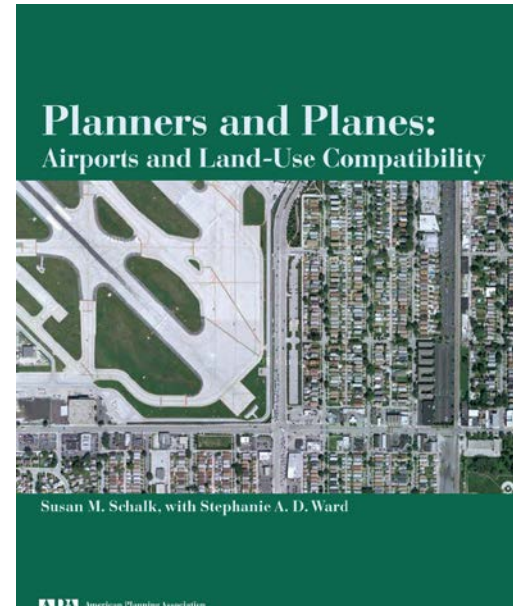
About Aurora State Airport

- Master planning in 1976, 1988, 2000, 2012
- In 2018, ODA applied for federal funds for a 1,000-foot extension of the runway at Aurora Airport
- Current Master Planning process kicked off in late 2021



Planning for Airport Compatibility

- Federal and state level framework
- Attention to encroachment by adjacent development and impact on airport operations
- Oregon Statewide Planning Goals



