	Planning Commission Meeting October 5, 2021 - 7:00 PM AGENDA
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I. Virtual Participation

A. Virtual Participation Info

The City of Auburn Planning Commission Meeting scheduled for Tuesday, October 5, 2021 at 7:00 p.m. will be held virtually and telephonically. To attend the meeting virtually please click one of the below links, enter the meeting ID into the Zoom app, or call into the meeting at the phone number listed below.

Per Governor Inslee's Emergency Proclamation 20-05 and 20-28 et. seq. and City of Auburn Resolution No. 5581, City of Auburn has designated meeting locations as "virtual" for all Regular, Special and Study Session Meetings of the City Council and for the Committees, Boards and Commissions of the City.

The link to the Virtual Meeting or phone number to listen to the Planning Commission Meeting is:

Join Zoom Meeting:

<https://us06web.zoom.us/j/85851649493>

Meeting ID: 858 5164 9493

1 (253) 215 - 8782

II. CALL TO ORDER

B. ROLL CALL/ESTABLISHMENT OF QUORUM

C. PLEDGE OF ALLEGIANCE

III. APPROVAL OF MINUTES

A. September 8, 2021 Draft Minutes from the Regular Planning Commission Meeting

IV. PUBLIC HEARINGS

A. Airport Code Update

City File No. ZOA20-0002: Public Hearing for Airport Zoning Code Update (amend Chpt 18.38 + Chpt 18.04 ACC + zoning map).

V. OTHER BUSINESS

A. Annual Comprehensive Plan Amendments

Review of proposed changes to the Comprehensive Plan as part of the 2021 Annual Update process.

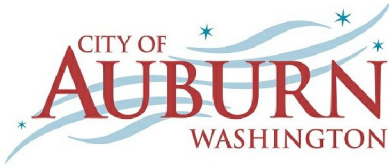
VI. COMMUNITY DEVELOPMENT REPORT

Update on Community Development Services activities.

VII. ADJOURNMENT

The City of Auburn Planning Commission is a seven member advisory body that provides recommendations to the Auburn City Council on the preparation of and amendments to land use plans and related codes such as zoning. Planning Commissioners are appointed by the Mayor and confirmed by the City Council.

Actions taken by the Planning Commission, other than approvals or amendments to the Planning Commission Rules of Procedure, are not final decisions; they are in the form of recommendations to the city council which must ultimately make the final decision.



AGENDA BILL APPROVAL FORM

Agenda Subject:

September 8, 2021 Draft Minutes from the Regular Planning Commission Meeting

Date:

September 23, 2021

Department:

Community Development

Attachments:

[September 8, 2021 Draft Minutes for Regular Planning Commission Meeting](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:**Background for Motion:****Background Summary:****Reviewed by Council Committees:****Councilmember:****Staff:**

Dixon

Meeting Date: October 5, 2021

Item Number:



I. CALL TO ORDER

Chair Judi Roland called the meeting to order at 7:05 p.m. via Zoom Meeting due to Governor Inslee's Healthy Washington – Roadmap to Recovery initiative and the Governor's Emergency Proclamation 20-28 due to the Covid-19 Pandemic which establishes the official meeting place, as virtual.

a.) ROLL CALL/ESTABLISHMENT OF QUORUM

***A quorum was established after Other Business on the Agenda, when Commissioner Mason joined. The Commission voted on Minutes at that time ***

Commissioners present: Chair Judi Roland, Vice-Chair Lee, Commissioner Moutzouris and Commissioner Stephens.

Commissioner Mason joined the meeting late due to technical difficulties with the virtual meeting connection. Commissioner Mason joined via phone.

Staff present: Assistant City Attorney, Doug Ruth; Planning Services Manager, Jeff Dixon; Senior Planner, Josh Steiner; Planner II, Alexandria Teague; Senior Traffic Planner, Cecile Malik; Office Assistant, Tammy Gallier.

Members of the public present: No audience members were present or participating.

b.) PLEDGE OF ALLEGIANCE

II. APPROVAL OF MINUTES

A. August 3, 2021 – Regular Meeting Minutes

***A quorum was established after Other Business when Commissioner Mason joined. The Commission voted on Minutes at that time ***

Vice Chair Lee moved, and Commissioner Stephens seconded to approve the minutes from the August 3, 2021, meeting as written.

MOTION CARRIED UNANIMOUSLY. 5-0

III. PUBLIC HEARING

No Public Hearing for this meeting.

IV. OTHER BUSINESS

A. Airport Code Update

City File No. ZOA20-0002: Continued discussion of Airport Zoning Code Update (amend Chpt 18.38, Chpt 18.04 ACC, and zoning map).

Planner II, Alexandria Teague recounted the recent history. At the August 3rd Planning Commission Meeting Staff introduced the airport related text and map amendments. The introduction provided an in-depth review of the following:

- The adopted airport related Comprehensive Plan policies.
- The FAA, WSDOT, and Auburn's roles in regulating airport operations and the surrounding area.
- The "airport influence" area;
- Challenges related to development around the airport; and
- A summary of the key code changes.

The revisions made to the text and map amendments were presented at the August 3rd Planning Commission meeting. The revisions include:

1. Removing Compatibility Zone 7 from the proposed airport overlay and the airport overlay restrictions and standards section;
2. Updating the FAR Part 77 "Primary Surface" description and several surface elevations
3. Adding FAA Form 7460 "Notice of Proposed Construction" as a method of ensuring compliance with the FAR Part 77 surfaces

The revisions to the text amendment are shown in Attachment A and B in the packet and are briefly described below. The revised airport overlay (the map amendment) is included in Attachment C that is also in the packet.

Descriptions of Revisions since last meeting. 1. Compatibility Zone 7, which constituted the airport traffic patterns, was removed from the proposed airport overlay. It was removed because implementing the proposed restrictions and standards along narrow linear paths (the pattern lines) could create issues of inconsistency when administered by staff. Also, the existing proposed standards for Compatibility Zone 6 should account for and mitigate the potential impacts to the airport's flight traffic pattern.

1. The FAR Part 77 "Primary Surface" description was changed from a more general description to one specific to the Auburn Municipal Airport. The surface elevations were updated to reflect the more recent runway extensions – new highpoints on the runway as a result of the past actions lengthening the runway.

1. The filing of an FAA Form 7460 "Notice of Proposed Construction or Alteration" was added as a method to demonstrate compliance with the height limitations. Per FAA guidance, the form is to be submitted by a property owner before proposed construction

or alteration (before the object penetrates the airspace). The FAA's determination is shared with the city prior to city authorization. This is a method that is currently used by the City to determine whether an object will penetrate the airspace.

TEXT AMENDMENT

The zoning code text amendment is shown by strikeout/underline and is attached in the packet as Attachment A and as a "clean version" in Attachment B. The zoning map amendment is attached in the packet as Attachment C.

Alexandria Teague, Planner II, discussed the state required consultation meeting that took place with the Washington State Department of Transportation/Aviation Division on August 23, 2021.

A formal consultation meeting took was held virtually on August 23, 2021, with the City of Auburn Airport Manager, Planning Services Manager and Planner II, a Washington Department of Transportation/Aviation Division Planner and 3 attendees from the aviation community. City Staff presented an overview of the proposed code changes and then opened it up for comments. Very few comments were provided. One comment asked about the purpose of the code update and the history of noise complaints. The attendees had no issues and were generally in support of the proposed code update. They were also advised that a Public Hearing would likely take place at the October 5th Planning Commission Meeting.

In concluding her presentation, Planner Teague stated, If the Planning Commission believes that the changes are ready to proceed, Staff will move forward with noticing and scheduling of a public hearing on October 5th.

After Staff concluded their presentation, the floor was opened up for questions or comments from the Commission.

The Commission requested clarification on a blank page in the packet where the code changes were described. The Planning Commission wanted to confirm with staff that the blank page was intentional and there was nothing missing. Staff confirmed that nothing was missing that in fact the Word formatting was difficult and created a blank page by mistake.

The Commission asked who from the Aviation Community was in attendance at the consultation meeting. Staff remarked that the attendees were an airport board member and an airport hangar owner. The third participant was not identified.

