



**CORVALLIS
JOINT CITY COUNCIL/PLANNING COMMISSION**

WORK SESSION AGENDA

**February 11, 2013
7:00 pm**

**Downtown Fire Station
400 NW Harrison Boulevard**

COUNCIL ACTION

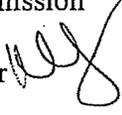
- I. ROLL CALL**
- II. NEW BUSINESS**
 - A. Airport Master Plan
- III. ADJOURNMENT**

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A Community That Honors Diversity

MEMORANDUM

TO: City Council and the Planning Commission

FROM: Mary Steckel, Public Works Director 

DATE: February 11, 2013

SUBJECT: Airport Master Plan Update

Issue

The final draft of the Airport Master Plan update has been prepared by a consultant and is ready for review.

Background

The Federal Aviation Administration (FAA) recommends that airports update their long term planning documents every seven to ten years, or as necessary, to address local changes at the airport. The last Master Plan update for Corvallis was in 2001. In 2011 the City received a grant from the FAA to update the Airport Master Plan. This grant covered 95% of the project cost with the City providing a 5% match.

Following federal guidelines for consultant selection based on qualifications, the City of Corvallis selected Coffman Associates, a national aviation planning firm, to undertake the Master Plan update in August 2011. The plan provides guidance for future development and updated justification for the airport to receive funding participation through federal and State airport improvement programs.

Discussion

Key to the Master Plan update process was the involvement of a Planning Advisory Committee (PAC) made up of 18 members. This group included a City Councilor, a County Commissioner, five Airport Commissioners, federal and local planners, tenants/leaseholders at the Airport and Airport Industrial Park, State and local aviation representatives, and members of the Public Works Department. The PAC met four times with the consultants to review and discuss the developing plan. Following development of the draft plan, a public information workshop was held on July 26, 2012 at the Corvallis Library.

While a number of smaller updates and revisions to the previous Master Plan update were made, the most significant updates can be found on Exhibits 5D, 6A and 6B.

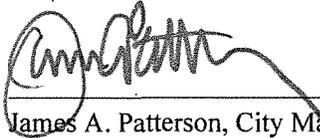
- Exhibit 5A (Airport Land Use Plan) - This shows the entire airport property, including the Airport Industrial Park, which has its own development plan. Exhibit 5A also delineates the three main areas at the airport: Airfield Operations, Aviation Development, and Revenue Support.

- Exhibit 6A (Capital Improvement Program) - This shows projects planned for the 1-5 year, 6-10 year and 11-20 year planning horizons.
- Exhibit 6B (Project Staging) - This is the PAC recommended plan. This plan represents a significant change in access to the Airport facilities from the last update. As an example of one of the changes identified, the existing single taxiway into the T-hangar area is planned to be converted to the main entrance for ground vehicles into the airport, and two new taxilanes are proposed for the east and west edges of the T-hangars, as more hangars are built.

Requested Action

Staff seeks review and recommendations from the Council and Planning Commission work session to update this draft for final Council approval.

Review and concur:


James A. Patterson, City Manager

2/5/2013
Date

Click link  DRAFT Airport Master Plan



MEMORANDUM

DATE: February 11, 2013
TO: Mayor, City Council, and Planning Commission
FROM: Ken Gibb, Community Development Director
SUBJECT: Airport Master Plan Update Planning Process

At the February 11, 2013, City Council and Planning Commission joint work session, decision-makers will be presented with the final draft of the updated Airport Master Plan, which was recently completed by Coffman Associates. This meeting is an opportunity for the Council and Planning Commission to review elements of the updated plan, prior to the Council's consideration to adopt the updated Master Plan. The Airport Master Plan is a City facilities plan, and for this reason, is incorporated by reference into the City's Comprehensive Plan. Because of this, an update of the Airport Master Plan must be accompanied by a Comprehensive Plan Amendment, the land use process that formally recognizes the changes to the Airport Master Plan as a supporting document to the Comprehensive Plan.