Airport Land Use Compatibility Guidebook

January 2003



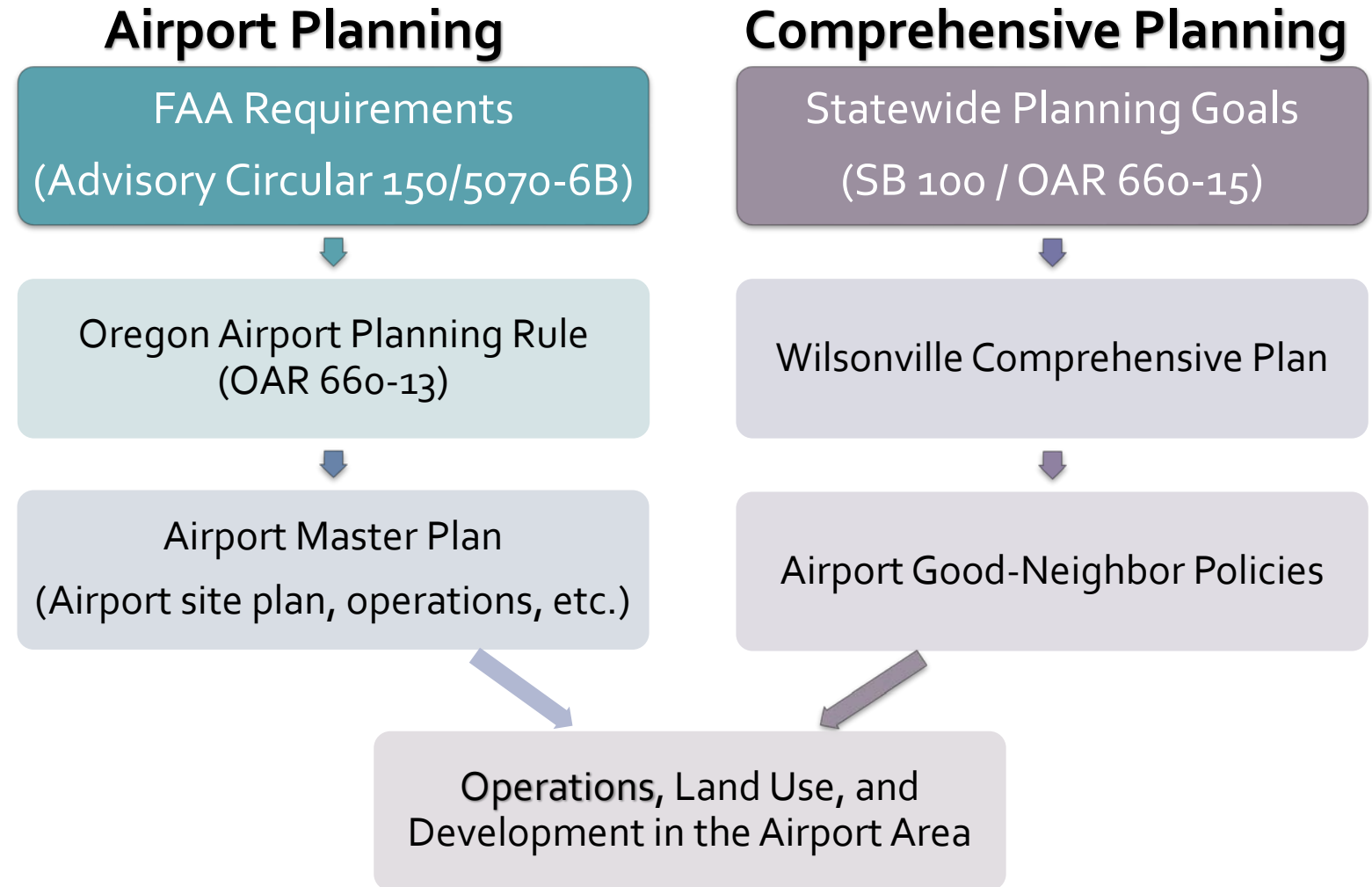
OREGON
AVIATION PLAN V6.0

THE AIRPORT *and* ITS NEIGHBORS

