

Independence State Airport Master Plan Update Planning Advisory Committee Meeting #5 Presentation of Preferred Development Alternative

October 24, 2018
Independence City Hall: Independence, Oregon
4:00 to 5:30 p.m.

-Meeting Summary-

Attendees:

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

WHPacific, Inc: Dave Nafie and Mark Steele

Planning Advisory Committee Members: See sign in sheet

Public Attendees: See sign in sheet

Welcome and Recap

Meeting opened at 4:00 pm, with a brief discussion of the agenda for the evening, a recap of the PAC roles and responsibilities, the master plan elements, forecast results, facility requirements, and preliminary development alternatives. The updated project schedule was also presented.

Presentation of the Preferred Alternative and Phasing Plan:

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

SHORT TERM PROJECTS (1 - 5 YEARS)	
YEAR	PROJECT
2019	Install Fence: Phase II - Construction
2019	PMP
2020	Replace PAPI Design/Construct
2020	Environmental Assessment
2021	Carryover
2022	PMP
2023	Reconstruct/Extend Runway 16/34 & Taxiway A, Remove Aligned Taxiway and Reconfigure Connectors: Phase I Design

MID TERM PROJECTS (6 - 10 YEARS)	
2024 - 2028	PROJECT
	Reconstruct/Extend Runway 16/34 & Taxiway A, Remove Aligned Taxiway and Reconfigure Connectors: Phase II Construction
	West Side Land Acquisition
	PMP
	Construct AGLA
	West Side Phase 1 - Construct Apron; South Hangar Area Taxilane; Taxiway B2; Taxiway B from B2 to South Taxilane: Design
	West Side Phase 1 - Construct Apron; South Hangar Area Taxilane; Taxiway B2; Taxiway B from B2 to South Taxilane: Construction

LONG TERM PROJECTS (11 - 20 YEARS)	
2029 - 2038	PROJECT
	Master Plan Update
	West Side Phase 2 - Expand Apron; Extend Taxiway B to RW 34 End and Construct Taxiway B1
	West Side Phase 3 - Expand Apron; Extend Taxiway B from Taxiway B2 to North Apron Entrance; Construct N/S Hangar Access Taxilane
	West Side Phase 4 - Construct Taxiway B3 at Runway End 16; Extend Taxiway B from North Apron Entrance to Taxiway B3
	West Side Phase 5 - Construct Hangar Access Taxilanes
	RW 34 RPZ/Hoffman Road Land Acquisition
	Realign Hoffman Road; Extend Taxiway A

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

[Independence PAC Meeting #5 Presentation](#)

Response to Preferred Alternative

Several comments were offered by the PAC and members of the public. These primarily centered around the discussion of the fence project, property acquisitions, and land use/zoning.

Fencing:

There was a thorough discussion regarding the fencing project scheduled for 2019. Many members of the PAC and public felt that there is no need for fencing around the airport and building one would negatively affect the aesthetics of the Airport and the airpark. Matt Maass, commented that fencing is needed for airport security and wildlife encroachment protection. The State views it as a liability issue that needs to be addressed. Mr. Maass went on to explain that the project is currently in the pre-design stage and no plans are finalized on what type(s) of fence will be installed nor where it will be located. The intent is to install a decorative fence that will not make the Airport “look like a prison”. As the design process progresses, there will be additional opportunity for public input.

Specific comments regarding the fence are below:

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- A fence would not fence out the public, it would fence out the airpark residents.
 - A fence should be built on the west side of the taxiway/lane rather than on the HOA side
 - Plans should show construction of fences on both sides of Airport Road
 - The intent of the fence project is to deter encroachment, not prevent/
 - There will be adequate time for HOA and public comment during the design process

Property Acquisition:

Parcels to the south and west of the Airport boundary were identified as properties to be purchased in the preferred alternative. The owner of the southernmost property identified, commented that he is interested in developing the property and he had concerns that the property being shown on the master plan could discourage investors. He expressed discussing the property with the State. Mr. Nafie suggested that he speak with Mr. Maass.

Land Use and Zoning:

Craig Pope commented that he would like to see road access to the property north of the west side expansion accounted for to serve any eventual development of that property. He also mentioned that the N/S road serving the west side expansion could affect the City’s Transportation Plan.

PAC member Gary Van Horn commented that he would like to see continued coordination between all agencies involved (City, County, ODA, and FAA) in regards to future zoning of the airport property. “We don’t want to have another Santa Monica situation.” He went on to request that the Airpark HOA be given the opportunity to comment on the land use/zoning portions of the master plan prior to adoption.

General Comments:

PAC member Wayne Nutsch requested that the Master Plan Report documents the fact that an IAP, RCO, and AWOS were suggested by some on the PAC but were not selected as part of the preferred alternative. Dave Nafie responded that that information would be included in the report.

PAC member John Horn commented that we should look at the airport as a “mature” airport. It does not need to grow any larger than it already is.

Next Steps

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

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