

**Town of Eatonville
PLANNING COMMISSION MEETING
Tuesday, April 11, 2017
COMMUNITY CENTER
305 CENTER STREET WEST**

CALL TO ORDER

Chairman Lambert called the meeting to order at 7:06 PM.

ROLL CALL

Present: **Commissioners Bertoia, Justice and Lambert.**
Commissioner Miller was excused.

STAFF PRESENT: Mayor Schaub, Abby Gribi, Scott Clark and Kerri Murphy.

OPENING CEREMONIES

Commissioner Justice led the Pledge of Allegiance.

APPROVAL OF AGENDA

Motion by **Commissioner Bertoia** to approve. Seconded by **Commission Justice.** AIF.

APPROVAL OF MINUTES

Motion by **Commissioner Bertoia** to approve the minutes of February 21, 2017. Seconded by **Commissioner Justice.** AIF.

COMMUNICATIONS OR ANNOUNCEMENTS

There were no communications or announcements from the public or the commissioners.

OLD BUSINESS

Airport Input and consultation meeting - Comprehensive Plan Amendment

Scott Clark, Planner explained that the meeting this evening is to receive comments and input regarding the Swanson Airfield as it relates to the comprehensive plan. Mr. Clark provided handouts and read the Land Use Chapter 10 into the record. A map of the airport zone was placed on the wall for reference and discussion. **Dan Mulkey, 580 Airport Rd. E., Trinity Aviation, Airport Committee and the Swanson Field Airport Manager.** The policy that was just read by Mr. Scott he said has certain policies that are FAA viable and also the State of Washington. As the Airport Manager he hopes that these policies will be looked at seriously for future growth and building within the airport facility area. This concerns both the residential and commercial growth. With the meetings that have been held and with the obligations that the town has put forth they would like to see that these guidelines are taken more seriously. Mr. Mulkey met with Mr. Simon today. Mr. Simon is the individual that bought the development at the southeast end of the airport. The airport is moving forward with what the town council has approved. He asked that the Planning Commission take a better look at the FAA regulations for height and boundary areas that the FAA puts forth. They are actually quite well explained. The

committee feels that some of this has been ignored in the past over some things that have taken place. In the future with the airport commission and airport committee that has been formed and is being worked on, they would like to see the information that they bring forth be considered by the planning commission in the future. Construction and operational use of future businesses and residential properties that fall under the guidelines of the FAA and State of Washington for airport structures.

Rick Adams, 29906 SR 706, Ashford – Is currently an airport commissioner. He explained that he had been before the planning commissioners before and submitted recommendations for the comprehensive plan in September, 2016. We did not expect a complete assimilation of all of our recommendations but they would like to see some planning and due diligence given to the recommendations as a result of our efforts. The information was provided to help the planning commission work through the process. They have put together an amendment proposal. They would like to meet with the commissioners as an Airport Commission to work together collaboratively to finalize an outcome for the airport. It is not just an airport it is an economic development mechanism; a transportation mechanism, it has a lot going for it for diversification that this community offers. One thing that came to mind and it is still an issue. The safe and efficient operations of the airport are paramount. If it is not perceived as a safe airport by the FAA and the people that live around it, it will not stay an airport. In any manner possible we need to insure that the operational utilization and safety are paramount not only for the existing parcels that are there, but for technology that can be brought to the airport in the future. Secondly, this has not been given much consideration in the past and there has been talk about netting. With people walking, riding bicycles and driving cars at the airport we have the potential for some pretty catastrophic problems. There is a proposal and it's been approved for the possibility for some storage units on the southeast corner of the runway. Aviation oriented development. It is imperative that these parcels ...people that are aviation oriented understand the potential of injury or property damage on and around the operation of these aircraft. The commission would like to talk more about access by vehicular, bicycles and pedestrian access moving in and out of the airport properties. There needs to be as much aviation development as possible on the airport. They are closing airports all over the country. We need to do a good job in the economic development element of the comprehensive plan to define what potential contributions the airport has to this community along with other modes of transportation. There is a rail line right there with a State highway at the other end of it. There are some opportunities to blend small aviation and the up and coming electric vehicles, technology is coming fast. You may see more demand for commuter traffic in the air. There are changes are coming to the technology of aviation and the more we can do to capture the utilization of that airstrip the better off we will all be. They are using drones to transport people and utilizing the tops of parking garages.

We need to attract the kind of visionary people that will bring business and investments.