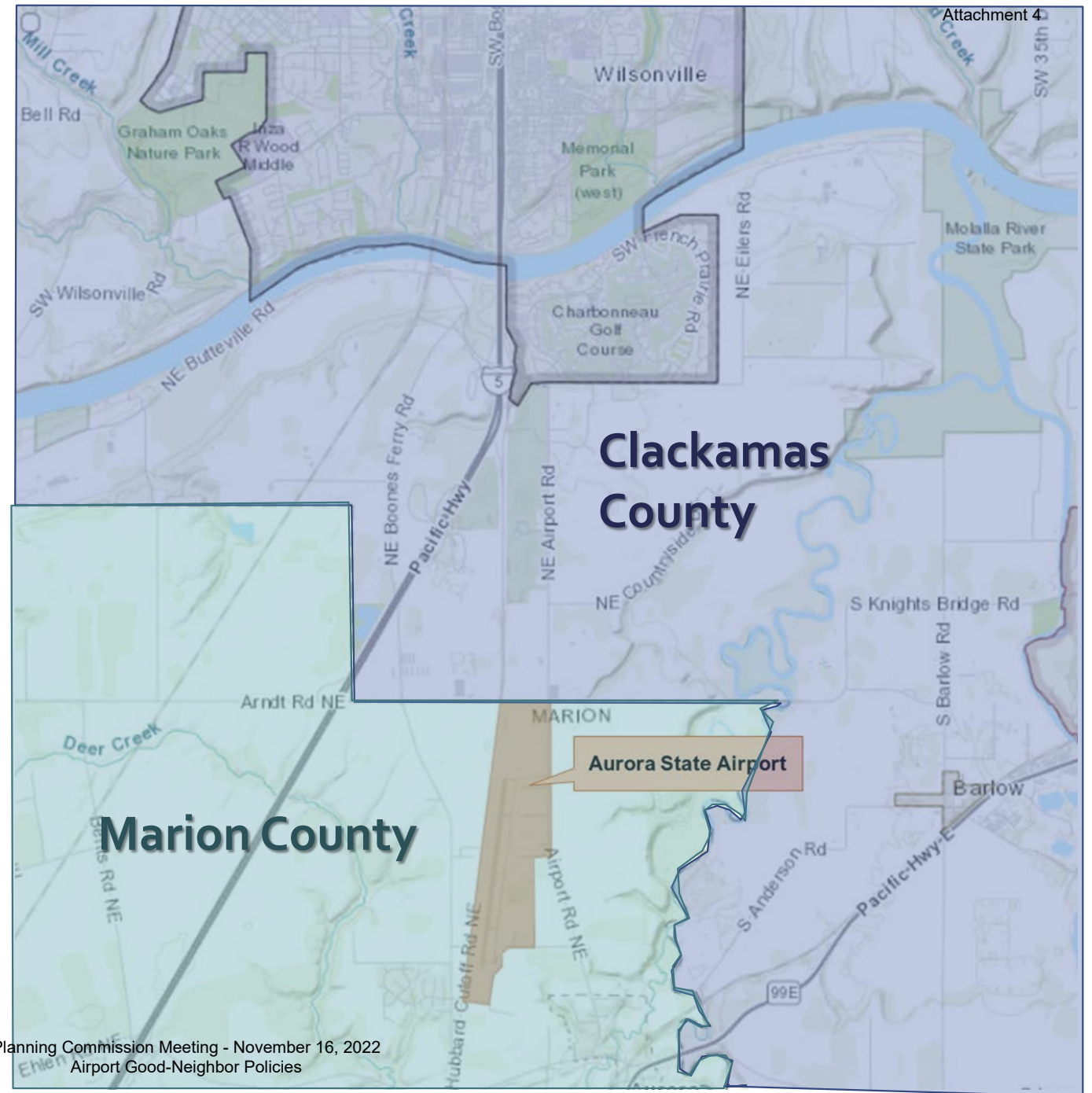


The Report of the President's

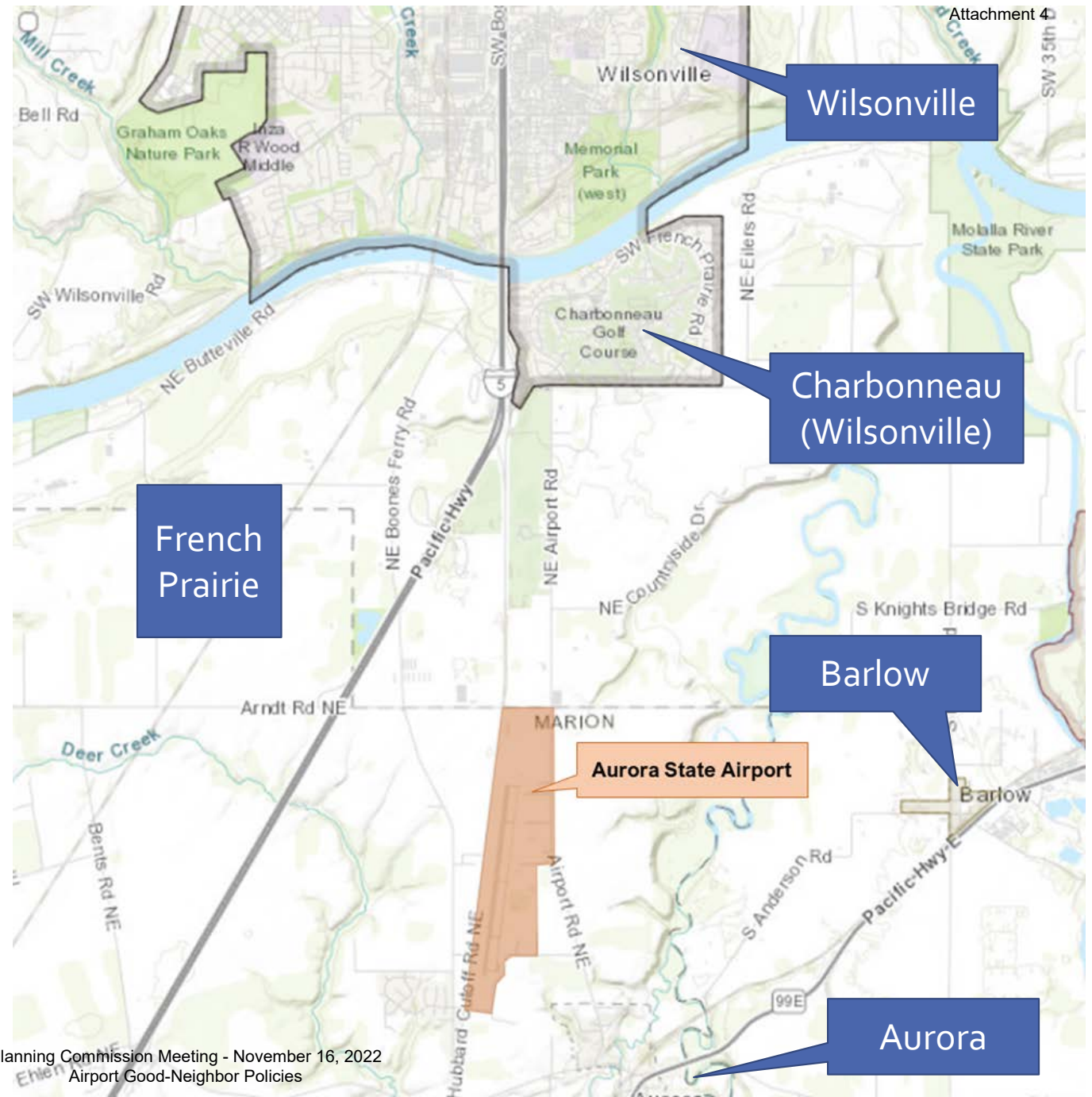
Planning for Airport Compatibility



Airport Neighbors: Counties



