

MINUTES FROM THE AIRPORT ADVISORY COMMITTEE MEETING
HELD ON AUGUST 17, 2021, AT 7:00 P.M.

MEMBERS PRESENT: Ian Morcott, Paul Hibbard, AJ Lewis, Steve Mulberry

MEMBERS ABSENT: Justin Page, Tom Hoegg, Martin Pike

REPRESENTATIVES: Rich Urquidi – Public Works Director; Cletis Holden – Airport Manager; Brock Cherry – Community Development Director; Councilman McCain

GUESTS: Daniil Chervak – Owner, Skyline Contractors; Seth – Superintendent, Skyline Contractors

TRANSCRIBER: Amy Pearson

MINUTES:

Ian Morcott made a motion to approve the minutes from the July 20, 2021 meeting. Paul Hibbard seconded the motion. All in favor, motion carried.

RECOGNIZE PERSONS IN THE AUDIENCE:

OLD BUSINESS

FAA Funding and Projects

The grant has been approved for the design of the taxiway. The project will likely bid in the fall/winter timeframe and construction commencing in the spring. Carry forward.

Airport District Creation

Mr. Cherry has been working on this project. It will be closely modeled after Caldwell's Airport District. He hopes to have a draft to the committee for their review in the next two to three weeks. Carry forward.

NEW BUSINESS

Overview of P&Z Recommendation to Mayor and Council Annex and Zone – Michael Freer, SIRP, LLC – Lot 2, Block 1 of Falconcrest Subdivision

Daniil Chervak, Owner of Skyline Contractors, and the builder/developer of Runway Estates, was present to discuss both new items of business and answer questions for the committee members in regard to the residential development he would like to develop. Mr. Cherry explained that this piece of property is the entryway to the Runway Estates and is necessary to make the below listed property contiguous for annexation.

There was an open discussion amongst everyone present discussing the pros and cons of developments so close to the airport and trying to find a compromising balance between protecting future expansion of the airport while addressing the community's housing need and the safety measures/protection of residents within the new developments. Members had concerns about the development being approved. Their concerns are largely based on the safety of citizens in a high density housing area so close to the airport and concerns that building a housing development so close to the airport will encroach on the airport hindering the option to expand

the airport in the future for the needs of the industrial park and potential future businesses looking at Mountain Home. This discussion took place simultaneously with the new business item listed below, Runway Estates.

Based on the open discussion AJ Lewis made the following motion:

1. The Airport Advisory Committee (AAC) recommendation to Mayor & Council concerning annex and zone – Michael Freer, SIRP, LLC, - Lot 2, Block 1 of Falconcrest Subdivision:
 - a. The Airport Advisory Committee (AAC) recommends against the annexation and zoning of Lot 2, Block 1 of Falconcrest Subdivision as we understand this action is being proposed to facilitate a Planned Urban Development (PUD) in an area that constitutes an incompatible land use with the Mountain Home Municipal Airport;
 - b. HOWEVER, understanding the unique circumstances regarding unprecedented population growth and an immediate need for new housing, should the Mayor and Council determine that annexation and zoning must occur despite AAC recommendation, we ask that it be done under this property's condition is restricted to commercial uses only. No residential services of this property shall be permitted.

Paul Hibbard seconded the motion. All in favor, motion carried. Item closed.

Overview of P&Z Recommendation to Mayor and Council Combined FOF - Annex and Zone PUD R-4 and Preliminary – Plat Runway Estates

This discussion took place simultaneously with the Falconcrest Subdivision new business above. Mr. Chervak said that he was willing to use upgraded blow-in insulation that would reduce sound by 78% and suggested that they could also increase the insulation in the attic areas to help reduce sound. Mr. Chervak said that he was also willing to put a warning notice/disclaimer in the contracts regarding the increased noise level due to the proximity of the airport.

As a result of the open discussion AJ Lewis made the following motion:

2. The Airport Advisory Committee (AAC) recommendation to Mayor & Council concerning annex, planned unit development, and preliminary concerning the Daniil Chervak, Runway Estates – RP03S06E340745 & RP03S06E340740:
 - a. AAC believes the proximity and density of the proposed Runway Estates Planned Urban Development (PUD) constitutes an incompatible land use with the airport

and recommends against allowing the development to proceed at this time.

