

PROPOSED DEVELOPMENT & MITIGATIONS

Airport Overlay



The Marian Meadows proposal acknowledges its location with regards to Easton Airport and the associated impacts and hazard risks of residential uses to airport uses. The physical location and constraints for this project require a unique perspective for developing; this includes its relationship to the Easton Airport.

These constraints and conditions dictate that normal land use oversight and regulation will need to be adjusted from both the applicants' viewpoint as well as regulatory agencies and include what is reasonably (**RCW14.12.090**)

anticipated as a logical extension of the airports flight paths and subsequent areas of hazard potentials from airport operations.

The presences of a 40% slope just east of this airport; with changes in elevation from the runway surface elevation at 2221' to 4217' (**see ASZ exhibit #1**) is a physical constraint especially for fixed winged aircraft. Adding an additional constraint in this location is the Bonneville Power transmission lines at the toe of these steep slopes. With these constraints in place, there is a very low expectation that any or very few projected flights will land or take off in the direction of the residential portions of this plat.

As delineated in the **FEIS Sec. 3.2.2** , the WSDOT Aviations Division estimates the Easton airport usage as approximately 30 aircraft per month. With current conditions at the airport including the turf runway and the high elevation with snow accumulations, annual usage at this airport is most likely in the range of 180 flights or less. For further illustrations, we have included the following exhibits:

- **ASZ Exhibit #2** **Distance Illustration**
- **ASZ Exhibit #3** **Hazard assessment to anticipated flight path**
- **ASZ Exhibit #4** **ASZ overlay on plat**

It should also be noted that the area between Marian Meadows and the airport is currently developed and in use for single family purposes. While vertical construction within this area appears to be less than 35' in elevations, the surrounding tree line is approaching 80 to 100'.

Proposed Development within ASZ-4 (see attached ASZ-4 illustration)

Western portion of ASZ-4 zone will be dedicated to community support and infrastructure along with storage facilities.

Storm Water: This will include swales and channeling of storm water with an emphasis on limiting any water pooling. The physical nature of soils in this location will allow for rapid ground infiltration with limited surface water accumulations.

Community uses: The area between the western property line and the access road serving Marian Meadows will be storage uses or dedicated to the community as open space and solid waste- recycling areas. No playground structures will be allowed in this area.

RV Storage & care facility: Excess lands west of the access road not needed for community infrastructure purposes and the area east of the access road and still within the confines of ASZ-4, will serve as a RV storage

facility. This will include primarily built structures design specially for large recreational units and some limited seasonal open storage. Building designs will to specific uses and can include building with 4 individual units designed for pull through access. Construction of the units will allow for storage but no service connection other than electrical. Each building will include a single bathroom facility for the collective use of building tenants. No overnight stay will be allowed.

The RV Storage facility will include service tank dumping facilities, areas for washing and maintenance of units and provisions for potable water supplies.