Comprehensive Plan Amendments require consideration by both the Planning Commission and the City Council, and each decision-making body will hold a public hearing and deliberate on the Amendment, based on Land Development Code criteria. Staff will schedule consideration of the Amendment with the Planning Commission and City Council later this spring, following the finalization of the Airport Master Plan update.

Corvallis Municipal Airport

AIRPORT MASTER PLAN

Corvallis, Oregon



Corvallis Municipal Airport

Master Plan Process



Oct. 4, 2011

INVENTORY

- Airport Facilities
- Area Socioeconomic Data
- Airspace and Air Traffic Activity
- Local Planning and Land Use
- Airport Access and Parking, Utilities, and Aerial Photography

FORECASTS

- Based Aircraft and Fleet Mix
- Annual Operations



Feb. 3, 2012

FACILITY REQUIREMENTS

- Design Categories
- Support Facilities
- Hangar Facilities
- Aprons
- Runway Length and Strength
- Taxiways
- Terminal Building
- Navigational Aids



AIRPORT ALTERNATIVES

- Evaluate Development Scenarios
- Airside
- Landside



Apr. 26, 2012

RECOMMENDED DEVELOPMENT PLAN ENVIRONMENTAL OVERVIEW

- Detailed Master Plan Facility and Land Use Plans
- Review/Evaluation of NEPA Environmental Categories
- Noise Exposure



FINANCIAL PLAN / CAPITAL IMPROVEMENTS

- Airport Development Schedule
- Cost Estimates
- Funding Sources



July 26, 2012

AIRPORT LAYOUT PLANS

- Airport Layout Plan
- Airspace/Approach Drawings
- Property Map
- Landside Drawing
- On-Airport Land Use Plan



August 2012

- FINAL Master Plan Report
- FINAL Master Plan Report
- Master Plan/ATP Approvals

Corvallis Municipal Airport

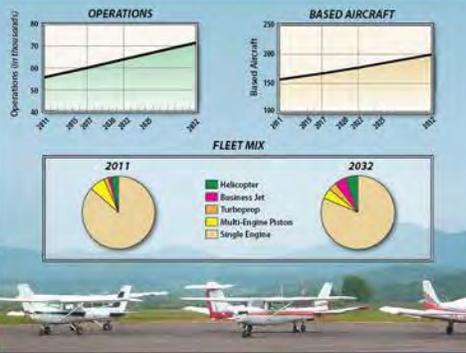
EXHIBIT 1F: Airside Facilities



Corvallis Municipal Airport

EXHIBIT 2E: Forecast Summary

	ACTUAL		FORECASTS	
	2011	2017	2022	2032
ANNUAL OPERATIONS				
General Aviation				
Itinerant	26,050	27,800	29,200	32,800
Local	26,050	27,800	29,300	32,800
Military				
Itinerant	400	400	400	400
Air Taxi	3,579	4,100	4,400	5,200
Total Itinerant	30,029	32,300	34,100	38,400
Total Local	26,050	27,800	29,300	32,800
Total Operations	56,079	60,100	63,400	71,200
BASED AIRCRAFT				
Single Engine Piston	135	141	147	163
Multi-Engine Piston	11	11	10	9
Turboprop	3	4	5	7
Business Jet	2	4	6	10
Helicopter	5	7	9	11
Total Based Aircraft	156	167	177	200