Chair Roland inquired on how the public and businesses were going to be notified of the changes to the code. Staff responded that business were already made aware by the mailed public notice of the Notice of Application (NOA) and environmental review decision(SEPA) that was issued on September 1, 2021. Another Notice of Public Hearing postcard will be sent out in advance of the Public Hearing that will be conducted on October 5, 2021, at the regular Planning Commission Meeting. Staff stated that typically the city doesn't announce code changes after adoption. Staff added, that if we do hear from anyone from the public during the process that has comments

and has requested to be informed, Staff will keep them informed of the steps in the process.

The Planning Commission asked about the size of the easement on the properties in case safety lights had to be installed or maintained or if a truck needed to go through. Staff wasn't sure of the easement size, but that it would include granting property access for future maintenance. Staff commented that easements could include the entire parcel in order to grant access.

Staff commented that they will follow up with Public Works Director, Ingrid Gaub to clarify and report back to the Commission at the next meeting.

The Commission asked for clarification on the Revised Height Compliance Section of the code. It states that the "Planning Director in consultation with the Airport Manager may require one or all...". The Commission inquired why it says "may" instead of "shall". As a Director shouldn't it say "shall" because they have that authority? Staff commented that the word "may" is used because it could require only one of those listed methods of demonstrating compliance or it could require all three of those methods from the Revised Height Compliance section. It allows a little more flexibility on what would be required.

B. 2021 Annual Comprehensive Plan Amendments
Introduction and Overview of proposed changes to the Comprehensive Plan as part of the 2021 Annual Update process.

Senior Planner, Josh Steiner, presented the staff report to the Planning Commission.

He introduced and briefly discussed:

1. The docket of annual comprehensive plan amendments is proposed to consist of the following:

City Initiated Comprehensive Plan Text Amendments (CPA21-0001) (each capital facilities plan is incorporated by reference)

- **P/T #1** – Auburn School District Capital Facilities Plan
- **P/T #2** – Dieringer School District Capital Facilities Plan
- **P/T #3** – Federal Way School District Capital Facilities Plan
- **P/T #4** – Kent School District Capital Facilities Plan
- **P/T #5** – City of Auburn (COA) Capital Facilities Plan
- **P/T #6** – **Volume 3, Capital Facilities Element.** The City's Water Division has prepared some minor changes to their Comprehensive Water Plan to extend the

useful life of the Plan. The City's Comprehensive Water Plan is a separate document which is incorporated by reference in the Capital Facilities Element (Chapter) of the Comprehensive Plan. So, the update to the Comprehensive Plan is to recognize this revised Comprehensive Water Plan document which is incorporated by reference.

At the time of development of the City's Comprehensive Water Plan, the Washington State Department of Health was changing the time period requirements applicable to water plans. Since the change was not fully implemented, the city prepared the water plan for a 6-year timeframe. Now, that the Washington State Department of Health changes have gone into effect, the city seeks to extend the duration of the Plan and then use this to apply for an extension effective to 2026, at which time a full update will be completed. The Water Division believes the update is appropriate because the capital projects, water demands, and population growth projections presented in the current Water System Plan are still accurate projections of the City's system over the longer planning period.

- No text changes to the Capital Facilities Element are needed, although the referenced Comprehensive Water Plan in Policy CF-13 is expected to be updated by 2024 with current data as part of the 8-year Periodic Update.

Senior Transportation Planner, Cecile Malik presented the changes to the Comprehensive Plan Transportation Element (Chapter) to the Planning Commission.

- **P/T #7 –Volume 5, Transportation Element** (This is a separate document incorporated by reference). Changes in the Transportation Element consist of the following:
 - Update Transportation Improvement Program (TIP) information/project list.
 - Re-designate one project from Comprehensive Plan list to the (TIP) list to maintain continuity in the future transportation network conditions.
 - Update maps as needed to reflect current data and conditions (addressed by CMP #1, below);
 - Additional minor changes will relate to grammar, punctuation, choice of words, references, etc.

The Commission asked what a VMS sign is. Staff commented that it stands for variable message sign and it's a digital sign that can relay messages to drivers on the road such as accidents ahead or any traffic issues that could be happening.

Staff mentioned to the Commission that detailed maps and more information will be supplied in the Comp. Plan Binders. Those will be delivered to the Planning Commission prior to the next meeting on October 5, 2021.

Senior Planner, Josh Steiner continued with the Comprehensive Plan presentation regarding P/T #8, P/T #9, and CPM #1.

- **P/T #8 – Volume 2, Housing Element.** The City adopted a Housing Action Plan (HAP) in July 2021, which was also presented to the Planning Commission in February and June 2021 by City staff. Among the various recommendations of the HAP, it provides recommendations on policies and code changes to implement HAP strategies. The proposed policy revision allows for better alignment with Puget Sound Regional Council (PSRC) *Vision 2050* policy MPP-H-11 which addresses supporting identification of potential physical, economic, and cultural displacement, and mitigating to the extent feasible.
 - Include reference and brief description of Housing Action Plan in Conditions and Trends section beginning on Page H-1 of the Housing Element.
 - Revise Policy H-24(f) to include text regarding minimizing displacement impacts. The revision of this policy will better align with PSRC *Vision 2050*'s recognition of displacement risk and the need to minimize. Revising this policy allows for alignment with PSRC requirements in advance of the 2024 Periodic Update.
 - Address text formatting for Policy H-24 sub-policies
- **P/T #9 – Volume 1, Land Use Element.** The City adopted a Housing Action Plan (HAP) in July 2021, which was also presented to the Planning Commission in February and June 2021 by City staff. The HAP provides recommendations on policies and code changes to implement HAP strategies. One such policy is located in the Land Use Element (Chapter) .
 - Revise Policy LU-39 to include affordable housing development. In addition to allowing additional height or density in exchange for supplemental amenities identified in this policy, this revision would include affordable housing development as eligible uses for deviations in height, density, or intensity bonuses.

City-Initiated Map Amendments (CPA21-0002):

- **CPM #1 – Volume 5: Transportation Element** (Separate document incorporated by reference): Several maps found throughout Volume 5 have been updated to reflect current conditions. A final list of maps and their corresponding page numbers is under development by City's Transportation Division.

Concluding the presentation, Staff asked the Commission if they had any questions.

The Commission asked if the Comp. Plan Binders will be delivered like in years past and staff confirmed that would be the case.

V. COMMUNITY DEVELOPMENT REPORT

Planning Services Manager, Jeff Dixon reported that Planning Commissioner Sunil Khanal resigned his seat with the Planning Commission. City Staff is actively looking to fill those two available seats for the Planning Commission. He asked the Commission to direct interested persons to the city website to apply.

Planning Services Manager Jeff Dixon commented that previously it was mentioned to the Commission that City Council was trying a hybrid type of public meetings which consisted of virtual and in-person meetings with the hopes of other committees moving to the same format in the future. Unfortunately, due to the rise in Covid cases, that has discontinued, and meetings have gone back to virtual for the time being.

Staff reported that the fire that happened at the Max Building, which housed businesses like the former Nelson Jewelry and Sushido, has had both the Fire Marshall investigation as well as the Insurance investigation completed. However, both investigations determined that the source of the fire was "inconclusive". What is on-going at this time, is the property owner having a structural analysis completed to see if any part of that building can be reused or if there is any value in the remaining section of the building and if it can be rebuilt or added onto in the future. VRFA, Valley Regional Fire Authority, has offered to assist business owners or residential tenants to access the building to retrieve their personal belongings. The City Code Enforcement Officers have issued a Notice to Correct as this will help the owner to keep attention on making progress with the building related to ongoing safety.

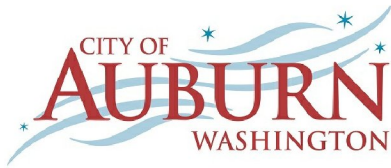
The Commission asked about the Heritage site across the street which burned down a couple of years ago. Staff commented that they are making progress and recently resubmitted modifications to their building permits and are currently under review as well as working through some changes with other City departments.

The U.S. government's General Services Administration (GSA) property is up for public auction. The sale is scheduled for October with closing in January. The sale of the property includes a provision to allow the GSA to continue to occupy the property for a period of time after the sale.

