

IAHA Special Purpose Board Meeting

September 10, 2008

The meeting was called to order by President Kelly Wilson at 7:05 PM. Present were: Craig Cowles, Robert English, Kieth Moes, Kelly Wilson, Herb Jolliff, Ed Conn, Alan Wright, and Dave Martin. Among the guests this evening: Carole Gabel, Patsy Billiar, Andy Andersen, Phyllis Upright, Sue Berge, Norm Farb, Emil Plude, Ted Boer, Andy Duncan, Forrest & Rena Peck, Denny Jackson, and Pete Weber.

The primary business of this meeting was to look through the CC&Rs and to see what sections or parts might need to be revised. The Board is to decide which revisions are to be included in the year-end ballot, decide on appropriate language, and the general membership will vote on whether to incorporate those changes into the CC&Rs. The target for finalizing these changes is the scheduled October meeting.

- 1) The first introductory paragraph of the By-Laws mentions "Max's" and "Annie's At The Airport" by name - the business names have been changed since then. It was suggested that the language be changed to not mention specific business names - the paragraph need not be changed in the future whenever one of the airport businesses changes its name. Andy thought the names of the old businesses should be kept as past references because they are of historical interest.
- 2) Dave advocated an additional sentence in the By-Laws Article II (page 7 in the original book), supporting the community as an aviation-oriented one, and while non-aviation people would not be excluded they would be required to accept certain inconveniences and fees associated with an aviation community.
- 3) One typo in Article V, 1. A), "preform," should be corrected to "perform."
- 4) References to the secretary's job should mention that the minutes be made available to the general membership. Since that is already being done on the web, there was no problem including that as a provision. Financial information and neighborhood rosters should, however, be restricted to a "need-to-know" local basis only.
- 5) An additional section for the architectural chairman was suggested by Dave, as a way to bring non-standard plans to a vote of the general membership (as a way to share the ultimate responsibility of housing plans which do not meet prior community standards). This started a general discussion about the proper role of the architectural committee, and whether or not the current wording already includes adequate authority of the Board over the committee. There was also some discussion about defining architectural standards (this point inspired some heartfelt discussion on both sides of the issue). Though the exact wording might be reworked in committee, the sentiment of Dave's suggestion was considered worthy of inclusion in the suggested changes.
- 6) The phrase "weed-free" relating to vacant lots, after lengthy discussion, was considered impossible to enforce and it was suggested that this phrase be removed.
- 7) The maintenance of equipment to keep common properties maintained was brought up by Craig as something to add as a duty of IAHA. While specific language was not offered, it was listed as a possible consideration for change if suitable language could be agreed upon.
- 8) Dave suggested that the language regarding assessments be changed slightly: the word "exclusively"

should be changed to "primarily" so that other things such as insurance can be included. Exact wording of this section was discussed, for instance "the operation of the organization" (which includes administration), but it was agreed that this was a good change to add to the ballot in some form.

9) Language about mailing the ballots and assessments could also be updated to "either mailed or received in-person."

10) In the CC&R section about common properties, regarding "piston-powered vehicles," have an addition to except vehicles involved in maintaining the taxiway and walkway system (to be coordinated with the Maintenance Committee). Discussion about this centered around the weight of vehicles involved in incursions on the common properties, and the best means of enforcing this restriction. Whether to specifically mention vehicles that cannot be licensed was also discussed. The Board agreed to look into this one further and to find agreeable wording for the amendment.

11) The word "exclusively" in the section regarding the maintenance of the common property was not considered as restrictive as the By-Laws, which is already under advisement to be changed. The section regarding the \$500 fee for developers was also considered for removal since the airpark is almost entirely built up now.

12) The section dealing with "animals" was considered, and in the process of discussing this it was revealed that one neighbor here is raising chickens inside their hangar space. Farm animals, livestock, or poultry was considered good to include, but "other animals of any kind" could be unfairly extended to pets. The phrase, "other farm animals," was considered sufficient to cover the sort of animal that needs to be excluded. The phrase "for commercial purposes" was also considered removable.

13) The section prohibiting flight instruction from private hangars was discussed, primarily relative to the current ingress/egress agreement with the ODA. It was agreed that it was not a good idea to go to the ODA with questions, as they might consider this some kind of "red flag" for potential enforcement. Consulting with the ingress/egress agreement to look for their policy, and make IAHA's policy match that, was considered a good thing to look into.

14) The word "Aeronautics" (the old name of ODA) should be changed to reflect the actual name of the agency.

15) Vehicles stored on the property, according to the City, need to be currently licensed. One certain neighbor has had complaints filed against him for cars on his property before, and nothing has been done so far. There is an enforcer on the payroll downtown now, so this case can be pursued. The wording in our own CC&Rs was suggested to be changed to reflect both front and back yard, and to include both trailers and RVs as well as cars. There was some discussion about the enforceability of this provision.

16) The provision prohibiting heating or cooling units being visible from the street was discussed. The subject of solar panels was interjected, and whether to include language that will not discourage such developments was suggested. It was considered a controversial point to the extent that more information was needed to make a rational decision.

17) The part about shrubbery growing within 18 inches from the taxiway edge was taken under advisement to be simplified from "shrubbery" to "vegetation."

18) Codifying what happens when a negative decision by the architectural committee is appealed, by taking it to the Board, was discussed and considered a good idea. Exact wording is to be determined.

19) Allowing other types of tie-down area besides asphalt, such as paving stones, is not spelled out and perhaps should be. Turf-stone was discussed, and the consensus was as long as it was a practical surface for moving aircraft then it would probably be OK. Putting these points into the language is to be taken under advisement.

The time was getting very late, and Kelly suggested reconvening on the 1st of October (Wednesday) to finish the discussion. The meeting was adjourned at 9:55 PM.

Respectfully submitted by Robert English, secretary.

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