

**UKIAH REGIONAL AIRPORT COMMISSION
December 7, 2010
Minutes**

COMMISSIONERS PRESENT

Eric Crane, Chair
Don Albright
Jeff Sloan
Carl Steinmann

STAFF PRESENT

Greg Owen, Airport Manager
Ken Ronk, Airport Assistant
Kim Jordan, Senior Planner
Cathy Elawadly, Recording Secretary

COMMISSIONERS ABSENT

None.

OTHERS PRESENT

John Eisenzopf

1. CALL TO ORDER

The Airport Commission meeting was called to order by Chair Crane at 6:00 p.m. at the Ukiah Regional Airport, Old Flight Service Station, 1403 South State Street, Ukiah, California. Roll Call was taken with the results listed above.

2. PLEDGE OF ALLEGIANCE - Everyone recited the pledge of allegiance.

3. APPROVAL OF MINUTES – November 2, 2010

M/S Steinmann/Sloan to approve November 2, 2010 minutes, as submitted. Motion carried (4-0).

4. AUDIENCE COMMENTS ON NON-AGENDA ITEMS

None.

Airport Manager Owen introduced new part time employee, Antonio Alvarez, and added his background skills will be very helpful in his new position.

5. DISCUSSION/ACTION

5A. Airport Land Use Plan Review

Page2 14-16

G. Parking

Description

Number of Parking Spaces Required:

Retail, Office, Commercial Uses

Staff: 'One parking space for every 300 square feet of gross leasable floor area' is the most *generous* of the City regulations.

**Manufacturing, Warehouse, Wholesale, Distribution
Medical or Dental Offices**

Commission:

Q1. How is the communal area in the Airport Terminal Building treated in terms of calculating parking for a tenant that rents 200 sq. ft. of office space for a medical use?

Q2. What about providing parking for three office spaces uses and a hangar use? People typically park inside their private hangars when the plane is being used.

Q3. How would parking standards be determined for Calstar?

Q4. How is a medical or dental office different from a regular office use?

1 **Staff:**

2 Q1. The communal area does not count toward parking because this space is considered
3 'common area.' One parking space is required for each 200 sq. ft. of gross leasable area for the
4 medical use. Aside from the one parking space necessary for the medical office space, the Airport
5 must provide parking for the Airport Terminal building based on the uses in the building and not
6 because it is City owned.

7
8 Q2. A hangar is not really a use. Aircraft are stored in hangars. The use is the plane. There are
9 private and commercial hangars at the Airport. Essentially what occurs with regard to private hangars
10 is that a person parks at some location and goes to the plane.

11
12 The parking standards in the land use document pertain to commercial uses on the Airport.

13
14 Q3. If there is no parking standard, one must be formulated. One of the reasons a Use Permit is
15 required is to look at the parking requirements necessary for a particular use.

16
17 The parking standard for a manufacturing, warehouse, wholesale, distribution use is one parking
18 space for each employee on the maximum shift, plus customer parking and one space for each
19 vehicle operated from or on the site.

20
21 Parking for retail office, commercial uses is one space for every 300 sq. ft. of gross leasable floor
22 area and parking for medical/dental office uses is one parking space for each 200 hundred sq. ft. of
23 gross leasable area.

24
25 Q4. Medical/dental offices uses are more intensive than regular office whereby the parking
26 requirements are greater.

27
28 **Staff** noted a parking survey was completed documenting the number of existing parking spaces with
29 estimated numbers of potential parking spaces that could be available landside for each subarea.

30
31 The dimensions for standard parking spaces and compact spaces were discussed.

32
33 **Commission:**

- 34
- 35 • It would be beneficial to have an inventory of building square footages to determine required parking.
 - 36 • Discussion about commercial mixed use where hangar space is the primary use and office space is the accessory use and how to determine the number of parking spaces required.
- 37
38

39 There was Commission discussion about retail, office, commercial uses and medical or dental office
40 uses operating in the Airport Terminal building relative to establishing parking needs for these uses
41 including the communal area.

42
43 **Staff:** It would be beneficial to know what uses and/or uses in a particular building are served by a
44 communal parking lot.

45
46 **Commission:** It may be that the 'manufacturing' component should be eliminated from the
47 'manufacturing, warehouse, wholesale, distribution use category concerning parking for these types
48 of uses.

49
50 **Staff:** Suggests possibly providing for a standalone parking category when a function cannot be
51 clearly identified, 'Unlike other uses not included.'

