



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

To: Scott Higgins, Mayor  
City Council

From: Sarah Fox, Senior Planner on behalf of the Planning Commission  
Date: May 31, 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:** WSDOT confirmed on March 2, 2016, that the city is in compliance with RCW 36.70.54, which required consultation prior to adoption of comprehensive plan policies or development regulations that may affect property adjacent to public use airports.

**Camas-Washougal Port:** Staff conducted a meeting with the representatives from Camas-Washougal Port and pilots from Grove Field on March 24, 2016.

**Public Notices:** Notice of the public hearing was published in the Post Record (Legal publication #561600), posted on the city's website, and sent to interested parties on May 31, 2016.

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

### Summary:

Chapter 18.34 Airport Overlay Zoning (new) 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. Grove Field is located in Clark County, adjacent to the eastern city limits (632 NE 267th, Camas). The proposed airport overlay was also a project on the Community Development 2016 Work Plan that was approved by Council.

### Analysis:

Camas Municipal Code (CMC) does not have approval criteria for proposed zoning code text amendments, however CMC § 18.05.010(D) Site Specific Rezones, is applicable to the city's zoning map. The proposed overlay zone is approximately 3-1/2 square miles, which encompasses lands within the city limits that are east and north of Lacamas Lake.

*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 City Council conduct a public hearing, deliberate, and make a motion to approve Chapter 18.34 Airport Overlay Zoning and add the Airport Overlay to the Camas Zoning Map.

#### Attachments:

- A. Letter from WSDOT to confirm that the city met the consultation requirements of RCW 36.70.547 (March 2, 2016)
- B. Aeronautical Information Manual
- C. Email from Bob Cunningham, Building Official (April 14, 2016)
- D. Common Environmental Noise Levels, handout
- E. Email from WSDOT in response to consultation concerns (March 16, 2016)
- F. Appendix E, WSDOT Airports and Compatible Land Use Guidebook
- G. Revised Code of Washington (RCW) 36.70.547
- H. WSDOT Aviation, Carter Timmerman, confirming approval (March 2, 2016)
- I. Email from Warren Hendrickson, Northwest Mountain Regional Manager, AOPA, suggesting that the city include an aviation easement (February 9, 2016)
- J. Email from Laurie Lebowsky, Clark County Planning, declining to collaborate on zoning amendments (February 29, 2016)
- K. Email from Lynn Johnston, property owner, in support of the airport overlay zoning on his property (February 9, 2016)