

**Summary of comments received during the City Plan Commission public hearing (November 10<sup>th</sup> through November 19<sup>th</sup>, 2010) on  
Airfields and West Plains Annexation**

Number	Date	Name	Comment	Staff Discussion
1.	Written Comments submitted 11-9-10	Carter Timmerman Aviation Planner/GIS Analyst WSDOT, Aviation Division 18204 59 <sup>th</sup> Drive NE, Suite B Arlington, WA 98223 360 651-6312	<ul style="list-style-type: none"> <li>• RCW 36.70.3547 and RCW 36.70A.510 require Cities and Counties to take measures to protect airports from incompatible land uses.</li> <li>• Incompatible development can significantly increase the operational cost of an airport by producing complaints, litigation and changes to the established approach departure and en route procedures.</li> <li>• Transportations system must be expanded to meet growing populations. Incompatible development can impede these expansions.</li> <li>• Airports are valuable economic engines that promote business and commerce.</li> <li>• WSDOT advocates recognizing existing development and activities that may be incompatible while discouraging further encroachment of incompatible development.</li> <li>• Encourages communities to work with adjacent jurisdictions.</li> <li>• Proposed SMC 17C.080.090 1C should clarify that infill is appropriate in existing residential areas only.</li> <li>• The civil and military airports should be separated.</li> <li>• Recommends using the term airport rather than airfield because it is consistent with RCW 36.70.547.</li> <li>• In 17C.080.090 7 the term "Clear Zone" should be replaced with "runway protection zone (RPZ)."</li> <li>• WSDOT supports the addition of Transportation policies TR 8.4 and LU 1.12. Retaining the integrity of the current draft policies language is critical to the successful implementation of the airport overlay zoning.</li> <li>• Recommends adding maps to the Comprehensive Plan depicting the FAR Part 77 "Imaginary Airspace Surfaces" and the Airport Influence Areas.</li> <li>• Consider describing airport facilities and operations, existing and future, in the transportation inventory. Update the reference in the transportation inventory to reference the most recent Felts Field Master Plan is dated 2005.</li> <li>• Recommends including a Comprehensive Plan Policy recognizing the significance of the airport for economic development and recreation.</li> </ul>	<ul style="list-style-type: none"> <li>• The draft has been amended to make the recommended clarification regarding residential infill in SMC 17C.180.090 Limited Use Standards.</li> <li>• While civil and military airports have been addressed in the same chapter, different requirements are proposed for the different areas impacted by each facility. The regulations for the civil airports are guided by the WSDOT land use guides and the regulations for the Fairchild Air Force Base are based on the recommendations of the 2007 Air Installation Compatible Use Zone (AICUZ) study.</li> <li>• The term Airfield is used because it can encompass all of the aviation facilities that are addressed by the proposal.</li> <li>• In 17C.180.090 the term "Clear Zone" refers to the Fairchild Air Force Base Clear Zone. This is the term used in the 2007 AICUZ study and is a federal military national standard.</li> <li>• A FAR Part 77 "Imaginary Airspace Surfaces" Map is proposed to be adopted by reference in the zoning code, but is not currently proposed to be added to the Comprehensive Plan. An Airfield Influence Area Map is proposed to be included in the Comprehensive Plan.</li> <li>• Staff is not proposing to update the inventory of the Air Facilities and Services in the transportation chapter of the Comprehensive Plan at this time because SIA will be completing their updated Master Plan in the fall of 2011. The Comprehensive Plan will reference the updated SIA Master Plan when completed.</li> <li>• As proposed the discussion section of the "Airfield Influence Areas" policy states, "Aviation facilities are a functionally and economically vital part of the community."</li> </ul>
2.	Written Comments submitted 11-10-10	Derrick Braaten City Planner City of Airway Heights 1208 S. Lundstrom St. Airway Heights, WA 99001 509 244-2552 dbraaten@cawh.org	<ul style="list-style-type: none"> <li>• In section 17C.180.030, "Exemption" it is unclear if DOD standards are being used or only the FAR Part 77 surfaces are being used.</li> <li>• Why are the noise contours being extended 1/8 or a mile?</li> <li>• Mining is classified as a hazardous use. Mining has been considered a compatible use in the past. It should require a CUP rather than be prohibited.</li> <li>• The proposed effectively shuts down residential development on the West Plains. Without support from residential development it is unlikely that the US-2 commercial corridor will develop. It limits larger manufacturing or industrial facilities except on SIA property.