The next meeting will be held on October 5, 2021, at 7:00 p.m. and the agenda will consist of a Public Hearing on the Airport Code Changes as well as review of the Comprehensive Plan Binders. A second meeting for the month will be held October 19, 2021, at 7:00 p.m. and the agenda will include the Public Hearing for the 2021 Comprehensive Plan annual amendments.

VI. ADJOURNMENT

There being no further business to come before the Planning Commission, Chair Roland adjourned the meeting at 8:33 P.M.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Airport Code Update

Department:

Community Development

Attachments:

[Staff Report](#)

[Exhibit 1 Airport Zoning Code Text Amendment
\(strikeout-underline version\)](#)

[Exhibit 2 Airport Zoning Code Text Amendment](#)

[Clean Version](#)

[Exhibit 3 Airport Overlay Map Amendment](#)

[Exhibit 4 WSDOT City of Auburn Aviation](#)

[Consultation Confirmation Letter](#)

Date:

September 23, 2021

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:**Background for Motion:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

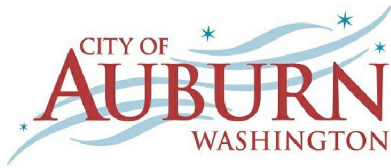
Meeting Date: October 5, 2021

Staff:

Dixon

Item Number:

PH.1



PLANNING COMMISSION STAFF REPROT

TO: Judi Roland, Chair, Planning Commission
Roger Lee, Vice-Chair, Planning Commission
Planning Commission Members

FROM: Alexandria D. Teague, Planner II
Department of Community Development

DATE: September 23, 2021

RE: City File No. ZOA20-0002 - Airport Zoning Code Update

PROPOSAL: Text amendment to the airport related zoning regulations of Title 18, Auburn's Zoning Code, specifically Chapter 18.38 "LF Airport Landing Field District", Chapter 18.01 "User Guide", and Chapter 18.04 "Definitions", and a map amendment, creating a new airport overlay on the Zoning Map.

FINDINGS OF FACT:

Background Summary and Proposal:

1. During Auburn's 2020 annual Comprehensive Plan amendment cycle, City Council adopted text amendments for the Comprehensive Plan intended to reinforce the policy language regarding the importance of the airport and protect the significant investment that has been made by the City the Federal Aviation Administration (FAA), and the Washington State Department of Transportation (WSDOT).
2. The Auburn Municipal Airport is classified as a Public-Use, General Aviation Regional-Reliever Airport within the National Plan of Integrated Airport Systems (NPIAS).
3. The City of Auburn has the regulatory authority over how development occurs within the community, including the ability to plan for, abate, mitigate, and otherwise respond to land use concerns.
4. The majority of the airport-related zoning code regulations are contained in Chapter 18.38, the "LF Airport Landing Field District" of the Auburn City Code (ACC).
5. The most recent update to the LF Airport Landing Field District regulations occurred in 1997 under Ordinance No. 5026.
6. Pursuant to Revised Code of Washington (RCW) 36.70.547, every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public must, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to the airport.
7. Per RCW 36.70.547 and 36.70A.510, local jurisdictions are required to formally consult with airport owners, managers, private airport operators, general aviation pilots, ports, and the WSDOT Aviation Division prior to adoption of comprehensive plan policies or development of regulations that may affect property adjacent to public use airports.
8. The overall goal of the changes are to ensure safety and continued operations of the Auburn Municipal Airport.
9. The proposed zoning code amendment has been discussed with the Planning Commission previously at two regular meetings. Staff has provided two memorandums and presentations as follows:
 - a. At the August 3, 2021 meeting staff introduced the text and map amendment to the Planning Commission.

- b. At the September 8, 2021 meeting staff presented additional modifications to the text amendment and recapped staffs' formal consultation with the aviation community and the WSDOT Aviation Division.

Procedural Steps:

1. Pursuant to Revised Code of Washington (RCW) 36.70A, the text and map amendment were transmitted to the Washington State Department of Commerce on August 5, 2021. The 60-day notice period ends October 4, 2021.
2. The City's formal consultation with the aviation community and WSDOT Aviation Division was held on August 23, 2021.
3. A State Environmental Policy Act (SEPA) non-project environmental checklist was prepared that evaluates the environmental impacts of the text and map amendment.
4. A SEPA Determination of Non-Significance (DNS), City File No. SEP21-0019, was issued on September 1, 2021, and the City observed a fourteen-day public comment period, which expired on September 15, 2021. No comments were received.
5. A Notice of Public Hearing (NOH) was issued on September 23, 2021. Pursuant to Chapter 18.68 ACC, the following methods of noticing for the Planning Commission public hearing were conducted:
 - a. The NOH was published in the Seattle Times on September 23, 2021.
 - b. The NOH was posted in three general public locations (City Hall, City Annex, the Airport Office, and the City's Public Land Use Notice webpage).
6. The NOH was also mailed to property owners within Compatibility Zones 1 – 5, and property owners within Compatibility Zone 6 whose property is 1,000 feet of the LF Airport Landing Field District zone.

STAFF RECOMMENDATION: Planning Commission to conduct a public hearing and recommend the City Council to review and adopt the text amendment to the airport related zoning regulations of Title 18, Auburn's Zoning Code, specifically Chapter 18.38 Auburn City Code (ACC) "LF Airport Landing Field District", Chapter 18.01 ACC "User Guide", Chapter 18.04 ACC "Definitions", and the map amendment, creating a new airport overlay on the Zoning Map.

ATTACHMENTS:

- Exhibit 1 – Airport Zoning Code Text Amendment (strikeout-underline version)
- Exhibit 2 – Airport Zoning Code Text Amendment (clean version)
- Exhibit 3 – Airport Overlay Map Amendment
- Exhibit 4 – WSDOT City of Auburn Aviation Consultation Confirmation Letter

Chapter 18.38

LF AIRPORT LANDING FIELD DISTRICT, OVERLAY, AND FAR PART 77 SURFACES

Sections:

- 18.38.010 ——— Intent.
- 18.38.020 ——— Purpose.
- ~~18.38.030~~020 ——— LF Airport Landing Field District Permitted uUses.
- 18.38.040 ——— LF Airport Landing Field District Development Standards.
- 18.38.050 ——— Airport Overlay Intent and Boundary.
- ~~18.38.030~~ ——— ~~Restricted uses.~~
- ~~18.38.060~~040 ~~Zones established generally.~~ Airport Overlay Restrictions and Standards.—
- 18.38.070 Federal Aviation Regulations Part 77 Surfaces and Other Surfaces.
- ~~18.38.050~~ ——— ~~Approach zone.~~
- ~~18.38.060~~ ——— ~~Transitional zone.~~
- ~~18.38.070~~ ——— ~~Horizontal zone.~~
- ~~18.38.080~~ ——— ~~Conical zone.~~
- ~~18.38.085~~ ——— ~~Obstacle free area.~~
- ~~18.38.090~~ ——— ~~Height limitations — Generally.~~
- ~~18.38.100~~ ——— ~~Height limitations — Noninstrument approach zone.~~
- ~~18.38.110~~ ——— ~~Height limitations — Transition zones.~~
- ~~18.38.120~~ ——— ~~Height limitations — Horizontal zones.~~
- ~~18.38.130~~ ——— ~~Height limitations — Conical zones.~~
- ~~18.38.080~~140 ~~Nonconforming uUses, sStructures, and tTrees. — _Continuation allowed when.~~
- ~~18.38.150~~ ——— ~~Nonconforming structures and trees — Marking and lighting.~~
- ~~18.38.160~~ ——— ~~Structure and use permits.~~
- ~~18.38.170~~ ——— ~~Nonconforming structures or trees — Alteration.~~
- ~~18.38.180~~ ——— ~~Nonconforming structures or trees — Abandoned or destroyed — Permit~~
prohibited.
- ~~18.38.090~~190 ~~Requirements for vVariances.~~
- ~~18.38.200~~ ——— ~~Variance — Grant conditions.~~
- ~~18.38.100~~210 ~~Decision aAppeals — Generally.~~

- 18.38.~~110~~220 Conflicting ~~R~~regulations.
- 18.38.~~120~~230 Enforcement.
- 18.38.~~130~~240 Violation – Penalty.
- ~~18.38.250~~ ——— Development standards.

