

Agenda
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

To participate via Zoom:

<https://us02web.zoom.us/j/84375728168?pwd=cVBRSEd0WnBPVHY3TIN3a0RrZUJFdz09>

Meeting ID: 843 7572 8168

Passcode: 429375

1. CALL TO ORDER OF THE AURORA PLANNING COMMISSION MEETING

2. ROLL CALL

Chairman Joseph Schaefer

Commissioner Craig McNamara

Commissioner Bud Fawcett

Commissioner Jim Stewart

Commissioner Jonathan Gibson

Commissioner Tyler Meskers

Commissioner Bill Graupp

3. CONSENT AGENDA

a) Planning Commission Minutes – March 5, 2024

4. VISITORS

Anyone wishing to address the Aurora Planning Commission concerning items not already on the meeting agenda may do so in this section. No decision or action will be made, but the Aurora Planning Commission could look into the matter and provide some response in the future.

5. CORRESPONDENCE-NA

6. NEW BUSINESS-NA

7. HEARING-NA

8. OLD BUSINESS

a) Airport Land Use Update

b) Economic Opportunities Analysis Update

9. ADJOURN

Consent Agenda

Minutes
Aurora Planning Commission Meeting
Tuesday, March 5, 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: Martin Young, Aurora; Matt (Zoom), Greg Boen (PECI; Zoom)

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 – February 6, 2024

Commissioner Jim Stewart moved to accept the Consent Agenda, Commissioner Jonathan Gibson seconded, and the motion carried.

4. VISITORS-NA

5. CORRESPONDENCE-NA

6. NEW BUSINESS-NA

7. HEARING

Type II Home Occupation (HO 24-01)

Chair Joseph Schaefer provided instructions for the public hearing, and City Planner Curt Fisher gave a Staff Report. Following conversation among Planning Commissioners and with the City Planner, the applicant spoke and noted his interest in formally pursuing a city business license toward securing a dealer's license to buy-sell more than ten cars in a year. There was concern expressed for the precedent set by allowing one auto dealer in a residential zone as well as the challenge of enforcing conditions of approval. The applicant stated his position in favor of the auto home occupation business. Commissioner McNamara mentioned the applicant has run this business for the last five years, has not upset his neighbors and spoke with them beforehand to ensure this business could work, and is following the rules. Limiting the business to one car and client per week would set a limited

precedent in the future. Additionally, McNamara noted, if the business concept did not work out in a worst-case scenario, the Planner Commission could revisit this decision.

Commissioner Graupp motioned to approve the Home Occupation (HO 24-01) permit for an auto resale business as determined by the Planning Commission, stating how the application satisfies all the required criteria with the revision to criteria #3 with one customer at a time and adding new condition #8 that the inventory shall be limited to one vehicle at any time, and all other conditions as needed. That motion was seconded by Commissioner Stewart and carried. None opposed, and Commissioner Bud Fawcett abstaining.

Chair Schaefer closed the public hearing at 7:37pm.

8. OLD BUSINESS

a) Airport Land Use Update

The Court of Appeals will issue its decision tomorrow morning on the 2012 master plan Administrative Procedures Act (APA) case. If the city wins, in a couple of months the Court of Appeals will send the case back to the Circuit Court for consideration of the case on the merits.

The next airport master plan public advisory committee meeting will be held on Tuesday, March 12, 5pm, only on Zoom. Registration for the meeting is through the Oregon Department of Aviation (ODAV) website. The agenda for that meeting is a review of the first three chapters of the new master plan.

a) Economic Opportunities Analysis

Chair Schaefer asked the City Recorder to prepare Zoom details for the upcoming Economic Opportunities Analysis Technical Advisory Committee (TAC) meeting on Monday, March 18, 3pm. Schaefer will send this and an agenda from the consultant out to participants.

Chair Schaefer noted that the boat storage application was withdrawn and was not on the agenda for this evening's meeting for that reason. The Buildable Lands Inventory (BLI) has been revised to indicate that property is vacant.

a) ADJOURN

Chair Schaefer adjourned the Planning Commission meeting at 7:58pm.