52
53 **Commission:**

- 54
- 55 • Do the parking standards differ for permanent/non-permanent modular buildings?

1 **Staff:** There is no parking deferential for modular structures. The modular structure provides a use
2 and this use must provide parking based on gross leasable area.
3

4 **Commission:** What would the parking requirements be for an equipment shed that operates a
5 compressor?
6

7 **Staff:** The Zoning Code requires parking based on gross leasable area. The City of Ukiah Zoning
8 Code does not provide exemptions for storage facilities.
9

10 **Commission:** What about in instances where the ground leases extends beyond the building for a
11 commercial use?
12

13 **Staff:** Clarified parking pertains to gross leasable floor area. Gross leasable floor area is associated
14 with the building and not to the amount of 'ground area' that may also be included in a lease.
15

16 Parking must be provided for commercial uses wherein one of the purposes of a communal parking
17 lot is to service people with private hangars.
18

19 It was noted most people park their vehicle inside the hangar when flying.
20

21 **Mixed uses** 22 **Exception** 23

24 **Commission:**

- 25 • Does not support the sentence in the mixed uses paragraph that reads, 'In the event of
26 multiple uses, the review authority may require areas of less intensive use to provide a higher
27 parking requirement if it is determined the health, safety, and general welfare of the area
28 requires the higher standard.' Questioned how providing for convenient parking impacts the
29 health, safety and general welfare of persons.
30

31 **Staff:** The finding must be made if a Use Permit or some other type of discretionary permit is
32 necessary that the use will not be detrimental to the health, safety and general welfare of persons.
33

34 **Commission:** How is a 'parking emergency' addressed in cases such as when Hertz rent-a-car was
35 using the communal lot for the Terminal Building. There were times when parking was a problem for
36 the mixed uses in the Terminal building when Hertz was operating there.
37

38 **Staff:** The problem is not so much a 'parking emergency' but rather making sure sufficient space is
39 available for good circulation and access.
40

41 **Commission:**

- 42 • It may have been a health and safety issue when Hertz was operating and using the
43 communal lot.
- 44 • If only one parking space is required for each 200 sq. ft. of gross leasable area, how does
45 this work in instances where a rental car facility rents such office space and is allowed to park
46 their fleet in the communal lot that includes customer parking for the use.
47

48 **Staff:** It may be the language on page 15, lines 11-14 that addresses parking for multiple uses if it
49 can be determined the health, safety and general welfare requires the higher parking standards
50 requires further review.
51

52 **Commission:** Supports having the ability to eliminate a use when necessary if, for example, it
53 compromises the health, safety and general welfare of the area.
54

55 **Staff:** The intent of the language is essentially to address those times for multiple uses, such as for
56 medical/dental office and regular office mixed uses, where even though the parking standard is less

1 intensive it may be inappropriate and, if this is the case, there is the ability to require additional
2 spaces. In this situation, it may be more appropriate to require one parking space per 200 sq. ft. for
3 the mixed uses instead of a mix of one space per 200 sq. ft and one space for 300 sq. ft. of gross
4 leasable space.

5
6 **Staff:** The way it works now is that Enterprise car rental agency rents parking spaces located in the
7 communal lot for the Terminal Building as part of its lease agreement.

8
9 **Commission:** The lease agreement should be able to address those times when the car rental
10 agency parks a number of cars it would not otherwise be entitled to park.

11
12 **Staff:**

- 13 • Will review the language, 'In the event of multiple uses, the review authority may require
14 areas of less intensive use to provide a higher parking requirement if it is determine that the
15 health, safety, and general welfare of the area requires the higher standard.'
- 16 • Is unsure whether this language is from the City Zoning Code.
- 17 • Additional parking can be required as part of the Use Permit if such parking is necessary, but
18 if a Use Permit is unnecessary, additional parking cannot be required.
- 19 • Recommends adding a use 'rent-a-car facility' to the parking requirement section to make
20 certain parking is provided for office space and vehicles.

21
22 **Commission:** Is there information available that documents how many parking spaces each
23 business is entitled to have? Does, for instance, Ukiah Aviation have a specific number of parking
24 space.

25
26 **Staff:** Ukiah Aviation does not have a number of required parking spaces for the use. Spaces are
27 available in the communal lot.

28
29 **Commission:** The concern is Ukiah Aviation does not have a share in the communal lot so in the
30 event of excessive parking occurring for the hangar, the Airport would have no say.