</li> <li>• There should be exceptions for developers who are willing to make necessary mitigations. Theses exception should be limited and not allowed when properties are in a direct flight path. Notice on deeds of sales or plat dedications and modified layout technique can mitigate issues.</li> <li>• Within ACZ-5 residential is permitted only on properties already zoned residential. There should be a route to allow for unique residential development if it is designed to be compatible with aviation.</li> <li>• SMC 17.180 has been proposed as temporary but nothing in the proposed code indicates such. If the recommended is temporary it should indicated in the code.</li> </ul>	<ul style="list-style-type: none"> <li>• Military Airport Imaginary surfaces are described under FAR part 77. Staff from Fairchild Air Force Base has reviewed the proposed standards and found them acceptable.</li> <li>• The proposed Airfield Noise Zone provides a minimal buffer of areas that are modeled to be impacted by noise as recommended by State and FAA guidance. The ANZ will not apply to any residentially zoned land within the annexation area.</li> <li>• Staff has amended Table 17C.180-1 to allow mining with a conditional use permit in ACZ-2, ACZ-3 and APZ-II.</li> <li>• US-2 has not been designated as commercial corridor with a few exceptions the properties fronting on US-2 in the proposed annexation area are designated Light Industrial. Most industrial uses are not limited by the proposed Airfield Overlay Zoning. As proposed there is no difference between the uses allowed on SIA property or off SIA property except in cases where uses are exempt because they are directly related to aviation operations.</li> <li>• The proposed closely follows WSDOT guidance. The intention is to recognize existing incompatible uses and prevent further incompatible uses for siting near the airfields.</li> <li>• These Airfield Overlay Zones will be reviewed and amended if needed during the JLUS implementation process and after the SIA Master Plan update.</li> </ul>

3.	Written Comments submitted 11-10-10	Florence M Randi Sharp 4817 West 16 <sup>th</sup> Spokane, WA 99224 509 838-0555	<ul style="list-style-type: none"> <li>• Questions why her residential area is proposed to be annexed in to the City.</li> <li>• Is there going to be an off-ramp from I-90 in her neighborhood?</li> <li>• Will her neighborhood be rezoned Industrial?</li> <li>• Why is neighborhood being zoned LDR?</li> <li>• Concerned that there is not enough infrastructure to accommodate higher densities.</li> <li>• Concerned about wetlands, creeks and wells in the area.</li> <li>• Questions the SEPA DNS, SEPA process and appeal method and fee.</li> </ul>	<ul style="list-style-type: none"> <li>• Most stated concerns regard the residential neighborhoods proposed annexation into the City of Spokane rather than the proposed zoning and Comprehensive Plan land use designations.</li> <li>• Her property is currently zoned LDR in the County and would be zoned RSF in the City of Spokane after annexation.</li> <li>• There is no proposal to rezone her property industrial.</li> </ul>
4.	11-10-10 Hearing Verbal Comments, Written Comments submitted 11-18-10	Pete Thompson 1919 E Center Rd. Spokane WA.99205 509 466-7032 Prt44@comcast.net	<ul style="list-style-type: none"> <li>• Did not receive notification.</li> <li>• City should consult with property owners.</li> <li>• Need to involve citizens prior to hearings.</li> <li>• Process is too rushed.</li> <li>• Maps are hard to read.</li> <li>• There is more industrially zoned land then demand for industrial land.</li> <li>• There have been few permits on industrially zoned properties recently.</li> <li>• SIA should have its own land use designation.</li> <li>• Clarification of effects of the ACZ-5 on property owners should be provided.</li> <li>• Proposes not adopting ACZ-5 for areas not included in the pending West Plains Annexation.</li> <li>• Too much discretion is left to the Planning Director.</li> <li>• Proposal creates a danger of taking property rights.</li> <li>• Proposal restricts economic development.</li> <li>• Economics of the proposed regulations are not being discussed with the property owners.</li> <li>• He and other property owners have invested in public infrastructure in the West Plains.</li> <li>• Existing Tax Increment Financing (TIF) district has not been taken into account.</li> <li>• Desires to know when "phase two" of the annexation will take place.</li> </ul>	<ul style="list-style-type: none"> <li>• Our mailing list shows a post card was sent to Mr. Thompson's 9300 E. Sprague Ave. Suite 100, Spokane Valley, WA. 99206 office address.