Corvallis Municipal Airport

EXHIBIT 3A: Airport Reference Codes

A-I 	<ul style="list-style-type: none"> Beech Bonan 55 Beech Bonanza Cessna 150 Cessna 172 Cessna Citation Mustang Eclipse 500 Piper Archer Piper Seneca 	C-I, D-I 	<ul style="list-style-type: none"> Beech 400 Lear 25, 31, 35, 45, 55, 60 Boeing Westwind HS 125-400, 700
B-I <small>(less than 12,500 lbs)</small> 	<ul style="list-style-type: none"> Beech Bonan 58 Beech King Air 100 Cessna 402 Cessna 421 Piper Navajo Piper Chieftain Savoyingon Malibu Cessna Citation I 	C-II, D-II 	<ul style="list-style-type: none"> Cessna Citation II, VI, VIII, X Gulfstream II, III, IV Canadair 400 ERJ-135, 140, 145 CRJ-200/700 Embraer Regional Jet Lockheed JetStar
B-II <small>(less than 12,500 lbs)</small> 	<ul style="list-style-type: none"> Super King Air 200 Cessna 441 DHC Twin Otter 	C-III, D-III 	<ul style="list-style-type: none"> ERJ-170, 190 CRJ 700, 900 Boeing Business Jet B 737-300 Series A380, DC-9 Fokker 70, 100 A319, A320 Boeing 787 Global Express
B-I, B-II <small>(12,500 lbs)</small> 	<ul style="list-style-type: none"> Super King Air 350 Beech 1900 Athabasca 31 Falcon 20, 20, 50 Falcon 700, 900 Cherokee II, III, IV, V Saab 340 Embraer 120 	C-IV, D-IV 	<ul style="list-style-type: none"> B-757 B-767 E-330 VC-25 MD-11
A-III, B-III 	<ul style="list-style-type: none"> DHC Dash 7 DHC Dash 8 DC-9 Convair 580 Fairchild F-27 AIR 72 ATR 	D-V 	<ul style="list-style-type: none"> B-747 Series B-777

Note: Aircraft pictured is identified in bold type.

Corvallis Municipal Airport

Table 3L
Runway Length Requirements

Airport Elevation	250 feet above mean sea level			
Average High Monthly Temp.	82 degrees (August)			
Runway Gradient	5' Runway 17-35			
Fleet Mix Category	Raw Runway Length from FAA AC	Runway Length With Gradient Adjustment (+50')	Wet Surface Landing Length for Jets (+15%)*	Final Runway Length
75% of fleet at 60% useful load	4,627'	4,677'	5,321'	5,300'
100% of fleet at 60% useful load	5,148'	5,198'	5,500'	5,500'
75% of fleet at 90% useful load	6,185'	6,235'	7,000'	7,000'
100% of fleet at 90% useful load	7,683'	7,733'	7,000'	7,800'
*Max 5,500' for 60% useful load and max 7,000' for 90% useful load				
Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design.				

Corvallis Municipal Airport



Corvallis Municipal Airport

AIRPORT MASTER PLAN

Corvallis Municipal Airport

EXHIBIT 6B: Project Staging



Corvallis Municipal Airport

EXHIBIT 6A: Capital Improvement Program Short Term

PROJECT ID	PROJECT DESCRIPTION	2012 Project Cost Estimate	FAA Eligible	Local Share
SHORT TERM PROGRAM (0-5 YEARS)				
2013				
1	Wetlands Delineation/Mitigation East of Rwy 17 Threshold	\$180,000	\$162,000	\$18,000
2	Cargo Apron/Road Paving	\$709,000	\$638,100	\$70,900
3	WWII Era Hangar Rehabilitation	\$569,000	\$0	\$569,000
2013	TOTAL	\$1,458,000	\$800,100	\$657,900
2014				
4	Taxiway A&C Edge Lighting	\$600,000	\$540,000	\$60,000
5	Airfield Lighting Backup Generator	\$200,000	\$180,000	\$20,000
6	Security Cameras	\$20,000	\$0	\$20,000
7	Main Apron Reconstruction	\$6,170,000	\$5,553,000	\$617,000
8	Tenant Restroom	\$120,000	\$0	\$120,000
2014	TOTAL	\$7,110,000	\$6,273,000	\$837,000
2015				
9	Construct T-hangar Taxiway Stubs	\$510,000	\$459,000	\$51,000
10	Construct Box Hangar Taxiway Stubs	\$300,000	\$270,000	\$30,000
2015	TOTAL	\$810,000	\$729,000	\$81,000
2016				
11	Environmental Documentation for Eastside Taxiway	\$50,000	\$45,000	\$5,000
2016	TOTAL	\$50,000	\$45,000	\$5,000
2017				
12	Apron Expansion (REACH area)	\$400,000	\$360,000	\$40,000
13	Construct Eastside Taxiway	\$480,000	\$432,000	\$48,000
2017	TOTAL	\$880,000	\$792,000	\$88,000
TOTAL SHORT TERM PROGRAM		\$10,308,000	\$8,639,100	\$1,668,900