Several factors influenced this decision; they include:

- i. The location of this PUD is well within the "airport buffer zone" as identified in the *Off Airport Land Use Plan* dated 2011. The buffer zone establishes an area where specific noise-sensitive land-uses may be incompatible with an existing airport, and conditions should be placed on new development. These conditions are essential as any incompatible land uses around general aviation (GA) airports jeopardize the safety and efficiency of flying activities and the quality of life of the community's residents.
- ii. If permitted, this PUD would become the second residential development to encroach upon the airport buffer zone this year. This pattern of encroachment is particularly concerning given that the City of Mountain Home has already committed a great deal of time and capital enticing commercial development in their Rail Industrial Park, which is also located within the buffer zone. Additionally, the Bureau of Land Management is negotiating to build a permanent base for firefighting aircraft and their crews at Mountain Home Municipal Airport. Such mixing of commercial and residential development is generally seen as incompatible land uses and creates concerns regarding noise pollution, airport security, resident safety, and environmental impacts.
- iii. Approving high-density residential properties near the airport limits growth opportunities and could drastically affect the future economic impact of the airport. A comprehensive 2010 study on Airport Land Use Compatibility underscores the persistent local government underestimating the long-term hurdle that incompatible land use raises.

"Local jurisdictions appear to generally understand and appreciate the overall economic benefit of an airport. Most, however, do not view land use incompatibility issues as truly jeopardizing the airport's existence. While the overall economic impact of the airport is demonstrated or calculated in some communities through economic impact studies, there typically isn't enough emphasis

placed on the incremental economic impacts of incompatible development near airports."

The AAC sees an opportunity for Mountain Home to avoid the missteps of its peers by safeguarding the airport's future viability and utility as well as the safety and quality of life of its residents. The AAC sees an opportunity for Mountain Home to avoid the missteps of its peers by safeguarding the airport's future viability and utility as well as the safety and quality of life of its residents;

- b. HOWEVER, again, the AAC understands the unique pressures placed upon the Mayor and Council to increase the current housing inventory considering unprecedented growth within our community. Should the decision be made that this PUD is necessary, the AAC would recommend the following conditions be implemented:
- i. Creation of an Airport District/Land Use Agreement to ensure any further residential encroachment of the airport in the future is mitigated.
 - ii. Implement a temporary building permit moratorium within the Airport Area of Influence as defined in the Off Airport Land Use Plan until said Airport District/Land Use Agreement can be enacted.
 - iii. Earnestly explore the possibility of expanding the existing runway length (to the west), moving the railroad tracks if necessary, to mitigate previously approved residential encroachment.
 - iv. Establish height restrictions so that the Runway Estates development cannot interfere with existing or future traffic patterns, published arrival procedures, and/or published departure procedures.
 - v. Any resident purchasing property within the Runway Estates Development must be issued a Fair Disclosure Statement informing them of their proximity to a 24-hour, general aviation airport and the potential to encounter light/noise pollution.
 - vi. In coordination with the City, noise reduction and mitigation strategies must be taken by the developer of the Runway Estates development to mitigate noise impacts for its residents.

- vii. If deemed necessary for safety, have the developer explore the possibility of moving higher density developments to the furthest point away from the airport.

Ian Morcott seconded the motion. All in favor, motion carried. Item closed.

GENERAL COMMITTEE DISCUSSION

Mr. Urquidi said that the new flowage fees would take effect on September 1, 2021.

AGENDA SET FOR NEXT MEETING

ADJOURN

There being no further business to come before the committee, Paul Hibbard made a motion to adjourn the meeting. AJ Lewis seconded the motion. All in favor and the meeting was adjourned at 8:27 P.M.



Chair

AGENDA ITEMS FOR SEPTEMBER 21, 2021 MEETING

OLD BUSINESS

FAA Funding and Projects
Airport District Creation

NEW BUSINESS