Bob Thomas, 234 Allison Ave., Eatonville – Councilman Position #3, Chairman of the Airport Committee – What is discussed here tonight or wherever you decide to go with this he wanted to point out – FAR 77 governs height restrictions above the ground, but the Washington State Department of Transportation publishes a land use compatibility guide. It has an extensive matrix that addresses what you should and should not do around the airport. He suggested that the commissioners get into their state code that talks about using the best science to make your land use compatibility decisions and growth management act (not audible).. as you get in to studying this you will see that there are different zones and geographical relationship to the runway and all industries are not created equal in accordance with that land use compatibility guide. The comp plans are a broad guidance of where we want the town to go in the long term but it also sets the foundation for building the Eatonville Municipal Code. He ask that the commissioners take in all the best management practices and science that the work the State of Washington has already put into this.

Bud Lucas, 435 Airport Rd., Eatonville – He said he was never notified. Mailings were sent out and a mailing list was in the file for the meeting. His name was on the list and mailing address was confirmed. He asked that we keep everyone informed.

Caleb Boettcher – 186 Dow Ridge Dr N., Eatonville – He wanted to discuss the restricted areas at each end of the runway. Chapter 10.

Mr. Clark said that is not the way the notice went out and explained that that was a development regulation not an airport regulation. Tonight we are discussing the comprehensive plan. The extent of how far the development regulations may impact property was not the basis for the notification we base that off of land use designation. There was also notice in the local newspaper.

Mr. Boettcher said that if you are going to restrict within a half mile of each end and we are well below the glide path on the low end which is semi-industrial. He added that it is hard enough to pay taxes on property that has restricted use. He said he would like to see more on what they are proposing to restrict. He has the 10 acre parcel on the other side of Center Street East next to the Bud Blancher trail, towards the Town's water plant. The airport property should not be made so restrictive that you are impeding the development right of land owners who try and do something with their property.

Roselyn Hendricks, residents of the north end of the airport. The airplanes do come in very quietly at times. Suggested signage or fencing.

Rick Adams, 29906 SR 706, Ashford suggested that the airport layout plan be updated. He suggested looking at possibly putting up trails around the outside of the airport. The more the airport and the community can provide, the stronger and healthier the two can be. He would like to keep the discussion open for what this can be for the airport and the community.

John Hendricks, 465 Airport Rd E, Eatonville - In total agreement with safety concerns and with looking at the future of the airport. Adopting this into the Comprehensive Management Plan opens us up to Federal Funding of grant money and would be a positive move. Everything that we are discussing this evening is going to take money.

Chairman Lambert thanked everyone for their comments and for taking time out of their evening to come to the meeting and participate. The commissioners will take their comments into consideration.

Mr. Clark said he wanted to follow up with Mr. Adams and confirmed that the planning commission does have a copy of the information the Airport Commission submitted for review and it is on record. He confirmed with Mr. Thomas that he also has the airport compatibility land use and is also on record as well.

Staff Comments:

Abby Gribi, Town Administrator announced that there would be a hearing by the Pierce County Hearing Examiner on **Wednesday, April 19, 2017 at 9:00 a.m. at the Public Services Building (Annex) South Entrance, Public Meeting Room, 2401 S. 35th Street, Tacoma, WA .**

There will be an **additional hearing at the Eatonville High School (Library), 302 Mashell Ave N, Eatonville, WA on Thursday, April 20, 2017 at 6:00 p.m.** She asked that the Planning Commissioners plan to attend with any comments that they may have.

Chairman Lambert announced that he would not be available next Monday, April 17th. (The meeting will need to be cancelled because we would not have a quorum. Marty Miller will be out of the country until the middle of May.

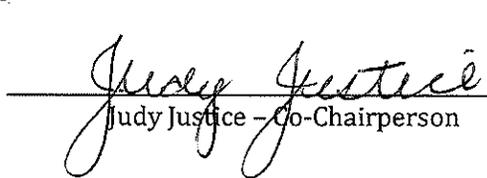
There were no public comments.

The next meeting will be May 1, 2017.

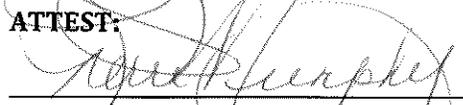
Chairman Lambert closed the meeting at 7:50 p.m.



Chairman Lambert



Judy Justice - Co-Chairperson

ATTEST:


Kerri Murphy, Recording Secretary