31
32 **Staff:** It would be beneficial to have information about how many parking spaces are available and
33 what is required for each tenant either associated with his/her hangar and/or in a communal lot.

34
35 **Commission:**

- 36 • What typically occurs is if the parking spaces are full for buildings, vehicles park in spaces for
37 other buildings or in a lot. It becomes problematic if these spaces and lots are full.
- 38 • The lease should cover the parking requirements for tenants.

39
40 **Staff:**

- 41 • The issue with the lease addressing the parking for tenants is that the information is not
42 readily available if someone calls Planning staff and asks what the parking requirements
43 would be for a car rental facility. This is a zoning function.
- 44 • Parking requirements are based on the use. Mixed use parking requirements would be the
45 best fit for a rental car facility use. There would be the requirements for the office space
46 portion of the use and there would be the requirement of one space per vehicle for the car
47 rental portion of the facility. Employees for the office use cannot park where the rental cars go
48 because these spaces are for the rental cars. Parking use would be determined by adding
49 one parking space per 300 sq. ft. for the office use and one parking space for each number of
50 rental cars.

51
52 **Commission consensus:**

- 53 • Recommends staff review the language on page 15, lines 11-14.
- 54 • Supports the parking standards in the document for regular office and medical office uses.

- Supports the concept if the business involves the parking of cars as in a car rental facility, there must be an appropriate number of spaces allotted the facility is directly responsible for.
- Supports conducting a study that provides the parking availability for buildings and lots. This would provide information about the total number of parking spaces available if filled to capacity and how many are available for lease.
- Supports a survey that provides the square footage for buildings to determine the parking requirements for each building taking into consideration parking for employees and the potential impact on communal lots. This survey would provide information whether or not there is sufficient parking in the right areas.
- Add parking category for 'rental car facility' use for review by the Commission.

Design of Parking Spaces

Commission:

- Supports changing all reference to 'groundsides' of buildings to 'landsides' in the document
- What is a parking space credit?

Staff: If a certain number of bicycle spaces are provided, one vehicles parking space does not have to be provided. If a tenant has a program where parking incentives are provided for employees that car pool, walk or use public transit, one parking space requirement could be eliminated. Bicycle parking is directly addressed in the City Zoning Code. Parking standards are addressed in the Zoning Ordinance, which takes precedence over the land use development plan document because this document is only a guideline. The Commission could add language to subsection 3 that states, 'Parking space credit may be considered for those businesses that use communal or have employees which bike, walk, use public transit or carpool to work as allowed by the Zoning Ordinance.' The zoning ordinance only gives parking space credit for bicycle spaces. Subsection 3 on page 16 allows for flexibility with regard to parking requirements if there is an employer willing to provide parking incentives for car pooling or using public transit. The Commission can eliminate this subsection if they do not agree with it.

There was discussion concerning parking for manufacturing, warehouse, wholesale, distribution uses using FEDEX as an example. These types of uses are employee based so in order to hire additional persons wherein parking was not available, either parking would have to be found in the communal lot and negotiate this as part of a change in their lease by possibly purchasing additional spaces or create a parking program by providing incentives to get employees to reduce the parking requirements such as provided for in subsection 3.

It was noted FEDEX parks many of their fleet vehicles inside the building that allows for more vehicle parking in the lot.

It is unlikely FEDEX as an existing use would have parking problems like Feather Lite had for awhile where there were not a sufficient number of spaces for employees to park. If this were the case with FEDEX, staff would look at parking for the use.

Commission consensus:

- Change all reference to 'groundsides' of buildings to 'landsides' in the document.
- No other changes.

Page 16, H. Landscaping Requirements

Purpose

Applicability

Landscaping Standards

Airside

Trees

Forbs and Grasses

1 **Landside**

2
3 **Staff:** Landscaping is only required on the landside of buildings, which is less landscaping than what
4 was previously required.

5
6 **Commission:**

- 7 • How is landscaping calculated if someone has a hangar with one side airside and the other
8 side landside?

