

Driggs Reed Memorial Airport Master Plan Steering Committee

March 15, 2011

4:00pm

Teton Aviation Conference Room

Committee Members Present: Lillian Bowen (conducting), Miguel Gaddi, Rachel Tiedi, Charles Jones, Doug Self, Julie Bryan, Curt Moore and Ash Alexander.

Others Present: Kreslyn Schuehler and Tom Hunter.

PROJECT INTRODUCTION

Lillian Bowen introduced the ideas behind the steering committee. She explained the history of the airport and relationship with the FAA, including information about Through the Fence Agreements and residential issues, the grass strip and the airports current classifications.

Ms. Bowen explained information provided in each members binder and the master plan process, which would include an analysis of the possibility of adding more hangers, equipment and other facilities. She stated the airport was a destination and therefore it was harder to forecast for the future. The best way to determine the usage of the airport was to calculate the number of gallons of fuel sold, Ms. Bowen stated.

Mr. Self suggested that a description be included in the master plan of what it would take to make the airport a commercial airport, with scheduled flights, so that the community could be informed on the difference and the challenges to do so. He also felt that the impact, including the financial burden to meet that criterion, should also be included.

Ms. Bowen explained the alternatives for the ingress to the airport. The current access to the airport was not owned by the city. Ms. Bowen explained that additional apron overflow and more airport owned ground to build hangers may also need to be included. She explained where the additional apron areas could be. Mr. Self suggested purchasing land in Flying T and Flying Saddle Subdivisions as the infrastructure was already in place.

Ms. Bowen stated that if plans or projects were not shown on the Airport Layout Plan, the FAA would not fund or support it. Hence, all possibilities should be included.

Miguel Gaddi asked committee members to voice their expectations or concerns regarding the airport. Rachel Tiede felt that the noise and proximity to residential areas should be discussed. Julie Bryan felt the community should be aware of the economic development and tourism that the airport brought to the area. She felt the airport was instrumental to the valley and she was frequently asked about it when showing homes to potential buyers.

Curt Moore stated that the county was currently involved in reviewing their comprehensive plan and felt it was a good opportunity to get information out to the community. He felt the future land use map should be reviewed and a determination be made of what uses would be important around the airport.

Ash Alexander felt it was important to create a good image of the airport. He wanted to see what needed to be done to increase the use of chartered flights.

Doug Self felt the planning process should mitigate the growth around the airport. He read from the City of Driggs Comprehensive Plan and stated the goals regarding the airport. He felt the plan should provide recommendations as to how to deal with surrounding owners, obtaining easements and addressing noise abatement standards.

Charles Jones stated he commuted out of the airport and eventually settled in Teton Valley because of the growing airport. He felt the airport should grow with the Valley and remain a positive asset to the community. Mr. Self added that the worse thing that could happen for the airport image would be for a bad accident to occur and he suggested an improvement of safety around the perimeter.

Ms. Bryan questioned the reality of having chartered flights in the Valley as she felt it would be viable for tourism. Mr. Jones felt it was reasonable as more people became involved in using those types of services.

Mr. Gaddi discussed the land use compatibility. He stated that the FAA did not want to see residential use at the airport. The Correct Action Plan indicated that a change should occur in the land uses and he explained if this were not corrected, federal money would not be distributed to the airport. He stated that Idaho State finished a study that provided guidelines and templates to complete land use around the airports.

Mr. Gaddi explained the different zones around the airport (safety zones, traffic zones, etc.) and how the regulations for each zone would affect the planning of the airport. He stated that the zoning for the City was very good. However, some areas were placed too close to the airport. Ms. Bowen explained the need to shift the runway protection zone by 900 feet, moving it further away from the highway.

Mr. Gaddi stated the changes that needed to take place, including changing some zones from R1 (Single-Family Residential) to M1 (Light Industrial). The FAA would approve 1 unit on 5 acres, Mr. Gaddi stated and he wanted to determine if they would be agreeable to 1 unit on 2.5 acres. Mr. Self informed the committee that the traffic pattern area was over areas that may already be one acre per 16 or 20 units. Mr. Gaddi concluded by stating that when the runway protection zone was shifted, the lateral safety zone was also shifted, creating issues that needed to be worked out. However, he felt that most problems could be worked out.

Mr. Jones questioned if it was appropriate for the committee members to be discussing the planning with others. Ms. Bowen asked the members to discuss the ideas with the

community, pilots, and others to find out their opinions. Mr. Moore suggested the committee create a one-page hand out so that the community understood the reasoning for the master plan. Mr. Self stated that all information could be posted on the City of Driggs website for people to view.

The meeting concluded at 5:58pm.