</li> <li>• Two open house meetings were held in addition to the Plan Commission hearing. City Council will hold additional hearings. Staff has met with Mr. Thompson individually two times. Now have email addresses for those that have volunteered their email. Will be notifying Mr. Thompson in the future by email and postcard.</li> <li>• Staff has been directed to prepare for the pending West Plains Annexation which is scheduled for January 1, 2012, but could occur earlier.</li> <li>• Consistent with Comprehensive Plan Policy LU10.3 Existing Plans, the proposal converts the Counties designations to City designation as closely as possible.</li> <li>• A portion of the proposed annexation is located in Spokane County TAX Code Area 2050. Staff is working Development Services and Spokane County to determine how the tax code will apply after the annexation.</li> <li>• No further annexations of land in the West Plains Joint Planning Area are proposed at this time.</li> </ul>
5.	11-10-10 Hearing Verbal Comments, Written Comments submitted 11-19-10	Stacy Bjordahl For Vandervert Development and Deer Creek 505 W. Riverside #500 Spokane WA 99205	<ul style="list-style-type: none"> <li>• Overly restrictive of uses.</li> <li>• Uses permitted are not in demand or appropriate for this area.</li> <li>• In section 17C.180.070(B)-Uses Not Listed, the term "incompatible characteristics" is vague and leaves too much discretion to the Director.</li> <li>• In section 17C.180.070(D)(2)-High Intensity Uses, the term "high intensity uses" is extremely broad and overreaching.</li> <li>• The limitation of one dwelling unit per acre required by section 17C.080.090 (1)-Residential Living contradicts the GMA goals of high densities to maximize infrastructure.</li> <li>• Language that permits residential density based on the average density on the adjoining properties is too vague.</li> <li>• Prohibiting mobile and manufactured home parks is discriminatory.</li> <li>• What is the basis for the non-residential density requirements? How will this be applied to vacant tenant spaces on parcels exceeding the permitted density?</li> <li>• Airfield regulations are confusing and will be hard to implement.</li> <li>• The proposed effectively redesignates the affected properties as agricultural. It will be difficult for this area to experience growth.</li> <li>• The City and the Airport Board should contemplate the acquisition of effected properties.</li> </ul>	<ul style="list-style-type: none"> <li>• The uses that are restricted are based on the guidelines provided by WSDOT and the 2007 AICUZ study.</li> <li>• The format of the proposed Airfield Overlay Zone regulations follows how the City of Spokane zoning code operates and groups uses by their incompatible characteristics rather than attempting to list every conceivable use. Rather than regulating uses by name the proposal seeks to prevent the incompatible situations that uses may cause. This format of grouping uses by their characteristics matches the format of the other chapters of the Unified Development Code.</li> <li>• In SMC 17C.180.070(D)(2)- the term "High Intensity Uses" is a broad use category description. What is considered "high intensity" varies based on the overlay zone the use is located in. SMC 17C.180.090 Limited Use Standards further clarifies what High Intensity Uses are and at what densities these uses are allowed at in each overlay zone.</li> <li>• The only place where the requirement of SMC 17C.180.090 for one dwelling unit per acre would apply would be in the APZ II which is entirely on SIA property so residential development in this zone would be unlikely. Staff has changed the table to prohibit residential development in this zone instead of limiting it to one unit per acre as is recommend by the 2007 AICUZ study for this zone. This should avoid further confusion.</li> <li>• Language has been added to SMC 17C.180.090 to clarify the method of calculating the average density on adjoining properties.</li> </ul>

				<ul style="list-style-type: none"> <li>• Mobile and manufactured home parks are prohibited because mobile and manufactured homes are not well insulated against noise. A manufactured home that meets the standards outlined by SMC 17C.345 could be sited on an existing lot just like a single family home. However, in a park situation the kind of home that could be sited would not have to meet these standards and likely would not be well insulated against aircraft noise.</li> <li>• The non-residential densities are based on guidelines from WSDOT and studies completed by the California Department of Transportation. The proposed densities correlate to risk of crash and noise level in a given zone.</li> <li>• Staff has amended the draft SMC 17C.210.085-Non-conforming Situations-Resulting from the Airfield Overlay Zoning to address existing vacant tenants spaces.</li> </ul>