9
10 **Staff:**

- 11 • Landscaping is based on how many parking spaces are required. 'Landscaping' does not
12 particularly fit well for the Airport.
13 • The guideline document states landside, parking lots with 12 or more parking stalls shall have
14 a tree placed between every four parking stalls. However, if there are fewer than 12 parking
15 spaces, a tree is not required to be planted every four parking stalls.
16 • The document also states parking lot trees shall primarily be deciduous species and shall be
17 designed to provide a tree canopy coverage of 50% over all paved areas within 10 years of
18 planting. Any parking lot would be required to follow this standard, but not necessarily having
19 to provide one tree for every four parking stalls just as long as the shade requirement is met.
20 Therefore, regardless of the size of a parking lot associated with a hangar the 50% canopy in
21 10 years requirement must be met. There is flexibility with regard to how the trees should be
22 spaced.

23
24 **Commission:**

- 25 • There was discussion about deciduous trees landside and the problems associated with
26 leaves.
27 • It was noted there is no real 'landside' to the Eagles Nest hangar wherein landscaping would
28 be minimal at best in the small area landside behind the building.
29 • There was discussion regarding the definitions of 'airside' and 'groundside (landside)' in
30 terms of appropriateness, applicability to development and use standards and security as
31 they pertain to Airport operations.

32
33 **Commission consensus:**

- 34 • Request staff review the FAA definitions for 'airside' and 'landside' specifically for security
35 purposes, which may be very useful in the future.
36 • No other changes.

37
38 **Page 17, I. lighting Standards**

39 **Purpose**

40 **Exemption**

41 **Lighting Plan**

42 **Lighting Requirements**

43
44 **Staff:** The Airport is required to provide a lighting plan. The lighting plan would not be complete
45 without lighting requirement information.

46
47 **Commission** discussion about 'roadways' noting there are no public roadways on the Airport.
48 Questioned whether Max Hartley Way is a dedicated City road.

49
50 **Staff:** Public roadways generally have street lights so it is important in addition to street lights that
51 lighting generated from other sources not impact public roadways creating a potential hazard. It is
52 likely the 'roadways' reference in the lighting section does not apply to the Airport.

53
54 **Commission** acknowledged Max Hartley Way is a roadway and there is no need to strike 'roadway'
55 from the 'Lighting Requirements,' subsection 3 that reads, 'Parking lot and other security lighting shall

1 be top and side shielded to prevent the light pattern from shining onto adjacent property or roadways,
2 excluding lights used for illumination of public roads,' wherein this section would apply to the Airport.

3 **Commission consensus:**

- 4 • No changes.

5
6 **Page 18, 8. Planning Permits**

7 **Use Permit**

8 **Site Development Permit**

9 **Exemption, Minor/Major**

10 **Findings**

11
12 **Staff:**

- 13 • Commented with regard to the Use Permit section and associated findings. Findings made in
14 support of a use typically must demonstrate the proposed use is not detrimental to the health,
15 safety, and general welfare of individuals and the use must be consistent with the Zoning
16 Ordinance, Ukiah General Plan, Airport Master Plan and other applicable document
17 requirements.
- 18 • Asked the Commission if there is another finding(s) that should be made for a Use Permit for
19 a use that occurs at the Airport in addition to the findings that a particular use is not
20 detrimental to the health, safety, and general welfare of persons as provided for in Zoning
21 Ordinance Section 9262(E). The Use Permit application must be consistent with the Zoning
22 Code, Ukiah General Plan, Airport Master Plan and Ukiah Municipal Airport Building Area
23 and Land Use Development Plan Guidelines and any other applicable documents. Where
24 there may be a conflict between the Zoning Ordinance and the Guidelines, the Guidelines
25 should be the controlling document. The intent of the Guidelines is to implement the zoning
26 code where the code is silent about the Airport.
- 27 • The intent of the language in this section is to follow the findings included in Zoning
28 Ordinance Section 9262(E) and to include other findings the Commission may consider
29 necessary. The reason for this is if Zoning Ordinance Section 9262(E) changes, the findings
30 within this section also change wherein the review authority must make other findings if these
31 findings are part of the document for approval of a Use Permit.
- 32 • The appropriate procedure would be to include the findings by reference, such that the use
33 must be consistent with the Airport Land Use Plan document in addition to the findings
34 included in Zoning Ordinance Section 9262(E).

35
36 **Commission consensus:**

- 37 • Supports the addition of the following findings:
 - 38 ○ Ukiah Municipal Airport Building Area and Land Use Development Plan Guidelines.
 - 39 ○ Airport Layout Plan.
 - 40 ○ Possibly add FAA standards.

41
42 **Staff:** FAA standards would be included as part of the SDP standards.