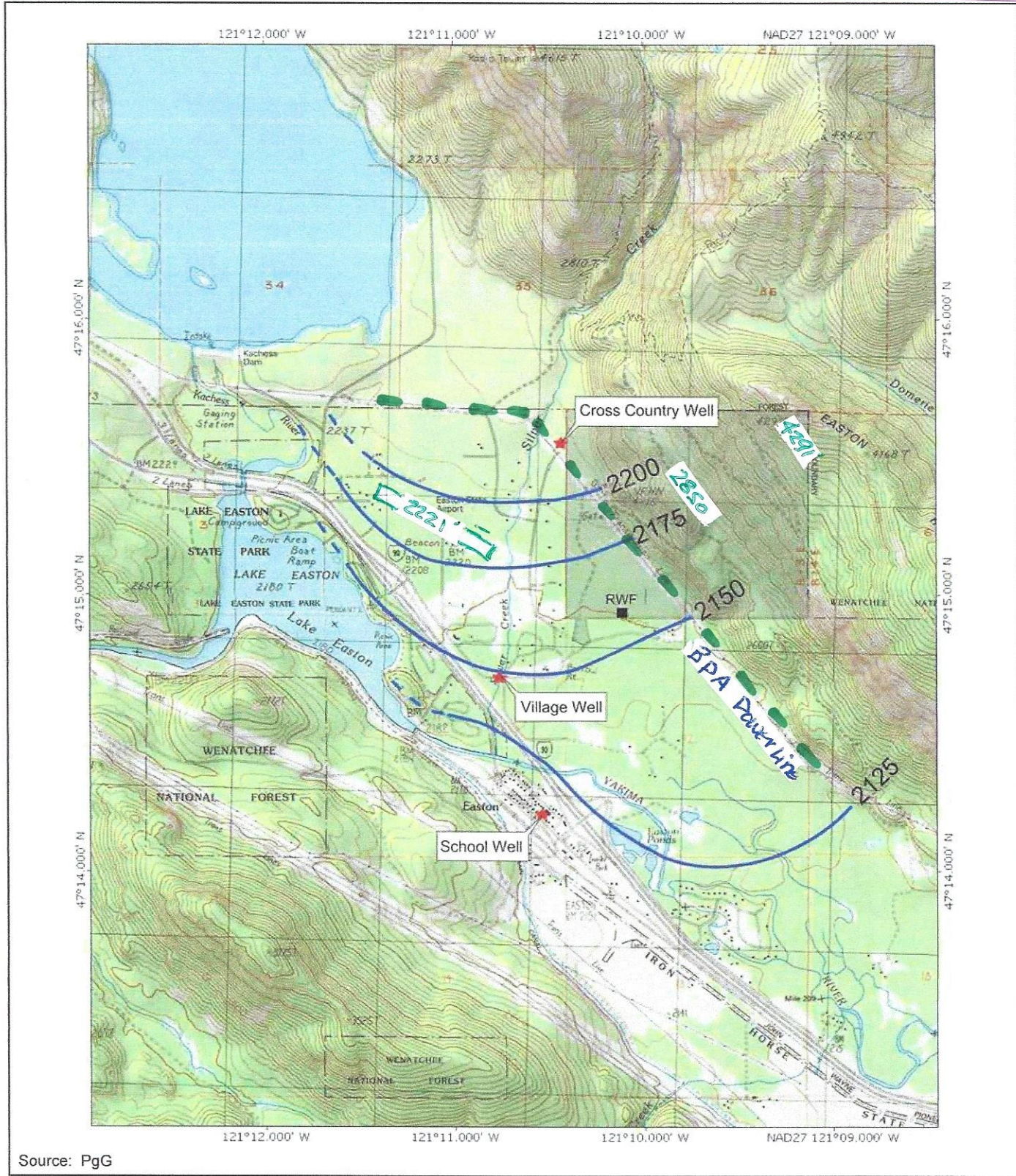
RV Park and campground: The area east of ASZ-4 and in line with the airport flight paths and west of the BPA transmission corridor, will serve as a short term stay RV Park and campground for those users of the RV Storage facilities. This area will include prepared RV pads with connections and will not be for general public usage.

Mitigations to Airport Safety Zone

Those areas within any ASZ will adhere to the following guidelines and restrictions;

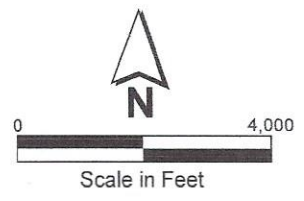
- Vertical construction will not exceed 35' in height,
- Lighting will be downcasting and projections will not be less than 45 degrees as measured from a level projections
- Clustered residential uses for that area north of ASZ 4, east of the western property line and west of the BPA power lines (ASZ-6) accept for that area north of the BPA transmission corridor.
- Notice on title with disclosure statement indicating that property is located adjacent to the Easton Airport and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts. (**WSDOT Aviations Guideline, GPO 4.15G**)
- ASZ 4 areas and beyond,
 - restricted to non residential uses (R V storage)
 - area beyond ASZ 4 will be limited to camping or R V Park activities of short term use
 - grass play areas but will not include play structures
 - basketball and tennis court along the northern edge of ASZ 4 (as shown)
- Restriction on planting any new foliage reaching a mature height in excess of 35'

In this configuration and with these restrictions, we hope to limit physical hazards from operations of the airport to residence and people. Other impacts such as noise and associated fumes or disturbances from airport operations; expectations are that this exposure will most likely be limited to impacts similar to what could be expected with residential uses located next to highways or major transportation routes.