18.38.010 Purpose.

The provisions of this chapter apply to lands located within the LF Airport Landing Field Zoning District, Airport Zoning Overlay, and Federal Aviation Administration (FAA) Federal Regulation Title 14 Part 77 Imaginary Surfaces (FAR Part 77 Surfaces) and other Surfaces. The airport overlay and the FAR Part 77 Surfaces and other surfaces are supplemental to the existing zoning districts and may be more restrictive than the underlying zoning designation. The restrictions, performance standards, and requirements of the airport overlay shall be in addition to those of the underlying zone and, where explicitly noted, supersede the underlying zoning. If implementation of this chapter conflicts with other provisions of the City Code, State, or federal law, the more restrictive requirement applies.

18.38.~~010~~020 Intent.

The intent of this chapter is to provide for the operation and management of the Auburn Municipal Airport. This chapter seeks to apply the City's Comprehensive Plan and to implement certain land use and zoning development standards to reduce or avoid potential for airport related hazards. It is found that an airport hazard endangers the lives and property of users of the municipal airport and of occupants of land or property in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off, and maneuvering of aircraft, thus tending to destroy or impair the utility of the municipal airport and the public investment therein. Accordingly, it is declared that:

- A. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the municipal airport;
- B. It is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and
- C. The prevention of these airport hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation. It is further declared that both the prevention or the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation

or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

D. For the purpose of this chapter structure means any object constructed or installed by a human being, including, but not limited to buildings, signs, fences, towers, devices, and overhead transmission lines, and tree means any object of natural growth.

18.38.02030 — LF Airport Landing Field District ~~Permitted uses~~ Uses.

A. Permitted Uses. Hereafter the effective date of this ordinance all buildings, structures, or parcels of land shall only be used for the following, unless otherwise provided for in this title:

1A. Landing, taking off, taxiing, and flying of aircraft, excluding ultralights as defined by ACC—
8.36.010;

2B. Aviation related business, manufacturing, service-related uses including B businesses incidental to and necessary or convenient for airport operations, including offices, eating establishments, restrooms, hangars, shops for light repairs, gasoline and oil sales and accessory structures; and

3C. Other uses as determined by the Planning Director in consultation with the Airport Manager as defined in Chapter 12.56 ACC hearing examiner to be related to operation and use of the airport.
(Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.030 — ~~Restricted uses.~~

Restricted uses shall be as follows: no use may be made of land within any airport zone in such a manner as to create electrical interference with radio communication between the airport and aircraft, making it difficult for fliers using the airport, impair visibility in the vicinity thereof, or otherwise endanger the landing, taking off or maneuvering of aircraft. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.040 LF Airport Landing Field District Zoning Development Standards.

Table 18.38.040 Development Standards

<u>A</u>	<u>Minimum lot area (square feet)</u>	<u>None</u>
<u>B</u>	<u>Minimum lot width</u>	<u>None</u>

<u>C</u>	<u>Minimum lot depth</u>	<u>None</u>
<u>D</u>	<u>Minimum lot coverage</u>	<u>None</u>
<u>E</u>	<u>Maximum structure height</u>	<u>45 ft^{1 3}</u>
<u>F</u>	<u>Minimum front setback (feet)</u>	<u>None²</u>
<u>G</u>	<u>Minimum interior side setback (feet)</u>	<u>None</u>
<u>H</u>	<u>Minimum street side setback (feet)</u>	<u>None²</u>
<u>I</u>	<u>Minimum rear setback (feet)</u>	<u>None²</u>
<u>J</u>	<u>Fences</u>	<u>See ACC 18.31.020³</u>
<u>K</u>	<u>Landscaping</u>	<u>See Chapter 18.50 ACC³</u>
<u>L</u>	<u>Parking</u>	<u>See Chapter 18.52 ACC</u>
<u>M</u>	<u>Signs</u>	<u>See Chapter 18.56 ACC³</u>
<u>N</u>	<u>Outdoor lighting</u>	<u>See Chapter 18.55 ACC³</u>

1 Buildings and/or structures necessary for airport operations are exempt from the height requirements of this title when approved by the Airport Manager.

2 Must meet sight distance provisions of the engineering design standards.

3 Except as restricted elsewhere by this chapter.

18.38.050 Airport Overlay Intent and Boundaries.

The purpose of the airport overlay, as identified on the City of Auburn Comprehensive Zoning Map, is to protect the utility and viability of Auburn Airport by discouraging incompatible land uses and requiring the evaluation and consideration of potential safety impacts when siting certain land uses in proximity to the airport. The airport overlay is supplemental to the established zoning districts and may be more restrictive than the underlying zoning district. The overlay is composed of six zones based on use and proximity to the airport runway. The zones were modeled after the WSDOT Aviation Airport Compatibility Zones 1-6, and the Airport's published traffic pattern.

A. Zone 1 - Runway Overlay Zone. Zone 1 is a rectangular area that encompasses the trapezoidal runway protection zone (RPZ) at each end of the runway as shown in the "Auburn Municipal Airport Master Plan," dated May 2015, as may be amended. The purpose of Zone 1 is to maintain areas that are generally free of obstructions and significant concentrations of people. Zone 1 extends one thousand (1,000) feet in length from the ends of the future configuration of Runway 34/16 and is seven hundred and fifty (750) feet in width.

B. Zone 2 - Inner Safety Zone. Zone 2 is a rectangular area that extends beyond Zone 1 along the extension of the runway centerline. Next to the Zone 1 it represents the area where the risk of aircraft accidents is the greatest. This zone extends one thousand five hundred (1,500) feet from Zone 1 and is seven hundred and fifty feet (750) in width.

C. Zone 3 – Inner Turning Zone. Zone 3 is defined by a triangular shaped area that is positioned along each side of Zones 1 and 2. When operating visually, departing aircraft may begin turning over this area to fly toward their destination or to remain in the traffic pattern. Arriving aircraft often overfly this area as well. This zone extends three thousand (3,000) feet from the Zone 3 vertex offsets (a point that is on the runway centerline) and inward within a thirty degree sector towards the extended runway centerline.

D. Zone 4 - Outer Safety Zone. Zone 4 is a rectangular area that lies beyond Zone 3 along the extended runway centerline. Aircraft flying straight out or in, overfly this area at low altitude. This zone is particularly significant on runways where airport operations use instrument procedures and at busy airports where elongated traffic patterns are common. This zone extends two thousand five hundred (2,500) feet beyond Zone 3 and is five hundred (500) feet in width.

E. Zone 5 - Sideline Safety Zone. Zone 5 consists of narrow bands along each side of the runway and encompasses the Object Free Area (OFA), as defined by the Airport Master Plan, dated 2015, as may be amended}. This zone is defined by a five hundred (500) foot centerline offset on each side of the runway. Aircraft do not normally fly over the sideline zone. The principal risk is from aircraft that lose directional control while landing or just after take-off.

F. Zone 6 – Airport Operations Zone. Zone 6 contains the remainder of the airport environment where aircraft fly as they approach and depart the airport. This zone extends six thousand five hundred (6,500) feet in length from the Zone 3 vertex offsets and six thousand (6,000) feet in width from the runway centerline.

ircraft

18.38.060 Airport Overlay Restrictions and Standards.

A. Zones 1 and 2. The following regulations shall apply within the boundaries of Zones 1 and 2:

1. The following new uses established hereafter the effective date of this ordinance are prohibited in Zones 1 and 2:

- a. Multiple-family dwellings, stand-alone;
- b. Mixed-Use development;
- c. Nursing home;
- d. Assisted living facility;
- e. Supportive housing;
- f. Hospitals;
- g. Senior housing;
- h. Schools, elementary, middle/junior high, and secondary or high school;
- i. Daycare center and nursery schools/preschools;
- j. Detached single-family dwellings, except caretakers quarters; and
- k. Other uses, similar to those above, or activities determined by the Planning Director in consultation with the Airport Manager to be incompatible with aviation, aviation safety, or any activity that has the potential to interfere with the airport, airport traffic patterns, and aircraft operations.