6.	11-10-10 Hearing Verbal Comments	<p>Al Payne 905 W. Riverside #405 Spokane WA, 99201 509 838-5686 payneprop@aol.com</p>	<ul style="list-style-type: none"> <li>• General support.</li> <li>• Owns property in ACZ-5.</li> <li>• Process is too fast.</li> <li>• Overwhelming text and graphics.</li> <li>• Policy language proposed for the Comprehensive Plan too restrictive- "only allow uses that benefit from and do not conflict with the airport."</li> <li>• Residential should be allowed in the commercial zone as is allowed in the underlying zone.</li> <li>• Concerned that the County will mirror what the City has proposed for areas outside the proposed annexation area.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed policy discussion section could be changed as follows: <i>Airfield Overlay Zones found in the City's development code shall only allow commercial and industrial uses that are compatible with <del>benefit from</del> and do not conflict with aircraft operations.</i></li> </ul>
7.	11-10-10 Hearing Verbal Comments, Written Comments submitted 11-19-10	<p>John Townsley 607 W. Montgomery Spokane, WA 99205 highlight@q.com</p>	<ul style="list-style-type: none"> <li>• Strong Support for the proposed overlays.</li> <li>• Endorses the Nov. 9<sup>th</sup> WSDOT comments.</li> <li>• The Washington State Long-Term Air Transportation Study (LATS) found that aviation capacity must be preserved and the system is threatened by encroachment from incompatible land uses.</li> <li>• LATS found urgent need for airport zoning.</li> <li>• Decline in public use airports.</li> <li>• Aerial photos and building permits show significant development has occurred around our three aviation facilities in the last ten years. Most of this development is considered "incompatible."</li> <li>• A recommendation of LATS was that cities and communities protect and maximize the efficiency of the existing airport system.</li> <li>• Aviation noise is a significant nuisance.</li> <li>• Consider very carefully any relaxation of the proposed regulations.</li> <li>• Recommendations are based on sound science.</li> <li>• It's critical that appropriate zoning be prepared for future annexations. Helps the City communicate the appropriate land use controls for the areas surrounding airports.</li> <li>• Recommends a definition section utilizing WSDOT Aviation Land Use Planning Guidebook terms be added to the proposed.</li> <li>• The water runway at Felts Field is recognized by the FAA and should be protected.</li> </ul>	<ul style="list-style-type: none"> <li>• A future process will seek to address the water runway at Felts Field.</li> </ul>
8.	11-10-10 Hearing Verbal Comments	<p>John Richardson 1406S. Liberty Dr. Liberty Lake WA 99019 509 991-8838</p>	<ul style="list-style-type: none"> <li>• Concerned about the long term viability of Spokane Airports especially Felts Field.</li> <li>• Around the country many airports are threatened by incompatible development.</li> <li>• Airports like Felts Field are valuable to the community.</li> <li>• The current use of Felts Field is the highest and best value.</li> <li>• Pleased with proposed planning activity.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes proposed.</li> </ul>

9.	11-10-10 Hearing Verbal Comments	Greg Jeffreys 5312 N. Vista Court. Spokane, WA 99212 509 928-2085	<ul style="list-style-type: none"> <li>• What he has read is extremely vague.</li> <li>• What happens when a zone boundary bisects a parcel?</li> <li>• Who defines where the zone boundary falls on property?</li> </ul>	<ul style="list-style-type: none"> <li>• Where a zone boundary bisects a parcel the applicable regulations for each overlay zone would apply in the corresponding portion of the property.</li> <li>• Staff can provide information to assist property owners in determining where a zone boundary falls on their property.</li> </ul>
10.	11-10-10 Hearing Verbal	Dick Edwards 312 W 32 <sup>nd</sup> Avenue Spokane WA 99203 509 999-7222 dick.edwards@me.com	<ul style="list-style-type: none"> <li>• Concern about loss of previous investment in the West Plains.</li> <li>• Proposed policies contradict with previous encouragement of development in this area.</li> <li>• Concern that projects will require FAA approval.</li> </ul>	<ul style="list-style-type: none"> <li>• Projects will only require FAA approval if the proposed would penetrate the FAR part 77 Imaginary Airspace Surfaces which are federally regulated.</li> </ul>