43
44 **Page 19, Site Development Permit**

45 **Exemption: Major/Minor**

46 **Findings**

47
48 **Commission:**

- 49 • Questioned language subparagraph 7 in this section.

50
51 **Staff:** The standards would be required only as applicable. If there was no space landside for
52 landscaping and/or if there is no landside, landscaping would not be required.

53
54 **Commission consensus:**

- 55 • Findings, subparagraph 1 include same language for Use Permit section.

- Subparagraph 4 to read, 'The proposed development will **not** hinder the development, operations, or use of buildings on the Airport or impair the value thereof.
- No other changes.

Page 20, Determination of Appropriate Use

Chair Crane not supportive of allowing for a Determination of Appropriate Use because of past situations with Calstar and other uses that have been problematic.

Staff: The alternative would be if the use is not listed, it is prohibited or the Guidelines would have to be revised in order to consider the use.

The problem with a Determination of Appropriate Use is not the number days for the appeal period, but rather there is no public notice for a Planning Director determination. Most all zoning districts have this provision wherein the Planning Director makes the determination and unless one is the applicant it is likely no one would know about it.

Commission: What about having a requirement for a Determination of Appropriate Use be a public notice.

Staff: While staff has no problem with this process, would not recommend having a requirement for a Determination of Appropriate Use be a public notice.

Chair Crane: The current process allows the Planning Director and/or Airport Manager to make an appropriate determination about a particular use wherein the problem is no one is made aware so there is no appeal period. Supports when there is a Determination of Appropriate Use, the City is obligated to publically notice the determination.

Staff:

- The better time to notice is when the request for Determination of Appropriate Use is received and before the determination is made. A public notice is typically done before the discretionary hearing so that information can be formulated regarding the project from interested parties.
- Publishing public notices in the local newspaper is costly, particularly for a Determination of Appropriate Use. Also, every property owner of a parcel(s) within a 300-foot radius from the property line of the parcel must be noticed and this would not make sense for the Airport, since this would involve properties outside the Airport. The development and/or use pertains to the Airport and not really to the properties outside of this jurisdiction.
- If a proposed Determination of Appropriate Use is to be noticed, how should this be done? Who should be noticed? The notice of Determination of Appropriate Use can be posted at the Airport Terminal building.

Commission:

- Essentially any development and/or use affects all users of the Airport.
- Commented essentially the 300-foot rule does not apply. It would make more sense to notice all tenants on the Airport.

Staff: The 300-foot notice would not encompass that may parcels outside of the Airport and is completely consistent with the zoning code. The problem with this is the notice goes to the property owner rather than the tenant. In this case, the City of Ukiah is the property owner and would receive the notices. The question is how does the Commission want to treat a Determination of Appropriate Use at the Airport and who should receive the public notice?

John Eisenzopf: The public notices could go out with the monthly tenant bills.

1 **Commission:**

- 2 • The public notice would have to fit within the billing cycle.
3 • Noticing tenants would be fine as a courtesy.
4

5 **Staff:**

- 6 • The appropriate time for the public notice would be after there is sufficient information
7 available about the project for the matter to be considered.
8 • A public notice in the local newspaper is published once.
9 • A situation cannot be created wherein the Airport is doing more noticing for a Determination
10 of Appropriate Use than for a regular development project.
11 • Is okay with publicly noticing the tenants.
12

13 There was discussion about the public noticing process and procedures for regular planning projects.
14

15 **Staff:** The Airport Commission can be advised prior to the Determination but since the Commission
16 meets once a month, agendizing the matter for discussion would be ineffective.
17

18 **Commission:** Is it possible to tie the appeal period for the Determination to the Airport Commission
19 meeting, which essentially gives notice to the Commission.
20

21 **Staff:**

- 22 • The intent is to discourage appeals if possible. Staff does not want to make a decision and
23 have the Airport Commission not like the use that results in an appeal.
24 • Is of the opinion that it may be best to make no changes to the Determination of Appropriate
25 Use section.
26 • At this point, the Airport Commission has no authority over a Determination so what would be
27 the purpose of agendizing the matter for discussion as to whether the proposed use is
28 compatible.
29

30 **Commission:** Discussion about a Determination does not have to be a discussion/action item but
31 rather as a report item, which would then start the clock for the public to possibly make an appeal.
32