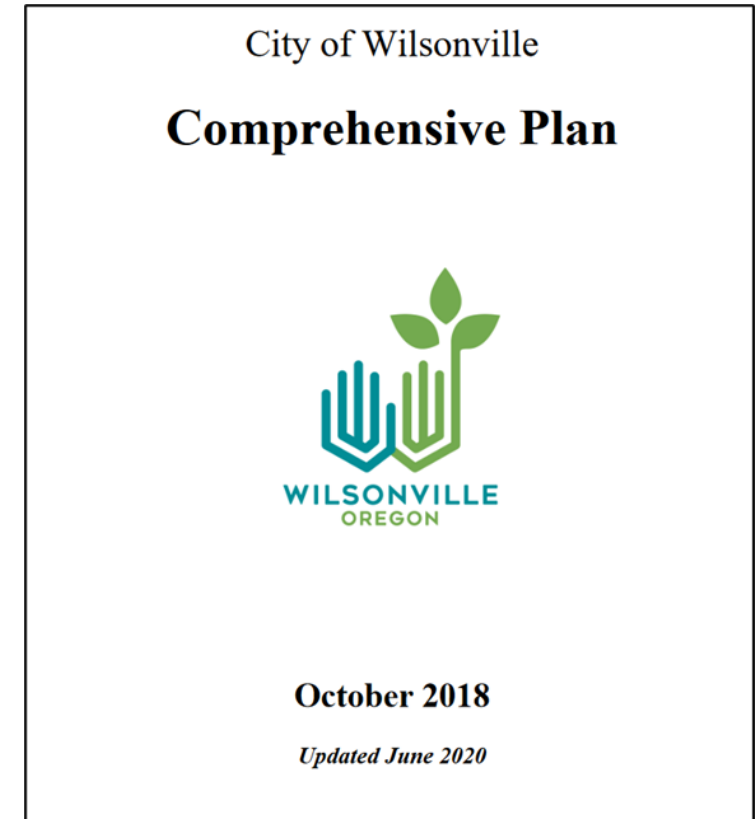
Airport Neighbors: Cities & Neighborhoods



Wilsonville Comprehensive Plan

Official statement for the development of the City, including:

- Goals
- Policies
- Implementation Measures
- Physical Plan



Wilsonville Comprehensive Plan

Example: Policy and Implementing Measures from the Residential Development Goal

Wilsonville Comprehensive Plan

- Land Use
- Public Facilities and Services
- Fire Safety and Emergency Management
- Transportation
- Economic Development
- Environmental Resources and Community Design

City of Wilsonville
Comprehensive Plan



October 2018

Updated June 2020

Live Survey Question #3

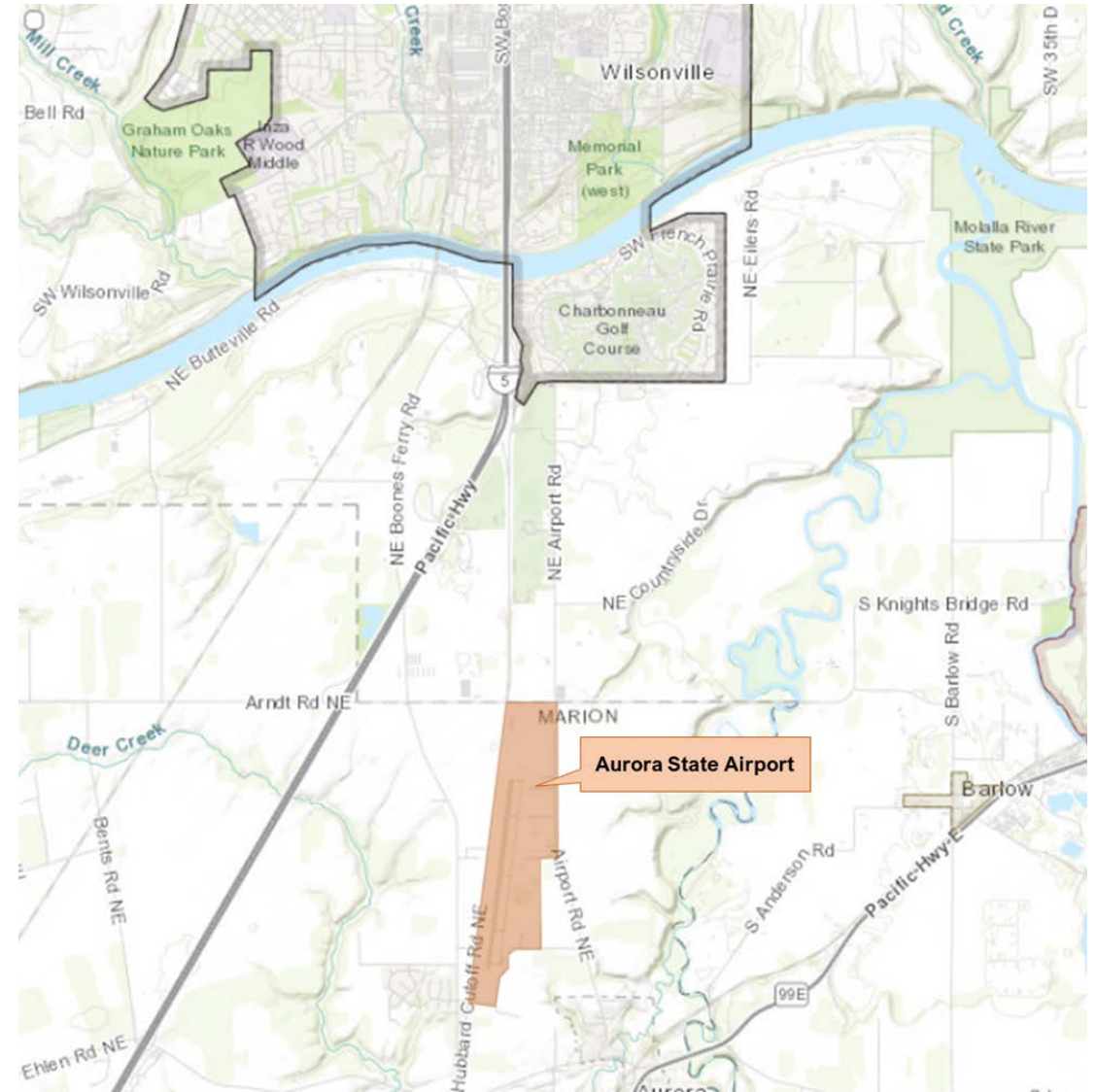
- Which of the following policy issues are most important to you?
(Pick two)
 - A. Fire safety and emergency management
 - B. Air transportation
 - C. Surface transportation
 - D. Economic development
 - E. Environmental resources
 - F. Neighborhood Compatibility Issues
 - G. Urban Growth Boundaries