Note: Totals may not equal due to rounding
Source: Corvallis Association and Precision Approach Engineers

Corvallis Municipal Airport

EXHIBIT 6A: Capital Improvement Program Intermediate Term

PROJECT ID	PROJECT DESCRIPTION	2012 Project Cost Estimate	FAA Eligible	Local Share
INTERMEDIATE TERM PROGRAM (6-10 YEARS) (2018-2022)				
1	Replace Airfield Signage	\$520,000	\$468,000	\$52,000
2	Wildlife Hazard Assessment	\$73,000	\$65,700	\$7,300
3	Perimeter Fence	\$610,000	\$549,000	\$61,000
4	Acquire Runway 17 RPZ Property (19 acres)	\$230,000	\$207,000	\$23,000
5	Public Apron for Box Hangars	\$570,000	\$513,000	\$57,000
6	Main Apron Public Expansion	\$650,000	\$585,000	\$65,000
7	Replace VASI with PAPI Runway 17-35	\$240,000	\$216,000	\$24,000
8	Box Hangar Pavement	\$260,000	\$234,000	\$26,000
9	Hangar Parking/Through Road	\$260,000	\$234,000	\$26,000
10	Runway 27 REILs	\$110,000	\$99,000	\$11,000
TOTAL INTERMEDIATE TERM PROGRAM		\$3,523,000	\$3,170,700	\$352,300

Note: Totals may not equal due to rounding
Source: Corvallis Association and Precision Approach Engineers

Corvallis Municipal Airport

EXHIBIT 6A: Capital Improvement Program Long Term

PROJECT ID	PROJECT DESCRIPTION	2012 Project Cost Estimate	FAA Eligible	Local Share
LONG TERM PROGRAM (11-20 YEARS) (2023-2032)				
1	Environmental Documentation for Rwy Extension	\$250,000	\$225,000	\$25,000
2	Acquire Land for Runway 17-35 extension (62 ac)	\$740,000	\$666,000	\$74,000
3	Extend Runway/Taxiway 35 by 600'	\$1,390,000	\$1,251,000	\$139,000
4	Add MALSR	\$2,000,000	\$1,800,000	\$200,000
5	Environmental Documentation for West Side Taxilane	\$50,000	\$45,000	\$5,000
6	Connect West Side Taxilane	\$110,000	\$99,000	\$11,000
7	Convert Center Taxilane to Airport Entrance Road	\$210,000	\$189,000	\$21,000
8	Reconfigure Hangar Door	\$20,000	\$18,000	\$2,000
9	Master Plan Update	\$250,000	\$225,000	\$25,000
10	Acquire Runway 27 RPZ Property (11 acres)	\$160,000	\$144,000	\$16,000
11	Reconstruct Taxiway A at Runway 27 Threshold	\$500,000	\$450,000	\$50,000
12	Wash Rack and Oil Separator	\$80,000	\$72,000	\$8,000
13	Tenant Restroom	\$120,000	\$0	\$120,000
14	GA Terminal Building	\$1,500,000	\$0	\$1,500,000
15	Runway 9-27 Rehabilitation	\$770,000	\$693,000	\$77,000
16	Runway 17-35 Rehabilitation	\$2,760,000	\$2,484,000	\$276,000
TOTAL LONG TERM PROGRAM		\$10,910,000	\$8,361,000	\$2,549,000
TOTAL PROGRAM COSTS		\$24,741,000	\$20,170,800	\$4,570,200

Note: Totals may not equal due to rounding.
Source: Callinan Associates and Precision Approach Engineers

Corvallis Municipal Airport

EXHIBIT 5D: Airport Land Use Plan