2. The following standards apply in Zones 1 and 2:

- a. All property owners seeking permit(s) for grading (excluding minor grading permits), building (exceed 50 percent of the value of the building or structure), extension or replacement of public utilities, subdivision, or development activity that triggers public improvements per Chapter 12.64A ACC, shall dedicate an aviation easement to the City of Auburn over the affected portion of their property prior to issuance of said permit(s). The language of the easement shall be provided by the City.
- b. No use may create an electrical interference with navigational signals or radio communications at the airport, or with radio or electronic communications between the airport and aircraft, or aircraft to aircraft.

~~18.38.030 Restricted uses.~~

- c. ~~Restricted uses shall be as follows:~~No structure or tree shall be placed, erected, or allowed to grow ~~no use may be made of land within any airport zone in such a manner as to create electrical interference with radio communication between the airport and aircraft, that makesing it difficult for fliers usingpilots the airport~~ to distinguish between airport lights and other lights, results in glare to pilots, impairs visibility in the vicinity thereof, or otherwise endanger the landing, taking off or maneuvering of aircraft. (~~Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.~~)
- b.d. No use or structure shall emit emissions of fly ash, dust, vapor, gases, steam, or other forms of emissions that may conflict with any operations of the airport.
- e. No use or activity shall be permitted that would foster an increase in bird population and thereby increase the likelihood of aircraft and bird impact, as determined by the Planning Director in consultation with the Airport Manager.
- f. In order to deter the congregation of wildlife, stormwater facilities must meet or exceed recommendations found in Appendix I-H, Airport Operations of the SWMM, as defined in ACC 12.04.010(B).

B. Zone 3. The following regulations shall apply within the boundary of Zone 3:

1. The new uses contained in (A)(1) are prohibited in Zone 3.
2. The standards of (A)(2)(a) through (d) apply.

C. Zone 4. The following regulations shall apply with the boundary of Zone 4:

1. The standards of (A)(2)(a) through (d) apply.

D. Zone 5. The following regulations shall apply within the boundary of Zone 5:

1. The standards of (A)(2)(a) through (f) apply.

E. Zone 6. The following regulations shall apply within the boundary of Zone 6:

1. The standards of (A)(2)(b) and (c) apply.

2. All property owners within 1,000 feet of properties zoned LF, Landing Field District seeking permit(s) for grading (excluding minor grading permits), building (exceed 50 percent of the value of the building or structure), extension or replacement of public utilities, subdivision, or development activity that triggers public improvements per Chapter 12.64A ACC, shall record aviation disclosure notice with the King County Recorder's Office notifying, in writing, to future owners and tenants prior to signing a lease or sale, of the possible affects from aviation activities. The language of the notice shall be provided by the City.

18.38.040070 Federal Aviation Regulations (FAR) Part 77 Surfaces and Other Surfaces. Zones established generally.

A. In order to carry out the provisions purpose and intent of this chapter, there are created and established certain— zones—surfaces, including: which include all of the land lying within the primary surface, non-instrument approach surfacezone, transition surfacezone, horizontal surfacezone, conical surfacezone, as well as the Terminal Instrument Procedures (TERPS) airspace surfaces. —and obstacle-free areas—These. Such areas and zones—surfaces, with exception of the TERPS, are shown on the “City of Auburn Municipal Airport Master Plan Update, 1993-2013, dated February 1995, and the Federal Air Regulations (FAR) Part 77 drawing, as amended, which is on file in the city clerk's office. Other surfaces not provided for here, are included in the “Auburn Municipal Airport Layout Plan”, dated May 2015, as may be amended. The surfaces defined for the runway summarized below are consistent with the currently adopted airport layout plan (ALP) and FAR Part 77 Airspace Plan drawings for the airport. —The various zones are established and defined as follows in ACC 18.38.050 through 18.38.085. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

1. Primary surface.

The primary surface, is centered on top of the runway and extends two hundred feet beyond each end. The primary surface is longitudinally centered on the runway with a width of two hundred and fifty (250) feet and extends two hundred (200) feet beyond each end of the runway. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.) (250)(1,000)—

18.38.0502. —Approach zone—surface.

A non-instrument approach surface is established at each end of all non-instrument runways for landings and takeoffs. The inner width of the approach surface is two hundred and fifty (250) feet

at a distance of two hundred (200) feet beyond the physical end of the runway, and it expands uniformly to a width of one thousand, and two hundred and fifty (1,250) feet. This approach surface extends for a horizontal distance of five thousand (5,000) feet at a slope of twenty to one (20:1). The elevation of the inner width of the approach surface is the same as the elevation of the nearest point on the runway centerline. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.0603.~~ Transitional zone surface.

The transitional surface extends outward and upward at right angles to the runway centerline and the runway centerline extends at a slope of seven to one (7:1) from a line one hundred and twenty five (125) feet from the runway centerline or runway end and from the sides of the approach surfaces. The elevation of the line one hundred and twenty five (125) feet from the runway centerline or runway centerline extended for two hundred (200) feet beyond each runway end is the same as the elevation of the nearest point on the runway centerline. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.0704.~~ Horizontal zone surface.

A horizontal surface is established above the airport. This horizontal surface is a plane one hundred and fifty (150) feet above the established airport elevation, the perimeter of which is constructed by ~~swinging arcs~~ which swing five thousand (5,000) feet in a radius from the center of each end of the primary surface of the runway and connecting the adjacent arcs by lines tangent to those arcs. ~~The primary surface is longitudinally centered on the runway with a width of 250 feet and extends 200 feet beyond each end of the runway.~~ (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.0805. ———Conical zone-surface.~~

A conical surface is established which extends outward and upward from the periphery of the horizontal surface at a slope of twenty to one (20:1) for a horizontal distance of four thousand [4,000] feet.

~~(Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

6. Terminal Instrument Procedures (TERPS) Surfaces.

Airspace surfaces associated with instrument approach and departure of aircraft to and from the
airport as determined by the Airport Manager.

~~18.38.085 —Obstacle free area.~~

An area extending 250 feet either side of the runway and 600 feet off either end of the runway. The obstacle free area (OFA) must be kept clear of any structures, fencing, landscaping, parking, or vehicular circulation not directly related to aircraft operations at the Auburn Municipal Airport.

~~(Ord. 5026 § 1, 1997.)~~

~~18.38.090B. —Height limitations — Established Generally.~~

Except as otherwise provided in this chapter, no structure or tree shall be permitted, approved, erected, altered, allowed to grow, or maintained in any zone-surface created in this chapter to have a height in excess of the height limits established in ACC 18.38.100 through 18.38.130 for such zonebelow.

~~(Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.1001. ———Height limitations — Noninstrument approach zone~~Approach Surface (Non-
instrument).

The height limitations for non-instrument approach surfaces begin at a point two hundred (200) feet from and at the centerline elevation of the end of the runway and extend for a horizontal distance of five thousand (5,000) feet at a slope of twenty to one (20:1). (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.1102. ———Height limitations — Transition zones~~Transition surface.

The height limitations for transition zones shall be as follows: One foot in height for each seven feet in horizontal distance beginning at any point one hundred and twenty five (125) feet normal to and at the elevation of the centerline of non-instrument runways, extending two hundred (200) feet beyond each end thereof, extending to a height of one hundred and fifty (150) feet above the airport elevation which is sixty three (63)~~59~~ feet above mean sea level. In addition to the foregoing, there are established height limits of one foot vertical height for each seven feet horizontal distance measured from the edges of all approach zones for the entire length of the approach zones and extending upward and outward to the points where they intersect the horizontal or conical surfaces. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.1203.~~ ~~Height limitations – Horizontal zones~~ Horizontal surface.

The height limitation for a horizontal zone shall be as follows: one hundred and fifty (150) feet above the airport elevation or a height of two hundred and thirteen (213)~~209~~ feet above mean sea level. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.1304.~~ ~~Height limitations – Conical zones~~ Conical surface.