Project Goals

Clarify how the existing airport **impacts** the community

Recognize the **benefits** the airport has on the region

Be able to **voice the community's priorities and concerns** in future discussions related to expansion and operations at the airport



Project Goals

This project is an opportunity to ...

- Recognize positive and negative impacts of the airport on the Wilsonville community
- Think about how these impacts relate to other priorities in the Comprehensive Plan
- Set a clear direction for the City of Wilsonville in regional conversations about the Aurora Airport

This project doesn't directly control ...

- Airport operations or expansion plans
- Land use planning decisions in other jurisdictions

Project Schedule

Life Cycle



Fall 2021

Launch Project

Information gathering and preparing for public outreach



Spring 2022

Public Outreach

Outreach to understand what issues matter most to the community



Late Spring 2022

Develop Draft Policies

Using feedback, develop draft good-neighbor policies



Summer 2022

Adopt New Policies

Incorporate guidance from policy-makers and adopt policies to the Wilsonville Comprehensive Plan



Join the Conversation

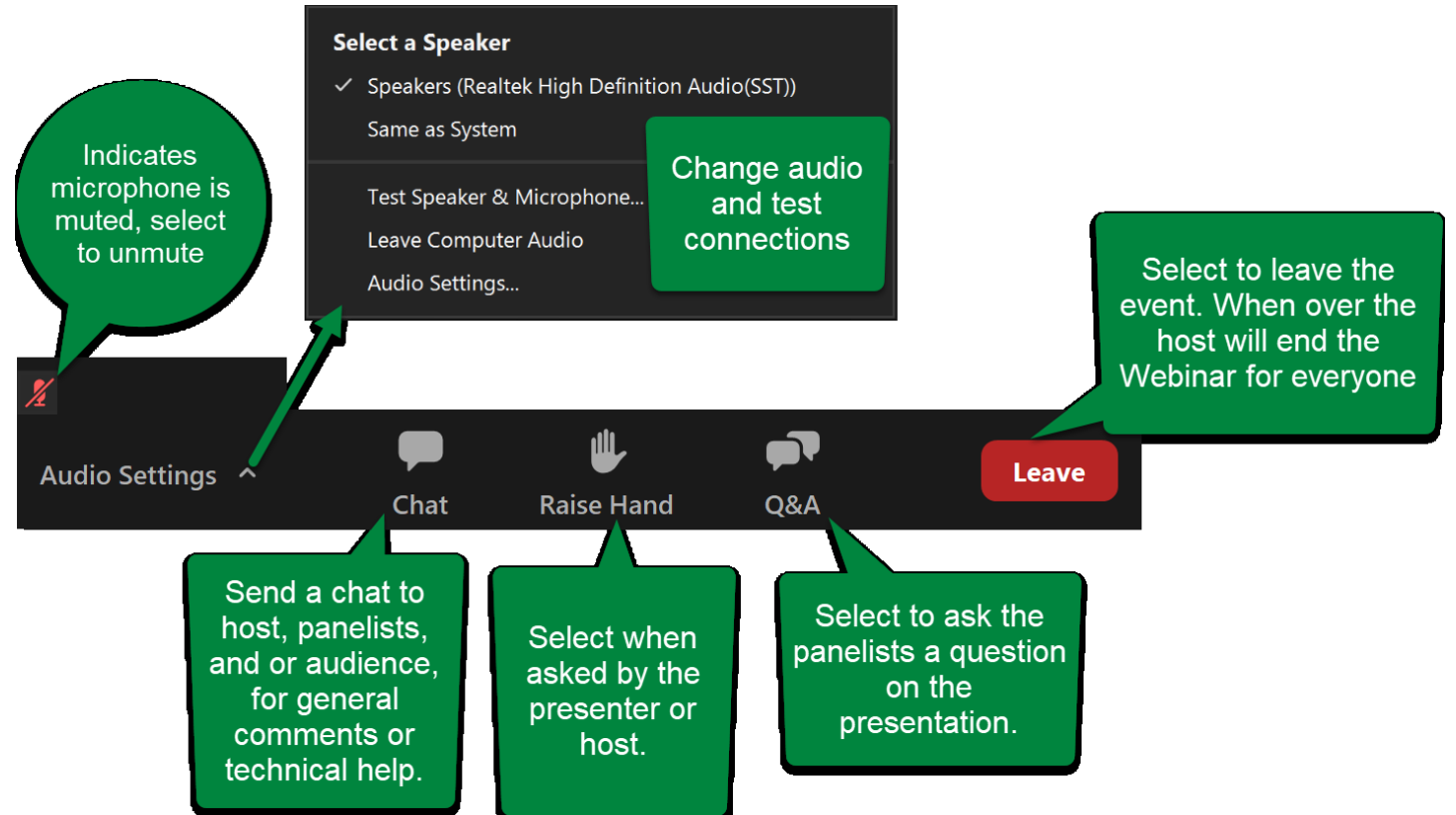
- Visit the project page on **Let's Talk, Wilsonville!**
- Subscribe to project updates
- Take the **online survey** – **open through March 13**
- Attend meetings at Planning Commission and City Council