11.	Written comments submitted 11-16-10	Tom Morris Board Member-Spokane Chapter Washington Pilots Association	<ul style="list-style-type: none"> <li>• The Washington Pilots Association (WPA) is responsible for various charities to help older Veterans, children and disabled people. This work would not be possible without Felts Field and Spokane international Airport.</li> <li>• Encourage the establishment of WSDOT and FAA recommended zoning requirements that will further prevent incompatible development beneath the approaches and flight patterns of SIA, Felts Field and Fairchild AFB.</li> <li>• The WSDOT Nov. 9<sup>th</sup> comments should be implemented.</li> <li>• Our local airports are vital assets.</li> <li>• Noise complaints increase dramatically when incompatible land uses occur adjacent to airport and beneath the flight paths.</li> <li>• Unavoidable aircraft noise impacts to residential areas, schools, churches and other incompatible development causes activism to limit airport operations or even close airports.</li> <li>• Residential uses beneath flight paths will be exposed to noise.</li> <li>• Noise interferes with rest, can adversely affect health, irritate, and can inhibit learning in classroom settings.</li> <li>• Appropriate zoning improves safety for persons who live near airports, aircrews and passengers.</li> <li>• Growth at SIA brings money into our economy and good paying jobs.</li> <li>• Supports contingent zoning for areas that could be annexed into the City of Spokane.</li> <li>• Fairchild AFB provides jobs and economic activity in the area.</li> <li>• The Base Closing Commission uses adjacent incompatible developments as a critical issue in decisions to decommission military bases.</li> <li>• The proposed is consistent with JLUS planning efforts.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes proposed.</li> </ul>
12.	Written comments submitted 11-18-10	Ric and Melode Hall 1807 S Geiger Blvd. Spokane WA 99224 509 328-3942	<ul style="list-style-type: none"> <li>• Object to being annexed into the City of Spokane.</li> <li>• Have a long range goal of creating a museum which would not be permitted as proposed.</li> <li>• There museum would comply with the 180 people per acre maximum density requirement and they believe the noise level at their property is less than the urban noise at their previous home in the Garfield Emerson area.</li> </ul>	<ul style="list-style-type: none"> <li>• Their property is zoned for LDR in the County and does not allow for a museum today. Non-aviation related museums are not allowed in ACZ-5.</li> </ul>
13	Written comments submitted 11-18-10	Howard Brunner hrbrunner@comcast.net	<ul style="list-style-type: none"> <li>• Recommends the passage of the Airfield Overlay Zones as proposed.</li> <li>• Will contribute to the safety of all involved.</li> <li>• Airports are vital assets to our community and must be protected for future generations.</li> <li>• There is a lot of open space in the City and County that will not impact the airport if it is developed.</li> <li>• Development should be concentrated in these areas.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes proposed.</li> </ul>
14.	Written	Larry Brown	<ul style="list-style-type: none"> <li>• Operates medical transport at no cost to patients.</li> </ul>	<ul style="list-style-type: none"> <li>• A future process will seek to address the water runway at Felts Field.</li> </ul>

	comments submitted 11-18-10	Lbrownusc@gmail.com	<ul style="list-style-type: none"> <li>About a 100 of these operations fly out of Felts Field each year.</li> <li>Restrictions on airspace effect charity and business operations related to local commerce.</li> <li>Enjoin you to take steps necessary to insure continued operations at Felts Field (including the water runway) and Spokane International Airport.</li> </ul>	
15.	Written comments submitted 11-18-10	Marian Heale Felts Field Building 28, Hanger 15 509 624-1092 marianheale@q.com	<ul style="list-style-type: none"> <li>Flying is import to her quality of life.</li> <li>She volunteers in a program to interest young people in becoming pilots.</li> <li>Felts Field is her airport of choice.</li> <li>Please don't let anything happen to it.</li> </ul>	<ul style="list-style-type: none"> <li>No changes proposed.</li> </ul>
16.	Written comments submitted 11-18-10	Mike Scelera Spokane Airport Tenants Association 509 998-4101 sata@nwbiplane.com	<ul style="list-style-type: none"> <li>Spokane Airports Tenants Association represents 150 pilots and tenants.</li> <li>Vested interest in making sure the water runway at Felts Field is protected.</li> <li>Seaplanes have used the runway for over 50 years.</li> <li>Makes Felts Field unique.</li> <li>Request considering the seaplane area in overlay considerations.</li> </ul>	<ul style="list-style-type: none"> <li>A future process will seek to address the water runway at Felts Field.</li> </ul>
17.	Written comments submitted 11-18-10	Paul Lennemann paul@windwireless.net	<ul style="list-style-type: none"> <li>Support for proposed zoning for the land surrounding the airports.</li> <li>Airports in our regions should be protected from encroachment by incompatible uses.</li> <li>Protect the Felts Field river runway as it is the only water runway serving the City.</li> </ul>	<ul style="list-style-type: none"> <li>A future process will seek to address the water runway at Felts Field.</li> </ul>
