

The Port invested approximately \$300,000 in the sub-grade for the road, and this was found by the County to be substantial completion on the permits. The permits are in good standing with Chelan County.

The County also determined that the one year extension applies to the shoreline substantial development permit. An extension to March of 2009 can be sought by the Port. The extension is available to the Port and could be sought by the Port now.

The binding site plan component is the only permit that qualifies for bonding. The shoreline substantial development needs to be completed within the five year permit period plus the one year extension. In theory, this could be phased in to complete in 2009; however all shoreline area work would have to be completed in that one year extension period. Bonding is necessary to provide funds to the County should it have to complete the development if the Port does not.

As long as there is no impact to the critical areas, minor modifications to the binding site plan as approved in 2003 can be done administratively.

The binding site plan was administrative. The Shoreline Substantial Development Permit went to hearing.

The statements in the letter from the County are a limited administrative review process under Chelan County Code. The Port has 21 days to appeal the determinations in the letter, if it doesn't agree. The letter is dated January 29th. On February 19th, 2007, the determinations become binding and part of the permits.

Jon Eberle and Karen Korhner reviewed a draft of the information packet on the Peshastin property to be used in response to inquiries on the property. A summary copy is attached. The Port's land planner, attorney, engineer and real estate consultants all assisted in the developing the package of information. There are four prospects interested in the Peshastin property. Jon Eberle will begin responding to the inquiries.

The information packet will be presented to the Peshastin Community Council next week.

A discussion of the wetland buffer on the Peshastin property ensued. The Port utilized buffer averaging for the property. There are 6.8 acres of wetland and buffer on the Peshastin property.

Members of the public asked the following questions which were answered as follows:

1) If the property were sold, would the developer have any requirements for improvements in infrastructure in Peshastin such as roads? Karen Kornher answered there could be some transportation mitigation requirements depending on use of the property.

2) Would transportation mitigation be a county responsibility? Again, Kornher answered under existing zoning, Peshastin is a low traffic area. If the zoning changes or the traffic is more than zoning indicates, the County may need to address the situation.

3) Is the developer responsible for roadway improvements all the way to highway 2?
Answer: The Port and County have already mitigated traffic at the intersection with the main arterial. Any County involvement in road improvements may require a traffic study.

4) What would trigger the traffic study? Answer: Potentially, any new development applications may. The County would review the new development applications 1) if an entirely different plan for property development is submitted; 2) a rezone and/or building

permit application; or 3) the development would affect the property all the way out to the highway.

In the sub-area plan, the bridge is considered the main entrance to the area, transportation access and service.

Pangborn Memorial Airport

Update

Pat Moore briefly reviewed inbound flight data with commissioners. Moore reported the information on the airport overlay, the runway extension and the Grant Road realignment is now available for travelers to review in the security holding area at the airport.

Moore reported briefly on the Douglas County-City of East Wenatchee Joint Planning Commission meetings held on January 17th and February 5th. The public hearing for public comment on the airport citizens' advisory committee's recommendation to the planning commission is scheduled for February 21st. Moore is working on the information package for the 60 review.

Moore recommended changing the boundaries for the over flight easement. The part 77 airspace is obvious. It is a difficult way to set a boundary for the over flight easement. Moore believes it too easily confuses people. The compatibility zones are not federally mandated. The airport should change the boundaries to zone 6 for the over flight easements. Separating the two will make it more easily understood.

Moore reported the Ports letter recently sent out seemed to clarify that the overlay decision is a Douglas County Commission decision.

Confluence Technology Center

Update

Laura Jaecks reported the Executive Summary on the Feasibility Study on the Technology Resource Directory will be presented to Commissioners at the February 14th Commission meeting by Martin Straub, GWATA Board President.

Also, the year end report for WVC has been added to the agenda for the next Commission meeting as well. Wenatchee Valley College President, Jim Richardson, will join with Jim Fletcher to present the annual report for 2006.

Mark Urdahl commented there are Local Option Tax Share (LOTS) dollars invested in the CTC for workforce training; however, WVC is not exactly operating as a workforce training center at the CTC. It appears a workforce training needs survey is needed. Urdahl recommended the Port look at a workshop with the college on this in the near future.

Jaecks reported on the video conference usage, and complemented her staff for handling the CTC so well in her absence.

She reported the Condo Association will change to Washington Government Entity Pool (WGEP) insurance netting a \$10,000 savings.

Property Director

Chelan Airport 2006 Budget Amendment

Dayle Rushing reported this is an amendment to the 2006 budget. After the City filed the amended budget at the end of 2006, it discovered it is required to file a Resolution to amend the budget. The Port of Chelan County is not under any requirement to amend.

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