

## SUMMARY OF AIRPORT FEASIBILITY STUDY

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A brief summary of the findings of the full report regarding the airport.

**INTRODUCTION:** The Airport Feasibility Study was done at the suggestion of the Governor's Office and in partnership with the State, City of Cascade Locks and Port of Cascade Locks. It was funded through cooperation between the federal Economic Development Administration (\$20,000), State of Oregon \$30,000 and Port of Cascade Locks (\$35,000). ECONorthwest was retained as consultant to do the study. A Steering Committee was formed made up of state and local agency people, the pilots associations in both states and others. In all, 22 people served on the Steering Committee. Eight possible options were developed through this process.

The State of Oregon owns, through the Oregon Department of Aviation, approximately 47 acres zoned Public, Open Space or Low Density Residential. Over the past 10-12 years, the State has approached the City and Port to take over the operation of the Airport from the State.

The airport was built in 1949 as an emergency landing strip due to poor weather conditions in the Gorge, funded by the FAA and the Aviation Agencies in both Oregon and Washington. The airport is classified as a Category V-RAES (Remote Access/Emergency Service) in the 2007 Oregon Aviation Plan. Current levels of use are unclear and cannot be verified under current operations.

**AIRPORT DEVELOPMENT OPTIONS:** The Feasibility Study developed 8 options for Steering Committee review.

1. Preserving the current use at the State Airport and its surrounding land.
2. Enhanced Aviation Use through preservation of the current use with the addition of safety and operational improvements to the runway, the addition of aircraft hangars, pilots lounge, runway lighting, addition of a

- weather station, runway expansion through extensions of 100 feet both at the west end and east end.
3. Enhanced Aviation Use through Runway Shift of four degrees to the north.
  4. Enhanced Aviation Use through runway shift of 17 degrees to the north.
  5. Airport stays in place but residential development occurs on adjacent state owned land. Rezoning would be necessary and approximately 8 net acres of new residential development would occur. Approximately 16 to 80 homes could be developed.
  6. Airport stays in place and limited compatible commercial or industrial uses are added.
  7. Airport is removed and residential development occurs. This would add approximately 30 net acres of residential development or between 60 and 150 new homes and could provide land for a new school.
  8. Airport is removed and commercial or industrial development occurs. This would add approximately 28 net acres of new commercial or industrial land.

**NEXT STEPS:** The Port Commission and City Council agreed to conduct at least two Community Town Hall meetings to educate the community regarding the Final Feasibility Report and begin looking long term regarding the best possible uses for the airport property to meet future community needs and to begin to identify areas of common agreement.

For the 2019 Oregon State Legislative session, the Port Commission has included airport safety recommendations as a priority for legislative action. These improvements are priority number 2 and the Port Commission will be encouraging the Legislature to spend \$3,000,000 to lengthen and widen the runway, install hangars, add runway lighting, construct proper restrooms, new fencing, signage and install a use monitoring system to track levels of use. The Port will also be encouraging the State to operate and maintain the airport to the same standards used for other State owned airports.

A copy of the full Feasibility Study can be obtained by contacting the Port Offices at 541-374-2400.