Questions?

Right now:

Enter questions for the project team using the Q & A function. Hover over the bottom of your screen for the menu of options to pop up, and select the Q & A button, as shown here



Questions?

- **Later on:**

Email the project team

bateschell@ci.wilsonville.or.us

Visit the Let's Talk, Wilsonville! page

<https://www.letstalkwilsonville.com/airport-good-neighbor-policies>

City Seeks Public Input to Shape Aurora Airport Good-Neighbor Policies

Located just 1.6 miles south of Wilsonville city limits, the Aurora Airport is a neighbor of great regional significance.

The Oregon Department of Aviation has initiated a master planning process for

Aurora State Airport. The City recognizes that any changes at the site may affect our community in both positive and negative ways.

With this mind, the City of Wilsonville wants to ensure that the future of the airport and French Prairie area is shaped through regional collaboration with other key stakeholders, and that the City's voice is present during the conversations that will shape the plan.

The first step is to learn how our community interacts with the aviation facility. Public input will directly

**Airport Outcomes Survey
Available Until Mar. 13
Virtual Meetings: Mar 9 & 10
[LetsTalkWilsonville.com](https://www.wilsonville.com/lets-talk-wilsonville)**

inform the City's work to prioritize the outcomes most important to Wilsonville, and to record those priorities as policy directives in the City's Comprehensive Plan.

We invite the community to attend one of two conversations to be held virtually:

- March 9 at noon
- March 10 at 6 pm

To pre-register for either session or to complete a brief opinion survey about the Aurora Airport, visit [LetsTalkWilsonville.com](https://www.wilsonville.com/lets-talk-wilsonville). The survey is available through Sunday, Mar. 13, at 11:59 pm.

Feedback gathered from the survey and at open house events helps us better understand what matters most to our community, so that we may advocate for the community's interests.

For more information, contact Miranda Bateschell, bateschell@ci.wilsonville.or.us.



Located less than two miles south of Wilsonville, the Aurora Airport is the State's fourth-busiest airport. The City is asking community stakeholders to share how they use/interact with the facility to inform the City's involvement in a new master plan being developed for the site.