

Chewelah Airport Land Use Compatibility: Comprehensive Plan Amendments and Airport Overlay Zoning

*Chewelah City Council Workshop
July 21, 6:30*

General Information

Requested Action:	Provide feedback on draft comprehensive plan changes and direct staff regarding zoning overlay options
Areas Affected:	North Chewelah
Included in Report:	<ol style="list-style-type: none"> 1. Overview 2. Requirements and Guidelines 3. Draft Comprehensive Plan Text Amendments 4. Comprehensive Plan Future Land Use and Zoning Map Amendments 5. Zoning Overlay Options for Consideration
Attached:	<ol style="list-style-type: none"> 1. Draft Comprehensive Plan Text Amendments (Chapters 2, 4 and 7) 2. Chewelah Airport Technical Memo 3. WSDOT/AD Airports and Compatible Land Use Guidebook

1. Overview:

The City of Chewelah has initiated an amendment process to the Comprehensive plan and Airport overlay zoning to help ensure land uses surrounding the Chewelah Municipal Airport are compatible. Airport compatible land uses are *“those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards”* (American Planning Association, 2010).

The purpose of land use compatibility around the Airport are to:

- Protect the future viability of Chewelah Municipal Airport
- Protect the health and safety of those nearby
- Better align City policy and code with WA State requirements and guidelines

Uses of concern in proximity to airports are generally related to noise and safety (*Enhancing Airport Land Use Compatibility, Vol. 1, National Academy of Sciences, 2010*):

Noise: The goal is to limit noise sensitive land uses to avoid issues such as annoyance and sleep disturbance to persons on the ground

Safety: The goal is to limit uses that have potential impacts in the following two categories:

- Those uses hazardous to airspace and overflights
 - Tall structures (cell towers, wind turbines, vegetation, tall buildings)
 - Visual obstructions (smoke, glare, steam, dust, lights)
 - Wildlife and bird attractants (wetlands, crops, open water)
 - Electrical Interference (
- Those uses that affect accident severity
 - High concentrations of people (schools, churches, arenas)
 - Risk-sensitive uses (nursing homes, hospitals, flammable materials)

2. Requirements and Guidelines

Washington state law (*RCW 36.70.547*) requires all towns, cities, and counties in the state to discourage development of incompatible land uses adjacent to general aviation airports. The Washington State Department of Transportation, Aviation Division (WSDOT/AD) provides guidelines to assist local jurisdictions in adopting plans and regulations to help ensure land use compatibility around airports in order to protect airport operations and minimize health and safety risks. A variety of tools and criteria are provided in the guidelines, which also recognizes that:

“Communities can address airport land use compatibility in a variety of ways based on the specific characteristics of an individual airport facility as well as numerous other factors that are unique to their area.”

Code of Federal Regulations, Title 14 Part 77 Transitional Surfaces (FAR Part 77). FAR Part 77—*Safe, Efficient Use, and Preservation of The Navigable Airspace* provides for three dimensional “transitional (or imaginary) surfaces” designed to identify and protect from aeronautical hazards primarily through height restrictions (See Figure 1).

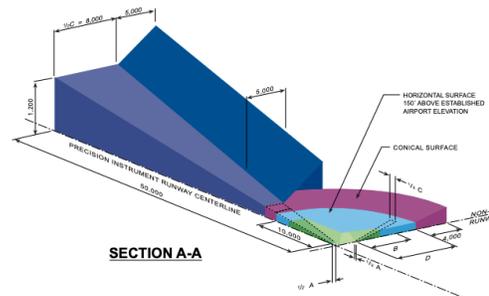


Figure 1 - FAR Part 77 Transitional Surfaces Example

3. Draft Comprehensive Plan Text Amendments

Text amendments to chapters 2 (Policy Framework, including goals and policies), 4 (Land Use) and 7 (Transportation) are provided in *Attachment 1* which amends and adds additional language as it applies to the Chewelah Airport.

4. Comprehensive Plan Future Land Use and Zoning Map Amendments

The below draft map amendments (*Figure 2*) would make changes to the existing future land use map and subsequent zoning overlays in North Chewelah as follows:

- Airport Influence Area (AIA) incorporated for all of N. Chewelah
- Existing City owned Property changed from *Public and Community Uses* to *Aviation and Public Uses*
- Airport Compatibility Zone Established