The conical surface involves a slope of twenty to one (20:1) for a horizontal distance of four thousand (4,000) feet. The relative difference in elevation between the inner and outer edge of the conical surface is two hundred (200) feet. The elevation of the outer edge of the conical surface is three hundred and fifty (350) ~~300~~ feet above the established airport elevation. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

C. Height limitations – Compliance. Where the height of any new structure or tree, has the potential to exceed the surfaces established in ACC 18.38.070(A), applicants must demonstrate compliance with the height limitation. Except as specifically provided in subsections A, B and C of this section, no material change shall be made in the use of land and no structure or tree shall be erected, altered, planted or otherwise established in any zone created by this chapter unless a permit has been applied for and granted by the building department of the city. Each application for a permit shall indicate the purpose for which the permit is desired, with contain sufficient information to permit it to be determined whether the resulting use, structure or tree would will conform to the regulations therein herein prescribed. If such determination is in the affirmative, the permit shall be granted

1. The Planning Director in consultation with the Airport Manager may require one or all of the following documentation to demonstrate compliance with the surfaces established in ACC 18.38.070(A):

- a. A certificate from a Washington state licensed professional, engineer, or land surveyor, stating that no airspace obstruction will result from the proposed structure or tree being constructed or installed.
- b. The maximum elevation of proposed structures based on the established airport elevation.
- c. Prepare and submit FAA Form 7460 "Notice of Proposed Construction or Alteration".
- d. Other documentation as determined by the Airport Manager.

D. Height limitations – Mitigation and Maintenance. Where the height of any new structure or tree, exceeds the surfaces established in ACC 18.38.070(A), applicants will be responsible for the following mitigation and ongoing maintenance activities:

- 1. The Airport Manager may require the installation of markers and lights or markers as a warning to aircraft. The markers and lights shall meet FAA specifications, be installed, operated, and maintained at the expense of the owner of the structure. A public maintenance easement granting city access to the markers and lights shall be required.
- 2. Trees shall be maintained such that they do not penetrate the airspace.
- 3. Exceptions may include the following:
 - a. Because of natural terrain, land contour, or topographic features, a structure or object would extend above the height limits of each surface.
 - b. Structures necessary and incidental to airport operations.

18.38.08140 Nonconforming structures, trees, and uses. ~~structures and trees~~— Continuation allowed when.

A. Applicability. This section describes the circumstances in which a structure, tree, or use is considered nonconforming and when nonconforming provisions apply. Any structure or tree that legally existed prior to the regulations as of March 22, 1969 is considered nonconforming. Any use in ACC 18.38.030 that legally existed prior to the effective date of this ordinance is considered nonconforming. Any use in ACC 18.38.060 that legally existed prior to the effective date of this ordinance is not considered nonconforming. Nonconforming structures, trees, and uses are generally exempt from this chapter

except as may be compelled by state or federal regulations or if it loses its nonconforming status pursuant to the regulations contained in this section. ~~The regulations prescribed by this chapter shall not be construed to require the removal, lowering or other change or alteration of any structure or tree not conforming to the regulations as of March 22, 1969, or otherwise interfere with the continuance of any nonconforming use. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.150 — Nonconforming structures and trees —~~ B. Marking and lighting.

Notwithstanding the provisions of ACC ~~18.38.070(A)~~ ~~18.38.140~~, the owner of any nonconforming structure or tree is required to permit the installation, operation, and maintenance thereon of such markers and lights as are deemed necessary by the Airport Manager to indicate to the operators of aircraft in the vicinity of the airport the presence of such aircraft hazards. Such markers and lights shall meet FAA specifications, —be installed at City cost to the City, and operated and maintained by the city. ~~City.~~ A public maintenance easement agreement granting city access shall be required. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

C. Alteration. Alteration of nonconforming structures, trees, and uses are subject to the following regulations.

1. Nonconforming structures may be maintained, repaired, restored, added onto, enlarged, or relocated in accordance with the provisions of ACC 18.54.060. A nonconforming structure that is restored or repaired at a valuation exceeding 50 percent of the assessed valuation of such structure as established by the most current county assessor's tax roll, relocated, enlarged, or added onto must conform to ACC 18.38.070.
2. Nonconforming uses may continue subject to the provisions of Chapter 18.54 ACC.
3. Nonconforming signs shall be subject to the nonconforming provisions of Chapter 18.56 ACC. A nonconforming sign that is enlarged, made taller, relocated, or loses its nonconforming status per ACC 18.56.030(J), must conform to ACC 18.38.070.
4. Alteration of a nonconforming tree, including replacement, replanting and trimming, must conform to ACC 18.38.070.
5. Notwithstanding the provisions of ACC 18.38.080(C)(1) through (4), ~~—No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to be made or become higher, or become a greater hazard to air navigation, than it was on March 22, 1969, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.~~ (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

D. Abatement. Nonconforming structures and uses shall be abated according to the provisions of ACC 18.54.070. Any tree that is diseased, decayed, dead, or dying must be removed, and if required, replaced with tree that conforms to ACC 18.38.070.

~~18.38.160 — Structure and use permits.~~

~~Except as specifically provided in subsections A, B and C of this section, no material change shall be made in the use of land and no structure or tree shall be erected, altered, planted or otherwise established in any zone created by this chapter unless a permit has been applied for and granted by the building department of the city. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient information to permit it to be determined whether the resulting use, structure or tree would conform to the regulations therein prescribed. If such determination is in the affirmative, the permit shall be granted.~~

~~A. In the area lying within the limits of the horizontal zone and the conical zone, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when because of terrain, land contour or topographic features such tree or structure would extend above the height limits prescribed for such zone.~~

~~B. In the area lying within the limits of the noninstrument approach surface but at a horizontal distance of not less than 5,000 feet from a point 200 feet from each end of the runway, no permit shall be required for any tree or structure less than 75 feet of vertical height above the ground, except when such trees or structures would extend above the height limit prescribed for such noninstrument approach zone.~~

~~C. The transitional surface does not extend beyond the perimeter of the horizontal surface. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.170 — Nonconforming structures or trees — Alteration.~~

~~A. Before any nonconforming structure or tree may be replaced, substantially altered or repaired, rebuilt, allowed to grow higher or replanted, a permit must be secured from the airport manager and, if applicable, the building official.~~

~~B. No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure or tree to be made or become higher, or become a greater hazard to air navigation, than it was on March 22, 1969, or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.180 — Nonconforming structures or trees — Abandoned or destroyed — Permit prohibited.~~

~~Whenever the airport manager determines that a nonconforming structure or tree has been abandoned or more than 80 percent torn down, physically deteriorated or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.190~~090 ~~Variances. Requirements for variances.~~

~~A. Requirements. If the applicant seeks a variance to erect or increase the height of any structure, or permit the growth of any tree, or use their property, not in accordance with the regulations prescribed in this chapter, the variance shall be subject to the criteria contained in ACC 18.70.010 and processed according to the applicable provisions of Chapter 18.70 ACC. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use their property, not in accordance with the regulations prescribed in this chapter, may apply to the hearing examiner for a variance from such regulation. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulation should result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but will do substantial justice and be in accordance with the spirit of this chapter. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

~~18.38.200 — Variance — Grant conditions.~~

~~B. Approval conditions. Any variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and is reasonable in the circumstances, be so conditioned as to require the~~

owner of the structure or tree requesting a variance to install, operate and maintain at their own expense such markers and lights as determined by the Airport Manager ~~may be necessary~~ to indicate to aircraft operators ~~fliers~~ the presence of an airport hazard. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.210~~100 Decision appeals – Generally.

Any person aggrieved, or any property owner ~~taxpayer~~ affected, by any decision of the city made in its administration of this chapter may appeal to the hearing examiner. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.220~~110 Conflicting regulations.

Where there exists a conflict between any of the regulations or limitations prescribed in this chapter and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.230~~120 Enforcement.

It shall be the duty of the ~~airport manager and building official~~ Department of Public Works and the Department of Community Development to administer and enforce the regulations prescribed in this chapter. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.240~~130 Violation – Penalty.

Each violation of this chapter or of any regulation, order or ruling promulgated under this chapter constitutes a misdemeanor and is punishable as provided in ACC [1.24.010](#). Each day a violation continues to exist constitutes a separate offense. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

~~18.38.250~~ — Development standards.

