

Minutes
Aurora Planning Commission Meeting
Tuesday, April 2, 2024 at 7 P.M.
City Council Chambers, Aurora City Hall
21420 Main Street NE, Aurora, OR 97002

STAFF PRESENT: Curt Fisher, City Planner; Stuart A. Rodgers, City Recorder

STAFF ABSENT: NA

VISITORS PRESENT: Megan Dalton and Bruce Kingman, Tom Griffith, Judith Kessler, Jeni Lara, Jennifer Sturm, Aurora

1. CALL TO ORDER OF THE AURORA PLANNING COMMISSION MEETING

Chair Joseph Schaefer called the meeting to order at 7pm.

2. ROLL CALL

Chairman Joseph Schaefer-Present

Vice Chair Craig McNamara-Present

Commissioner Bud Fawcett-Present

Commissioner Jim Stewart-Present

Commissioner Jonathan Gibson-Present

Commissioner Tyler Meskers-Present

Commissioner Bill Graupp-Present

3. CONSENT AGENDA

a) Planning Commission Minutes – March 5, 2024

Commissioner Craig McNamara moved to accept the Consent Agenda. Commissioner Tyler Meskers seconded, and the motion carried.

4. VISITORS-NA

Chair Joseph Schaefer noted there had been a land use application for apartments placed on the agenda that was removed. For those who did not receive notice of the rescheduling of the administrative review of that land use application, the Planning Commission gave opportunity for those showing up to the meeting to be heard.

Tom Griffith addressed the commission, noting he submitted a letter with concerns for this project. When the application is officially before the commission at a future meeting, his comments will be included in packet materials.

Jennifer Sturm noted a concern for her children getting off the school bus and getting home safely, the lack of parking with only one spot designated for parking with four homes on Peyton Circle, the volume of traffic on the connector road, and property values going down. Looking for an alternative solution, one idea put forth was to construct a couple of single-family homes at the location.

Megan Dalton, joined by her husband Bruce Kingman, addressed the commission, noting that Aurora is a historically small town. Opening up an apartment complex would affect the aesthetics of the town. Burdens on parking and water/wastewater services, fire/EMT safety issues, and businesses affected by the locating of apartments in the middle of town off the highway were mentioned as concerns.

Jensi Lara was concerned about possible vandalism and that an apartment complex would not be compatible with a variety of vehicles he and his family park in the area.

Judith Kessler noted that while not living next door, she was concerned about the nature of services required for apartments, particularly water availability and cost.

Chair Schaefer noted that this is not a public hearing, so the Planning Commission would not be responding to the above comments. It was determined that an administrative review for the apartment application discussed above would take place at the regular Planning Commission meeting on Tuesday, June 4.

5. CORRESPONDENCE-NA

6. NEW BUSINESS-NA

7. HEARING-NA

8. OLD BUSINESS

a) Airport Land Use Update

Chair Schaefer noted that on Tuesday, April 30, 5-7pm, there will be a next Public Advisory Committee meeting with a plan to roll out chapter 4, including a review of the first three chapters of the master plan as well as a discussion of the runway, both air- and landside portions of the plan. Chapter 5 will deal with alternative designs to accommodate planes. The April 30 meeting will take place via Zoom and requires prior sign-up. Schaefer anticipates publication of chapter 4 a week in advance.

Schaefer's enforcement case relative to the church camp property was thrown out. There are three options going forward: do nothing and move on, refile the case in the Circuit Court, or appeal the judge's decision to the Court of Appeals. TLM has submitted a new application for the church camp with two anticipated hearing dates, one before the Marion County hearings officer and the other before county commissioners.

Commissioner Jonathan Gibson attended a PAAM meeting and noted the impact of the airport closure relative to a runway update with a paving project. A double paving process job would double the project timeframe from 30 to 60 days, shutting down businesses like Life Flight and manufacturers for two months. Economic impact through lost sales and other business has been estimated at around \$10 million so far, but that number is expected to climb. This project will begin summer of 2025.

b) Economic Opportunities Analysis


Chair Schaefer provided an overview of the last Technical Advisory Committee meeting, which focused on industrial uses between the airport and city. The area between the two locations is about 190 acres, mostly large parcels. Bruce Bennett reiterated the airport does not want noise-sensitive or residential uses in the area south of that location, so the interest turns to industrial. It was noted Woodburn and Canby industrial land is filling up. Infrastructure financing through bond and legislative funds was mentioned. A new water tank will be constructed off Cole Lane for additional pressurization and fire flow. A next step in the EOA is to establish a goal or aspiration for economic development and translate this into acres. The airport would appreciate other supportive commercial ventures like restaurants and hotels which consume a lot of water and sewer services. Biotech and medical businesses may be a good fit for land in between the city and airport.

The key issue is whether to expand the city to include the airport and its surrounding developable lands and whether to include all of the 190 acres between the city and the airport in the expansion. With direction from the City Council, the city can proceed to complete the EOA. Schaefer noted in his view that it is a better, more efficient approach to develop in uniform way, an entire 190-acre rectangle as opposed to a patchwork quilt, with water and sewer trunk lines running up the middle. A creative, alternative approach suggested was to do the development in two steps, part A and part B (aviation in the north box and industrial in the south box), as a way to make the concept and land use process more acceptable to decisionmakers and residents.

The idea is to bring city facilities up to the airport so that the path to the airport has already been established for a next step. And there would be less grief from folks south of Keil Road. It was noted the State of Oregon owns about 144 acres of the total 300 acres at the airport. The southeast portion of the city is slated for residential development. Schaefer will update the EOA paper for next week's Council meeting.

9. ADJOURN

Chair Schaefer adjourned the Planning Commission meeting at 8:02pm.



Joseph Schaefer, Chair

ATTEST:


Stuart A. Rodgers, City Recorder