18.	Written comments submitted 11-18-10	Patrick D. Rushing Mayor City of Airway Heights 1208 S. Lundstrom St. Airway Heights, WA 99001 prushing@cawh.org	<ul style="list-style-type: none"> <li>Request that recommendation to the City Council be delayed until the end of the first quarter of 2011.</li> <li>Request additional public hearings.</li> <li>Believes development along SR2 should be cohesively planned.</li> </ul>	<ul style="list-style-type: none"> <li>Staff has been directed to prepare the proposed before the pending West Plains Annexation which could take place any time between early 2011 and early 2012.</li> <li>These proposed development standards can be changed in the future as necessary.</li> <li>City Council will hold additional public hearings after the first of the year.</li> </ul>
19.	Written comments submitted 11-18-10	Steve Payne Nine Mile Falls, WA steve@paynesworld.net	<ul style="list-style-type: none"> <li>Support for zoning to protect airspace around Spokane area airports.</li> <li>Has witnessed problems that arise as metropolitan areas encroach upon aviation infrastructure.</li> <li>Member of Civil Air Patrol search and rescue operation out of Felts Field.</li> <li>Pre-emptive action should be taken to protect the airport.</li> <li>Airports contribute value to our economy.</li> <li>Not saying "no development"—there are opportunities for compatible land uses that are mutually beneficial for all parties.</li> <li>Advocates the protection of the water runway at Felts Field.</li> <li>The water runway is unique resource that would be impossible to replace.</li> </ul>	<ul style="list-style-type: none"> <li>A future process will seek to address the water runway at Felts Field.</li> </ul>
20.	Written comments submitted 11-19-10	David Smith dave@rv10project.com	<ul style="list-style-type: none"> <li>Praise for the proposed compatible use plan.</li> <li>Plan is needed to forestall development in flights paths so airport can continue to serve communities without generating noise complaints.</li> <li>Worst case scenario is an airplane experiencing issues and crash landing into a school.</li> </ul>	<ul style="list-style-type: none"> <li>No changes proposed.</li> </ul>
21.	Written comments submitted 11-19-10	Bill Bagby 5915 S Regal Rd. #101 Spokane, WA 99223 509 939-9522	<ul style="list-style-type: none"> <li>Has property outside of the proposed annexation that is designated Urban Reserve in the proposed ACZ-5 about a half mile south of I-90.</li> <li>Has the intention of creating 130 single family lots on 32 acres.</li> <li>As he understands it ACZ-5 precludes urban single-family development.</li> <li>Opposed to being included in the overlay zone.</li> <li>Proposed is excessively restrictive.</li> <li>Understands that the reason for this restriction is that the houses would cause glare</li> </ul>	<ul style="list-style-type: none"> <li>Noise, safety and incompatible encroachment concerns are the reasons for precluding residential development under air traffic patterns.</li> </ul>

			that interferes with the airport.	
22.	Written comments submitted 11-19-10	Duane G. Lukan President, Spokane Pilot Association	<ul style="list-style-type: none"> <li>• Urge adoption the WSDOT Airports and Compatible Land Use Guidebook as a zoning standard.</li> <li>• Airports are a key ingredient in our transportation system.</li> <li>• Every airport faces the threat of incompatible land development</li> <li>• Incompatibilities can become a source of tension in the community and eventually calls for elimination of the airport.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes proposed.</li> </ul>
23.	Written comments submitted 11-19-10	Ken Nichols lfr_av8r@yahoo.com	<ul style="list-style-type: none"> <li>• In support of proposed Airfield Overlay Zoning and Comprehensive Plan Policy.</li> <li>• It is absolutely necessary.</li> </ul>	<ul style="list-style-type: none"> <li>• No changes proposed.</li> </ul>
24.	Written comments submitted 11-19-10	John L. Collins Manager of Airport Policy Aircraft Owners and pilots Association 421 Aviation Way Frederick, Maryland 210701 301-695-2000	<ul style="list-style-type: none"> <li>• Airport sponsors should provide as much protection as possible for airports from incompatible uses.</li> <li>• Encourage continued collaboration with WSDOT, FAA airport tenants and users.</li> <li>• Water runway at Felts Field should be afforded the same protections as hard surfaced runways.</li> <li>• Adopt WSDOT Nov. 9<sup>th</sup> comments.</li> </ul>	<ul style="list-style-type: none"> <li>• A future process will seek to address the water runway at Felts Field.</li> </ul>