33 **Staff:** The 'window period' for noticing a Determination would have to be before the decision is made
34 to avoid being setup for an appeal wherein it gives the appearance Planning Department is 'hiding
35 something' and the Commission is trying to let the public know. The intension is to make good
36 decisions by having information. Making a decision without the necessary information sets the
37 Determination up for an appeal. The appeal process does involve fees.
38

39 Is it the Commission's preference that a request for a Determination of Appropriate Use be referred to
40 the Airport Manager so the information can be forwarded to the Commission?
41

42 Recommends adding language to the document that states a copy of the Request for a Determination
43 of Appropriate Use and a copy of the Determination decision will go to the Airport Manager to be
44 forwarded to the Commission.
45

46 **John Eisenzopf:** Does not agree with the aforementioned process and desires other persons be
47 involved in the process other than the Airport Manager.
48

49 **Commission:** Supports the Airport Commission get a copy of the Request for a Determination of
50 Appropriate Use directly from the Planning Department.
51

52 **Staff:** The appropriate protocol would be for the Airport Manager to forward the request to the
53 Commission for review rather than Planning staff. Staff will review this rule and inform the
54 Commission.
55

1 **Commission consensus:**

2 No change to this section at this time.

3
4 **Page 21, 10. Glossary of Airport Land-Use Terms**

- 5
 - Staff to review definition of 'Airsides' and 'landsides.'
 - Change title 'Groundside' to 'Landside.'

7
8 It may be the complete Airport Land Use Plan final revisions will not be ready until the regular
9 February 2011 Airport Commission meeting.

10
11 **5B. Hangar Inspection**

12 **Airport Manager Owen:** The process is continuing and progress is being made in this regard to
13 make certain tenants are in compliance with the City Hangar Policy and Procedures.

14
15 There was a brief discussion about tenants who are consistently late or behind on their hangar rents.

16
17 **5C. Taylor Hangar Review**

18 **Airport Manager Owen:** Gave an update on the Blue Jay Drug business wherein it was discovered
19 the hangar is not in compliance with the Airport policy that hangars must be used for aviation-related
20 purposes. The hangar is essentially being used as storage and not for its original intended purpose of
21 operating as an emergency preparedness facility. The City Building Official and Fire Marshall have
22 visited the hangar and found the tenant is out of compliance with City requirements, particularly with
23 regard to standards. No decision has been made whether or not to move forward with eviction
24 proceedings. The City Attorney has been reviewing the matter.

25
26 **M/S Albright/Sloan** requesting City Council review the Blue Jay Drug case and provide an update to
27 the Airport Commission regarding the status of this case. Motion carried (4-0).

28
29 It was noted a three-month timeline was given to the tenant (Blue Jay Drug) in May of this year to
30 provide proof that he is operating for the intended purpose and that the proper permits were in place
31 to conduct an emergency preparedness business.

32
33 **5D. FAA ACIP Meeting**

34 **Airport Manager Owen** asked if two Commissioners were interested in attending the annual FAA
35 conference in Burlingame with him in December.

36
37 Commissioners Sloan and Steinmann volunteered to attend the conference with Airport Manager
38 Owen.

39
40 **6. REPORTS**

41 **CALSTAR**

42 **Airport Manager Owen** reported Calstar is making final preparations for relocation to their
43 permanent site. The existing modular structures have not been removed and Calstar is paying ground
44 rent for these buildings.

45
46 **6B. Roof Ukiah Aviation**

47 **Airport Manager Owen:** The new roof for Ukiah Aviation has been completed.

48
49 **7. AGENDA ITEMS FOR NEXT REGULAR MEETING**

- 50 1. Review of a report concerning parking accommodations landside.
51 2. Hangar Inspection update.
52 3. Airport Land Use Plan update.
53 4. Taylor Hangar review.
54 5. Report of FAA ACIP meeting in Burlingame.

55
56 **8. COMMISSIONER COMMENTS**

1 The Commission requests receiving a copy electronically of the complete Airport Land Use Plan
2 when the final edits are done.

3
4 **9. STAFF COMMENTS**

5 June 11, 2011 is the date being considered for Airport Day.

6
7 The annual Airport Christmas party will be Thursday, December 9 at noon.

8
9 Provided an update on the storage facility being constructed in the County jurisdiction that is in
10 violation with FAA regulations for height.

11
12 **10. ADJOURNMENT**

13 There being no further business, the meeting adjourned at 8:26 p.m.

14
15 _____
16 Eric Crane, Chair

17 _____
18 Cathy Elawadly, Recording Secretary
19
20
21