

Staff Report for Airport Overlay Zoning (File #MC16-03)



To: Bryan Beel, Chair
Planning Commissioners
From: Sarah Fox, Senior Planner
Date: March 8, 2016

Applicable law: Revised Code of Washington (RCW) 36.70.547 and 36.70A.510; Camas Comprehensive Plan (version 2004) Policy TR-29 and Strategy TR-10; and CMC Title 18 Zoning.

WSDOT Aviation: Fulfilled state requirements on March 2, 2016, to consult with airport owners, managers, private airport operators, general aviation pilots, ports, and the Aviation Division of WSDOT prior to adoption of comprehensive plan policies or development regulations that may affect property adjacent to public use airports. Comments are attached to this report.

Public Notices: Notice of the public hearing was published in the Post Record on March 8, 2016 (Legal Publication #555485)

Note: *Camas Municipal Code (CMC) citations are in italic type throughout this report.*

Summary:

Owned and operated by the Port of Camas-Washougal, Grove Field is located in Clark County, adjacent to the eastern city limits (632 NE 267th, Camas). Proposed Chapter 18.34 Airport Overlay Zoning proposes regulations on land uses, height and noise in order to minimize and resolve potential land use conflicts with the airport, which is required by state regulation RCW 36.70.547 (attached). The proposed airport overlay was also a project on the Community Development 2016 Work Plan that was approved by Council.

Analysis:

There is no criteria within CMC for approval of zoning code amendments, however Site Specific Rezones, CMC § 18.05.010(D) applies to the city's zoning map. The proposed overlay zone is site specific, given that it generally extends a mile from the airport runway, but it also includes development regulations. The guidelines are generally applicable, and therefore are addressed as follows:

CMC § 18.05.010(D) Site Specific Rezones. A site specific rezone involves an application of an owner of a specific parcel or set of contiguous parcels that does not require modification of the comprehensive plan. Site specific rezones are decided by the hearing officer after a public hearing. The criteria for reviewing and approving a site specific rezone are as follows:

1. The use or change in zoning requested shall be in conformity with the adopted comprehensive plan, the provisions of this title, and the public interest.

Discussion: The proposed Airport Overlay Zone does not require modification of the comprehensive plan, rather the proposed amendments support the strategies and goals of the current (2004) comprehensive plan. Within the Transportation Element, Policy TR-29 states, "*Consider existing railroad and air transportation facilities to be city resources and reflect the needs of these facilities in land use decisions.*" The proposed development regulations will contribute to the long-term viability of the airport, and will encourage future development to be more compatible and safely designed. Strategy TR-10, "*Enhance safety by prioritizing and mitigating high collision locations within the City.*" This strategy was likely intended to apply only to roadways, however it is applicable to this application given that Airport Overlay Zone A is considered to be an area with the highest potential for aircraft collisions and crashes. For this reason, the proposed code includes more restrictions on land uses in Zone A than the other two zones, such as prohibiting school development.

2. The proposed zone change shall be compatible with the existing established development pattern of the surrounding area in terms of lot sizes, densities and uses

Discussion: Generally, the land that is nearest to the airport runway is zoned Business Park. The uses and intensity of development within this zone are relatively compatible with the airport uses, with a few exceptions that are proposed to be prohibited. The overlay zone would also provide additional guidance and protection, if the development standards for the Business Park change, as this happens from time to time. For example, the potential zoning code changes, may be focused on an area of the city that is not within the airport overlay zone, and the use or development standards might unintentionally not be considered in light of airport compatibility.

Findings: The proposed development regulations are intended to ensure that there is long-term compatibility between new development and the adjacent airport.

Findings of Fact and Conclusions of Law:

- As proposed, the purpose stated in Section 18.34.05 (A) is consistent with the transportation element of the city's comprehensive plan (2004).
- As proposed, the development regulations of Sections 18.34.06, 07, and 08 will ensure compatibility with adjacent land uses pursuant to CMC§18.05.010.
- As required by RCW 36.70.547, staff consulted with aviation groups and WSDOT Aviation.

Recommendation:

Staff recommends that Planning Commission forward a recommendation of approval for the proposed Chapter Airport 18.34 Overlay Zoning.

Attachments:

1. Airport overlay zone map (Note: The overlay area is shown on the draft Camas Zoning Map)
2. Letter from Carter Timmerman, WSDOT Aviation (March 2, 2016)
3. Email from Warren Hendrickson, Northwest Mountain Regional Manager, AOPA, suggesting that the city include an aviation easement (February 9, 2016)
4. Email from Laurie Lebowsky, Clark County Planning, declining to collaborate on zoning amendments (February 29, 2016)
5. Email from Lynn Johnston, property owner, in support of the airport overlay zoning on his property (February 9, 2016)
6. Revised Code of Washington (RCW) 36.70.547