



Airport Technical Advisory Committee

Commissioners' Hearing Room

June 20th, 2012

9:00 am

Those in attendance: Ed Jeffko, Albert Losvar, Jerry Hendrick, Dave Edwards, Leroy Orr, Kurt Danison, Matt Woosley and Jim Detro.

Okanogan County Planning staff present: Director of Planning Perry Huston and Planner 1 Dalana Potter.

The meeting was called to order by Perry Huston, Okanogan County Director of Planning and Development.

Director Huston opened the meeting with a quick review of the agenda.

First discussion topic was how to proceed with this project. Perry explained that in an ideal world, one would wait to adopt the Airport Public Safety District until Okanogan County Code, Shorelines MP, and the Comprehensive Plan had been adopted in order to mold this public safety district into the County's District Use Chart and other policies. Perry explained waiting on these lengthy processes wasn't necessary, since this zoning code chapter could be amended to fit future policies and structure. With the swift progress the committee is currently making towards the creation of this code, this project could be completed before some of the others mentioned would even be begun.

Next, the committee reviewed the zone maps Kurt Danison produced with the assistance of subgroups for Brewster, Omak, Tonasket, and Twisp. His alterations to the template zones better fit each individual airport's needs and usage pattern. Twisp's map showed the most change since the city has policies governing growth that are more restrictive than the Airport Public Safety District as proposed. The alterations to Brewster, Tonasket, and Omak were based greatly upon topography and developmental patterns. For example, on the East side of Tonasket Municipal Airport, a mountain ridge exists that affects flight pattern of aircrafts using that facility. Therefore, Kurt Danison's suggestions were more conducive to protecting both the airport facilities and county residents.

Following that review, the committee was reminded that these maps are a great asset for deciding how to construct the regulations and restrictions of the public safety zone, and therefore, is important to the committee's efforts that each map be revised by a city subgroup, that is more familiar with the airport use and current city policies, and customize as needed. Included in the effort of utilizing the maps fully, it was brought to the committee's attention that we still need better feedback from Okanogan, Oroville, and the Methow Valley State facilities. Oroville has had constant involvement, but hasn't produced map alterations. Methow had

representation at the meeting today and will begin to generate a local map. Okanogan is the only airport that has not had constant representation from the city.

Okanogan's Anderson Field specifically is of great concern to the committee. Colville Tribe planner has expressed interest in the zoning around the Anderson Field. As a result, gaining input from Okanogan City Council or airport manager is necessary to the efforts of this committee.

Following that, the committee reviewed the most recent draft of the Airport Public Safety District. Most focus was placed upon general prohibitions and the permitted/conditional uses of each subzone in the district. The restriction on residential development will likely need alteration to allow some residential development in all zones, in order to avoid the threat of the argument of limiting property owners use of their land to the degree it qualifies as a taking. A regulatory taking of land is defined as a governmental body implementing regulations that deprive the property owner of all reasonable use or value of the property, which results in the governmental body paying just compensation for the land. An alternative avenue would be to conditionally allow residential development with size, height, density, and other restrictions as necessary to ensure the safe continuation of airport operations. It was also suggested that Zone Three be opened up to light industrial and commercial development to allow for subdivision of land for privately owned hangars or other aviation related uses.

Lastly, the process of adoption was discussed. Ideally, each city will produce a resolution stating they approve of this committee's efforts and recommend the adoption of this safety district. Prior to a public hearing with the Planning Commission, the committee decided it would be helpful to hold an educational workshop with them to explain our efforts and authority behind them, which would likely gain support and make the adoption process move along more smoothly.

The next meeting has been scheduled for July 11th, 2012 at 9:00am in the Grainger building in response to observing the national Independence Day holiday.

The meeting was concluded at 11:35 am.

Respectfully submitted
Dalana Potter
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