~~Development standards in a LF district are as follows:~~

- ~~A. Minimum lot area: none required;~~
- ~~B. Minimum lot width: none required;~~
- ~~C. Minimum lot depth: none required;~~
- ~~D. Maximum lot coverage: none required;~~

- ~~E. Maximum building height: 45 feet, except as restricted elsewhere by this chapter;~~
- ~~F. Minimum yard setbacks:~~
 - ~~1. Front: 20 feet;~~
 - ~~2. Side, interior: none required;~~
 - ~~3. Side, street: 15 feet;~~
 - ~~4. Rear: none required;~~
- ~~G. Fences and hedges: see Chapter 18.31 ACC;~~
- ~~H. Parking: see Chapter 18.52 ACC;~~
- ~~I. Landscaping: see Chapter 18.50 ACC;~~
- ~~J. Signs: see Chapter 18.56 ACC. (Ord. 5777 § 1, 2003; Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)~~

Chapter 18.01 USER GUIDE

18.01.030 How do I determine what uses are allowed on a particular property?

The first step in determining allowed uses is verifying the zoning on the property, which can be done by speaking with city of Auburn planning department staff or by consulting the city's official zoning map.

When verifying a property's zoning, it is also important to note any overlays that may be marked on the zoning map. Overlays may have additional requirements or otherwise modify the allowed uses and development standards for a zone. The overlay R regulations for overlays, such as those established for Lea Hill, West Hill, and designated urban separator areas, are contained in Chapter 18.21 ACC, and for the airport are contained in Chapter 18.38 ACC.

The sections devoted to particular zones described on the zoning map form the framework of the zoning code. Each of these sections contains the intent statement for the particular zone, a table of allowed uses, as well as tables for dimensional standards (building height, setbacks, and lot coverage) and cross-references to other standards such as landscaping and parking requirements. It is important to note that each section contains only regulations that apply specifically to that zone, and development standards that apply to all zones are addressed through cross-references to other chapters of the zoning code. (Ord. 6245 § 1, 2009.)

Chapter 18.04

DEFINITIONS

18.04.039 Aircraft Operations.

The movement of aircraft operating in the airport traffic pattern or within sight of the airport. A landing or takeoff is one operation. An aircraft that takes off and then lands creates two aircraft operations.

18.04.072 Airport Manager.

See definition in Chapter 12.56 ACC.

18.04.040 Airport, heliport or aircraft landing field.

“Airport,” “heliport,” or “aircraft landing field” means any runway, landing area or other facility whether publicly or privately owned or operated, and which is designed, used or intended to be used either by public carriers or by private aircraft for landing and taking off of aircraft, ~~including ultralights as defined by ACC 8.36.010.~~ This definition includes all necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces. This definition does not include manufacturing, servicing or testing facilities located in the vicinity of any landing area associated with the manufacturing or testing of commercial or military aircraft or activities associated therewith

18.04.365 FAR Part 77 Surfaces.

The Federal Aviation Administration’s Federal Aviation Regulations (FAR) Part 77 Surfaces are the imaginary airspace surfaces established with any relation to each runway of an airport. There are five types of surfaces: (1) primary, (2) approach, (3) transitional, (4) horizontal, and (5) conical. These surfaces are above and around airports and require protection from potential obstructions that might interfere with airport traffic and potentially create a safety risk to aircraft occupants and persons on the ground. An object or structure with an elevation higher than the FAR Part 77 surface elevation is considered to penetrate the FAR Part 77 Surfaces and constitute an obstruction to navigable airspace. Navigable airspace is defined by the FAA pursuant to Title 14 Code of Federal Regulations Part 77, Imaginary Surfaces.

18.04.676.1 Overlay Zone. "Overlay zone" is supplemental to the underlying zoning district and may establish additional or stricter standards and criteria for properties in addition to those of the underlying zoning district.

Chapter 18.38

LF AIRPORT LANDING FIELD DISTRICT, OVERLAY, AND FAR PART 77 SURFACES

Sections:

- 18.38.010 Intent.
- 18.38.020 Purpose.
- 18.38.030 LF Airport Landing Field District Permitted Uses.
- 18.38.040 LF Airport Landing Field District Development Standards.
- 18.38.050 Airport Overlay Intent and Boundary.
- 18.38.060 Airport Overlay Restrictions and Standards.
- 18.38.070 Federal Aviation Regulations Part 77 Surfaces and Other Surfaces.
- 18.38.080 Nonconforming Uses, Structures, and Trees.
- 18.38.090 Variances.
- 18.38.100 Decision Appeals – Generally.
- 18.38.110 Conflicting Regulations.
- 18.38.120 Enforcement.
- 18.38.130 Violation – Penalty.

18.38.010 Purpose.

The provisions of this chapter apply to lands located within the LF Airport Landing Field Zoning District, Airport Zoning Overlay, and Federal Aviation Administration (FAA) Federal Regulation Title 14 Part 77 Imaginary Surfaces (FAR Part 77 Surfaces) and other Surfaces. The airport overlay and the FAR Part 77 Surfaces and other surfaces are supplemental to the existing zoning districts and may be more restrictive than the underlying zoning designation. The restrictions, performance standards, and requirements of the airport overlay shall be in addition to those of the underlying zone and, where explicitly noted, supersede the underlying zoning. If implementation of this chapter conflicts with other provisions of the City Code, State, or federal law, the more restrictive requirement applies.

18.38.020 Intent.

The intent of this chapter is to apply the City's Comprehensive Plan and to implement certain land use and zoning development standards to reduce or avoid potential for airport related hazards. It is found that an airport hazard endangers the lives and property of users of the municipal airport and of

occupants of land or property in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off, and maneuvering of aircraft, thus tending to destroy or impair the utility of the municipal airport and the public investment therein. Accordingly, it is declared that:

- A. The creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the municipal airport;
- B. It is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and
- C. The prevention of these airport hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation. It is further declared that both the prevention or the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation or marking and lighting of existing airport hazards are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)
- D. For the purpose of this chapter structure means any object constructed or installed by a human being, including, but not limited to buildings, signs, fences, towers, devices, and overhead transmission lines, and tree means any object of natural growth.

18.38.030 LF Airport Landing Field District Uses.

A. Permitted Uses. Hereafter the effective date of this ordinance all buildings, structures, or parcels of land shall only be used for the following, unless otherwise provided for in this title:

1. Landing, taking off, taxiing, and flying of aircraft;
2. Aviation related business, manufacturing, service-related uses including businesses incidental to and necessary or convenient for airport operations, including offices, eating establishments, restrooms, hangars, shops for light repairs, gasoline and oil sales and accessory structures; and
3. Other uses as determined by the Planning Director in consultation with the Airport Manager as defined in Chapter 12.56 ACC to be related to operation and use of the airport. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.040 LF Airport Landing Field District Zoning Development Standards.

Table 18.38.040 Development Standards

A	Minimum <u>lot area</u> (square feet)	None
B	Minimum lot width	None
C	Minimum lot depth	None
D	Minimum lot coverage	None
E	Maximum structure height	45 ft ¹³
F	Minimum <u>front setback</u> (feet)	None ²
G	Minimum interior <u>side setback</u> (feet)	None
H	Minimum street <u>side setback</u> (feet)	None ²
I	Minimum <u>rear setback</u> (feet)	None ²
J	<u>Fences</u>	See ACC <u>18.31.020</u> ³
K	<u>Landscaping</u>	See Chapter <u>18.50</u> ACC ³
L	Parking	See Chapter <u>18.52</u> ACC

M	<u>Signs</u>	See Chapter <u>18.56</u> ACC ³
N	Outdoor lighting	See Chapter <u>18.55</u> ACC ³

1 Buildings and/or structures necessary for airport operations are exempt from the height requirements of this title when approved by the Airport Manager.

2 Must meet sight distance provisions of the engineering design standards.

3 Except as restricted elsewhere by this chapter.

18.38.050 Airport Overlay Intent and Boundaries.

The purpose of the airport overlay, as identified on the City of Auburn Comprehensive Zoning Map, is to protect the utility and viability of Auburn Airport by discouraging incompatible land uses and requiring the evaluation and consideration of potential safety impacts when siting certain land uses in proximity to the airport. The airport overlay is supplemental to the established zoning districts and may be more restrictive than the underlying zoning district. The overlay is composed of six zones based on use and proximity to the airport runway. The zones were modeled after the WSDOT Aviation Airport Compatibility Zones 1-6, and the Airport's published traffic pattern.

