

From: Stan Kaveckis
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To: Wilsonville City Council and Oregon Solutions Consultants
Subject: Hearing on Proposed Runway Extension and Expansion of the Airport

I have the following concerns about the plans to Extension and Expansion of the Aurora Airport at this time as Clackamas county citizen residing just north of the Aurora Airport runway and just south of Charbonneau Community.

1. The idea of extending and expanding the of the Aurora Airport has been something the Oregon Aviation Board (OAB) has wanted to do for some time. This not a new idea, but one that has been disapproved by both Aurora City Council and the Region FAA office in Seattle before now. At the OAB meeting back on March10, 2011 meeting with the Chair of the OAB, Mark Gardiner directed the Oregon Department of Aviation (ODA) to put together lengthening options for the Aurora Airport. The decision was not documented in the meeting minutes, but a 1,000-foot extension of the Aurora Airport became the Preferred Alternative recommendation made to the OAB and the Oregon FAA. When reviewing the history of this proposal since then, it is clear the OAB and Oregon FAA has pushed this agenda, disregarding the Oregon Land Use Planning Processes, which requires input for all parties affected. This present push comes in the form of HB4092 through the Oregon State Legislature Emergency Review Board Meeting process, while the State Legislature is not in session. – This an "end run" around the transparent, widely inclusive process required by the Land Use Laws of Oregon. Neighboring Clackamas County, Wilsonville, Charbonneau residents need to be included since they will be affected not only by the loss 100 acres of prime farmland, neighbors impacted by noise created by increased jet and turbo-prop aircraft traffic but increased traffic in the Boone Bridge corridor which is already highly congested and increased air pollution to surrounding farmland.
2. An airport facility with this increased size and number of businesses employing many new employees needs some form of City governance to maintain order, provide water & sewer, and traffic control in some uniform manner consistent with state law. Presently occupants have created some services by drilling wells and trucking sewage of site. Maybe the airport needs to be annexed by the city of Aurora before being allowed to expand further, rather than depending increasing on Marion count waivers.

The Governor needs to pull back the grant application to the FAA immediately until these issues are addressed. We should be ensured that no additional urbanization or development at the Aurora Airport occur without annexation and a complete Environmental Impact Statement with Alternatives Analysis, and before proceeding with any additional funding approvals or land use decisions at the Aurora Airport.

Please note that the regional transportation system is at capacity. At a minimum, the Boone Bridge needs the Southbound auxiliary lanes from Wilsonville Road to Charbonneau & Highway 551 (I-5 Exit 283 to Exit 281A & B), and significant improvements to local roads, before any additional development is considered.

Sincerely,

Stan Kaveckis