Joseph Schaefer, Chair

ATTEST:

Stuart A. Rodgers, City Recorder

City of Aurora Economic Opportunities Analysis Update

At the second Technical Advisory Committee Meeting on March 18, 2024, the consultant presented the trends analysis. Employment data was presented regarding growing and declining employment in different industry sectors in the past ten years, based on data obtained from the Oregon Employment Department. The committee members and visitors discussed the growth of industrial uses in the nearby cities of Canby, Woodburn and Wilsonville, and the potential for Aurora to capture some of this development.

Upon review of the Buildable Lands Inventory, it was noted that Aurora's surplus industrial land consists of small parcels located west of Hwy 99E. These parcels are too small for many users, and access to I-5 is constrained by the need to travel through the congested intersection of Hwy 99E and Liberty Street. The ideal parcel size for industrial development ranges from 30 to 50 acres. Some sites would be developed for single users, and others would be developed into business parks with multiple tenants. Approximately 190 acres of level ground in large parcels suitable for industrial development is located between the city and the Aurora State Airport.

The need for land uses in this area that are compatible with the Aurora State Airport was also discussed. In the area south of the runway many land uses are not appropriate, such as residential and public assembly uses. This area is suitable for industrial uses with low employment density such as warehousing. Outside the flight path, industrial uses with higher employment density that are not noise sensitive can be developed to serve as a buffer between the existing residential uses in the northwest portion of the city.

The committee assessed the economic development potential of this area given the convenient freeway access for freight mobility, level ground, and compatibility with the airport. Regarding urban infrastructure, the committee discussed the upcoming water and sewer upgrades that have been funded by the recent \$7 million city bond and the \$15 million allocated by the legislature. The projects include a 1.2 million gallon water reservoir in the northwest portion of the city, and upgrades to the sewage treatment plant to allow mechanical processing of wastewater.

The 190-acre area of land between the city and the airport is zoned EFU. Most of this land is in large parcels and ownerships. The TAC discussed the range of site types suitable for industrial employment uses likely to locate in this area. It also discussed the potential for existing industrial users to expand on their properties that are currently within the city limits along Hwy 99E.

The current industrial zone could be extended further south. However, the area between Hwy 99E and the railroad tapers to a point, and does not include medium or large parcels.

In assessing potential expansion of the city toward the airport to provide more industrial land, the costs of infrastructure will be substantial. The scale of water and sewer service would depend on the nature of the land uses. It was noted that the airport could benefit from supportive commercial uses, such as lodging and restaurants. That type of use requires more water and sewer than most industrial uses. Some industrial uses, such as food processing and industrial laundry do require large scale water and sewer service. The city would need to carefully evaluate and manage water and sewer capacity in determining the types of industrial uses that would be allowed if this area is annexed and connected to city services.

Annexing the 190-acre area together with the 300-acre airport area would create a uniform geographic area that would be efficient for providing services. If only select portions of these areas are annexed, this would result in a patchwork of city utilities and services that will be less efficient to develop, for both the private sector and the public sector alike.

The TAC is confident that there is adequate demand for industrial uses for the area between the city and the airport. This would require expansion of the UGB. It was noted that expansion of the city to include the airport would improve the water supply for firefighting at the airport. The airport and its adjacent private lands with aviation-related uses are approximately 300 acres. Thus, the total area between the current UGB and Arndt Rd on the north and Hwy 551 on the west is approximately 490 acres.

Annexing the airport and its adjacent private lands would allow for additional employment growth because that area currently lacks public water and sewer service. The airport area north of Keil Rd. lacks any vacant parcels larger than 20 acres, and thus is not able to meet ideal industrial site size of 30 to 50 acres. Moreover, it is best suited to aviation uses which can utilize the airport runway and related aviation facilities.

The 190-acre area is estimated to have capacity for 152 acres of buildable industrial land, after deducting 20 percent for right-of-way and related utilities. This would allow for three 30-acre sites, and a fourth site of 62 acres, depending on the final layout. Given the recent pace of industrial development in Canby and Woodburn, this area is likely to be fully developed over a twenty-year planning period.

The final step in the EOA process is to enact economic development implementation policies. At this point, the City Council should provide direction to the TAC regarding its interest in expanding the city to include the 490-acre area in order to provide additional areas for industrial development, and annexation of the airport. Then that direction will be the basis for the policy development and completion of the EOA, which will occur through City Council action later this year.

The key issues for the City Council are whether to expand the city to include the airport and its surrounding developed lands, and whether to include all of the 190-acre area in the expansion. When direction is provided on these issues, the implementation policies can be drafted for review and approval.