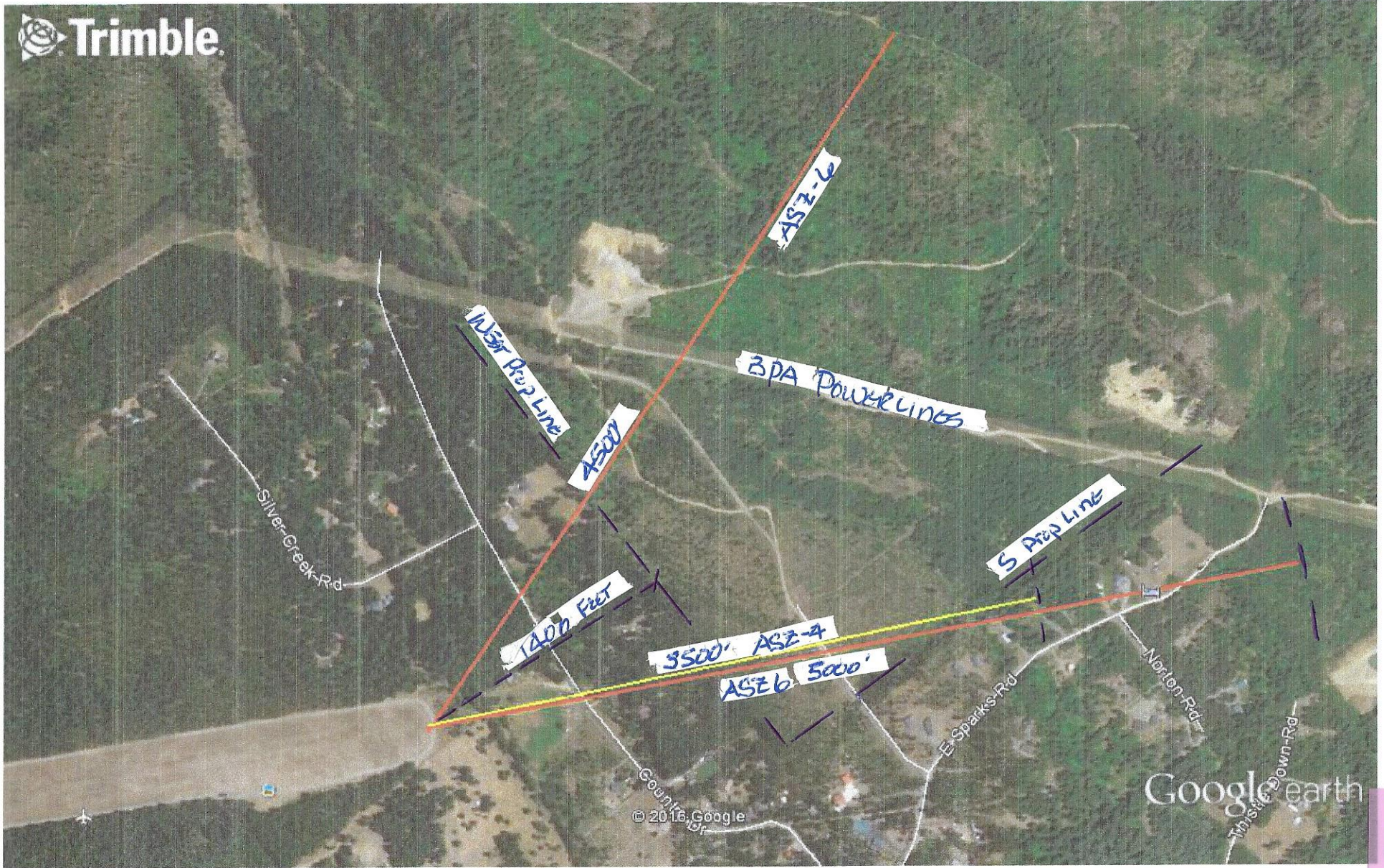
Source: PgG

Parametrix 557-1763-007/03(19) 9/09 (B)



- 2200 Groundwater Elevation Contour (dashed where inferred)
- Marian Meadows Development site
- RWF Proposed Reclaimed Water Facility

Figure 3-37 Marian Meadows. AIRPORT ELEVATIONS



Google earth



DISTANCE ILLUSTRATION

ASEZ EXH. # 2



RCW 14.12.090**Airport zoning requirements.**

(1) Reasonableness. All airport zoning regulations adopted under this chapter shall be reasonable and none shall impose any requirement or restriction which is not reasonably necessary to effectuate the purposes of this chapter. in determining what regulations it may adopt, each political subdivision and joint airport zoning board shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the nature of the terrain within the airport hazard area, the character of the neighborhood, and the uses to which the property to be zoned is put and adaptable.

(2) Nonconforming uses. No airport zoning regulations adopted under this chapter shall require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations when adopted or amended, or otherwise interfere with the continuance of any nonconforming use, except as provided in RCW 14.12.110(3).

[1945 c 174 § 6; Rem. Supp. 1945 § 2722-20. Formerly RCW 14.12.090 and 14.12.100.]