



## **Airport Technical Advisory Committee**

Commissioners' Hearing Room

July 11th, 2012

9:00 am

Those in attendance: Chris Branch, Albert Losvar, Harlan Warner, Dave Edwards, Ralph Malone, Roy Skelton, Kurt Danison, 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.

The path to adoption was discussed. The committee agreed that the process should be:

1. Each city reviews the plans for their airport and sends recommendations of approval to BOCC.
2. ATAC reviews the cities' recommendations.
3. SEPA process.
4. Planning Commission with workshops to educate the commission prior to review.
5. Board of County Commissioners.

This process has been agreed upon for several reasons. Firstly, the cities should be closely involved to ensure residents have the best opportunity to become knowledgeable of our efforts and to give their feedback in order to best protect the interests of the public, city officials, and airport users. Secondly, with the cities supporting the Airport Public Safety District, progressing through the Planning Commission and eventually gaining approval from the Board of County Commissioners will be a smoother process.

The construction of the zoning code followed. The purpose section focuses largely on public safety, however, should be revised to include long term viability of the airport facility and economic value to the communities. Also, a purpose section should be added at the beginning of each zone designation to explain the specific reason for the zone and why it needs to be regulated as we have designed. The zoning designations 1-5 were suggested to be titled by their significance. For example, Zone 1 could be Runway. The committee was asked to bring

ideas to the next meeting.

Constructing a developmental agreement for property sold in the Airport Public Safety District was considered. The committee reasoned buyers should be informed of possible noise and regulations that apply to lands in the district. Similarly, prospective or current property owners should be informed of non-conforming lots, structures, and uses, which may affect bank loans or possibly limit activities the property owner may want to engage in.

Permitted, conditional, and prohibited land uses were debated. It was brought to attention that some restrictions on land use may need to apply to Zones 4 and 5, specifically of special function uses. Special function uses have been defined by the Federal Aviation Association as facilities that include the young, elderly, or infirmed who have little control over their own lives (mainly health and education related). These facilities are often sensitive to noise and encourage dense concentrations of people in areas where an accident could occur.

The committee concluded a new administrative review process may need to be enacted as an alternate process to a Conditional Use Permit. Many land uses fall in a gray area between permitted and requiring a CUP where a CUP may be too lengthy and costly of a process. For example, accessory residential dwellings should be permitted. However, the committee wants to prevent an unsafe density of people surrounding the airport facilities, while not restricting accessory residential to solely aviation related activities. This alternative process would allow for specific concerns and conditions to be addressed, while avoiding the CUP process.

For next meeting, alterations to maps, purpose section, definitions, and land use regulations need to be addressed.

The next meeting is scheduled for July 25<sup>th</sup>, 2012 at 9:00am in the Grainger Bldg.

This meeting was concluded at 11:30am.

Respectfully submitted,  
Dalana Potter  
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