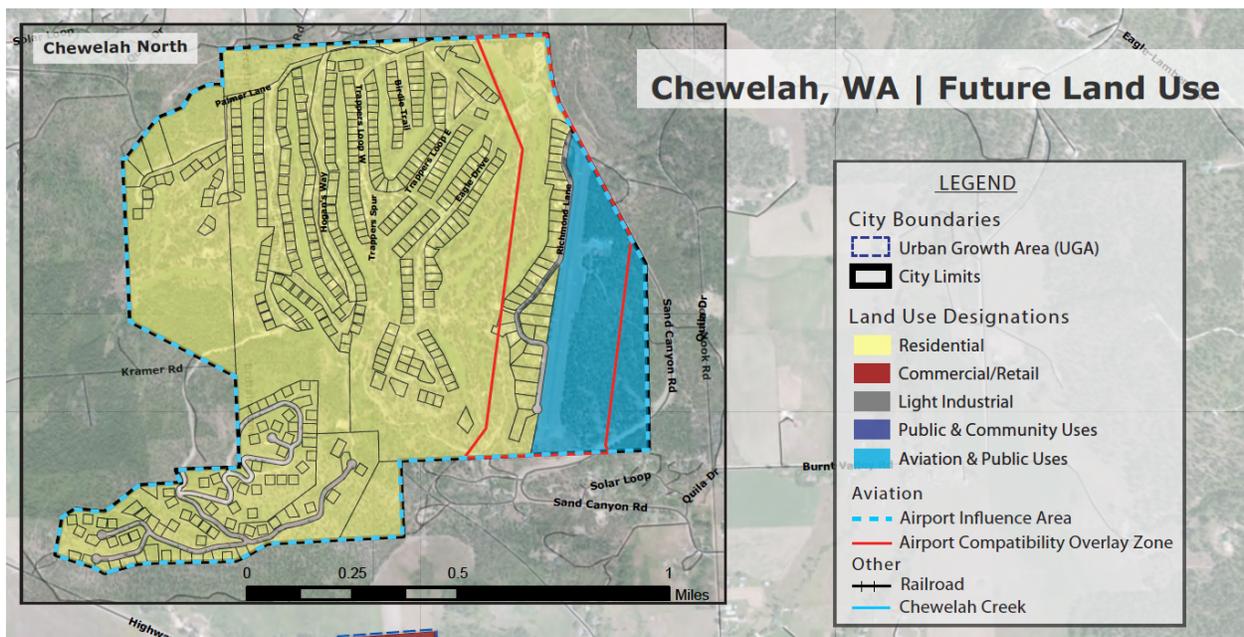


Figure 2 - Draft Future Land Use Map

5. Zoning Overlay Options for Consideration

Within all of the options presented below, the effects of the new zoning would primary apply to the undeveloped, city-owned property to the east. ***In all cases***, single family development on the west side of the airport and within the proposed overlay along Richmond Lane would be able to continue on all existing platted lots.

In all North Chewelah (AIA):

- Incorporate FAR Part 77 height restrictions (NOTE: Incorporating FAR Part 77 would have no impact on existing development where the underlying zoning height requirement is limited to 30')
- Fair Disclosure (buyer awareness) Agreements required for any development permit to ensure current and future property owners are aware of the potential impacts of residing near the airport.

Compatibility Zoning Overlay Option 1:

This option restricts development on the east side of the airport to commercial and industrial uses only for exclusively economic development purposes and is the most closely aligned with WSDOT/AD guidelines. As such, it would most assure future grant opportunities.

- Existing Platted Lots:
 - No change for single family residential
- Newly Platted Lots:
 - Uses restricted to commercial and light industrial only
- Prohibited on all lots:
 - Schools, Churches, Child Daycare Centers, Hospitals, Nursing Homes, RV Parks

Compatibility Zoning Overlay Option 2:

This option provides that newly platted lots (applicable to the east side of the runway) would be limited to no more than 15 aviation residential (hangar homes) with additional standards.

- Existing Platted Lots:
 - no change for single family residential
- Newly Platted Lots:
 - Residential restricted to Single Family *aviation residential* (Hangar Homes)
 - **No more than 15 lots may contain aviation residential use**
 - ADUs prohibited
 - Minimum distance from runway center line for residential aviation structures: 350 feet from runway centerline
 - New Subdivision for any aviation residential (Airpark) shall be limited to a single access point to the runway
 - All new aviation residential must execute a through the fence (TTF) agreement as provided by the City of Chewelah
- Prohibited on all lots:
 - Schools, Churches, Child Daycare Centers, Hospitals, Nursing Homes, RV Parks

Compatibility Zoning Overlay Option 3:

This option provides for further hangar home density on the east side of the airport but also places additional restrictions on development within the overlay.

- Existing Platted Lots:
 - Single Family only
 - **Prohibited: Duplexes, Detached second units, triplexes**
- Newly Platted Lots:
 - Residential restricted to Single Family *aviation residential* (Hangar Homes)
 - **Residential aviation maximum density: 1.25 units per acre**
 - **Noise insulation standards apply for new development**
 - Detached second units prohibited
 - Minimum distance from runway center line for residential aviation structures:
350 feet from runway centerline
 - New Subdivision for any aviation residential (Airpark) shall be limited to a single access point to the runway
 - All new aviation residential must execute a through the fence (TTF) agreement as provided by the City of Chewelah
- Prohibited on all lots:
 - Schools, Churches, Child Daycare Centers, Hospitals, Nursing Homes, RV Parks