A. Zone 1 - Runway Overlay Zone. Zone 1 is a rectangular area that encompasses the trapezoidal runway protection zone (RPZ) at each end of the runway as shown in the "Auburn Municipal Airport Master Plan," dated May 2015, as may be amended. The purpose of Zone 1 is to maintain areas that are generally free of obstructions and significant concentrations of people. Zone 1 extends one thousand (1,000) feet in length from the ends of the future configuration of Runway 34/16 and is seven hundred and fifty (750) feet in width.

B. Zone 2 - Inner Safety Zone. Zone 2 is a rectangular area that extends beyond Zone 1 along the extension of the runway centerline. Next to the Zone 1 it represents the area where the risk of aircraft accidents is the greatest. This zone extends one thousand five hundred (1,500) feet from Zone 1 and is seven hundred and fifty feet (750) in width.

C. Zone 3 – Inner Turning Zone. Zone 3 is defined by a triangular shaped area that is positioned along each side of Zones 1 and 2. When operating visually, departing aircraft may begin turning over this area to fly toward their destination or to remain in the traffic pattern. Arriving aircraft often overfly this area as well. This zone extends three thousand (3,000) feet from the Zone 3 vertex offsets (a point that is on

the runway centerline) and inward within a thirty degree sector towards the extended runway centerline.

D. Zone 4 - Outer Safety Zone. Zone 4 is a rectangular area that lies beyond Zone 3 along the extended runway centerline. Aircraft flying straight out or in, overfly this area at low altitude. This zone is particularly significant on runways where airport operations use instrument procedures and at busy airports where elongated traffic patterns are common. This zone extends two thousand five hundred (2,500) feet beyond Zone 3 and is five hundred (500) feet in width.

E. Zone 5 - Sideline Safety Zone. Zone 5 consists of narrow bands along each side of the runway and encompasses the Object Free Area (OFA), as defined by the Airport Master Plan, dated 2015, as may be amended. This zone is defined by a five hundred (500) foot centerline offset on each side of the runway. Aircraft do not normally fly over the sideline zone. The principal risk is from aircraft that lose directional control while landing or just after takeoff.

F. Zone 6 – Airport Operations Zone. Zone 6 contains the remainder of the airport environment where aircraft fly as they approach and depart the airport. This zone extends six thousand five hundred (6,500) feet in length from the Zone 3 vertex offsets and six thousand (6,000) feet in width from the runway centerline.

18.38.060 Airport Overlay Restrictions and Standards.

A. Zones 1 and 2. The following regulations shall apply within the boundaries of Zones 1 and 2:

1. The following new uses established hereafter the effective date of this ordinance are prohibited in Zones 1 and 2:

- a. [Multiple-family dwellings](#), stand-alone;
- b. [Mixed-Use development](#);
- c. [Nursing home](#);
- d. [Assisted living facility](#);
- e. [Supportive housing](#);
- f. [Hospitals](#);
- g. [Senior housing](#);
- h. Schools, [elementary, middle/junior high](#), and [secondary or high school](#);
- i. [Daycare center and nursery schools/preschools](#);
- j. [Detached single-family dwellings](#), except caretakers quarters; and
- k. Other uses, similar to those above, or activities determined by the Planning Director in consultation with the Airport Manager to be incompatible with aviation, aviation safety, or any activity that has the potential to interfere with the airport, airport traffic patterns, and aircraft operations.

2. The following standards apply in Zones 1 and 2:

- a. All property owners seeking permit(s) for grading (excluding minor grading permits), building (exceed 50 percent of the value of the building or structure), extension or replacement of public utilities, subdivision, or development activity that triggers public improvements per Chapter 12.64A ACC, shall dedicate an aviation easement to the City of Auburn over the affected portion of their property prior to issuance of said permit(s). The language of the easement shall be provided by the City.
- b. No use may create an electrical interference with navigational signals or radio communications at the airport, or with radio or electronic communications between the airport and aircraft, or aircraft to aircraft.
- c. No structure or tree shall be placed, erected, or allowed to grow that makes it difficult for pilots to distinguish between airport lights and other lights, results in glare to pilots, impairs visibility in the vicinity thereof, or otherwise endanger the landing, taking off or maneuvering of aircraft.

- d. No use or structure shall emit emissions of fly ash, dust, vapor, gases, steam, or other forms of emissions that may conflict with any operations of the airport.
- e. No use or activity shall be permitted that would foster an increase in bird population and thereby increase the likelihood of aircraft and bird impact, as determined by the Planning Director in consultation with the Airport Manager.
- f. In order to deter the congregation of wildlife, stormwater facilities must meet or exceed recommendations found in Appendix I-H, Airport Operations of the SWMM, as defined in ACC 12.04.010(B).

B. Zone 3. The following regulations shall apply within the boundary of Zone 3:

- 1. The new uses contained in (A)(1) are prohibited in Zone 3.
- 2. The standards of (A)(2)(a) through (d) apply.

C. Zone 4. The following regulations shall apply with the boundary of Zone 4:

- 1. The standards of (A)(2)(a) through (d) apply.

D. Zone 5. The following regulations shall apply within the boundary of Zone 5:

- 1. The standards of (A)(2)(a) through (f) apply.

E. Zone 6. The following regulations shall apply within the boundary of Zone 6:

- 1. The standards of (A)(2)(b) and (c) apply.
- 2. All property owners within 1,000 feet of properties zoned LF, Landing Field District seeking permit(s) for grading (excluding minor grading permits), building (exceed 50 percent of the value of the building or structure), extension or replacement of public utilities, subdivision, or development activity that triggers public improvements per Chapter 12.64A ACC, shall record aviation disclosure notice with the King County Recorder's Office notifying, in writing, to future owners and tenants prior to signing a lease or sale, of the possible affects from aviation activities. The language of the notice shall be provided by the City.

18.38.070 Federal Aviation Regulations (FAR) Part 77 Surfaces and Other Surfaces.

A. In order to carry out the purpose and intent of this chapter, there are created and established certain surfaces, including: all of the land lying within the primary surface, non-instrument approach surface,

transition surface, horizontal surface, conical surface, as well as the Terminal Instrument Procedures (TERPS) airspace surfaces. These surfaces, with exception of the TERPS, are shown on the FAR Part 77 drawing, as amended, which is on file in the city clerk's office. Other surfaces not provided for here, are included in the "Auburn Municipal Airport Layout Plan", dated May 2015, as may be amended. The surfaces defined for the runway summarized below are consistent with the currently adopted airport layout plan (ALP) and FAR Part 77 Airspace Plan drawings for the airport.

1. Primary surface. The primary surface, is centered on top of the runway and extends two hundred feet beyond each end. The primary surface is longitudinally centered on the runway with a width of two hundred and fifty (250) feet and extends two hundred (200) feet beyond each end of the runway. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)
2. Approach surface. A non-instrument approach surface is established at each end of all non-instrument runways for landings and takeoffs. The inner width of the approach surface is two hundred and fifty (250) feet at a distance of two hundred (200) feet beyond the physical end of the runway, and it expands uniformly to a width of one thousand, two hundred and fifty (1,250) feet. This approach surface extends for a horizontal distance of five thousand (5,000) feet at a slope of twenty to one (20:1). The elevation of the inner width of the approach surface is the same as the elevation of the nearest point on the runway centerline. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)
3. Transitional surface. The transitional surface extends outward and upward at right angles to the runway centerline and the runway centerline extends at a slope of seven to one (7:1) from a line one hundred and twenty five (125) feet from the runway centerline or runway end and from the sides of the approach surfaces. The elevation of the line one hundred and twenty five (125) feet from the runway centerline or runway centerline extended for two hundred (200) feet beyond each runway end is the same as the elevation of the nearest point on the runway centerline. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

4. Horizontal surface. A horizontal surface is established above the airport. This horizontal surface is a plane one hundred and fifty (150) feet above the established airport elevation, the perimeter of which is constructed by arcs which swing five thousand (5,000) feet in a radius from the center of each end of the primary surface of the runway and connecting the adjacent arcs by lines tangent to those arcs. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

5. Conical surface. A conical surface is established which extends outward and upward from the periphery of the horizontal surface at a slope of twenty to one (20:1) for a horizontal distance of four thousand (4,000) feet.

6. Terminal Instrument Procedures (TERPS) Surfaces. Airspace surfaces associated with instrument approach and departure of aircraft to and from the airport as determined by the Airport Manager.

B. Height limitations – Established. Except as otherwise provided in this chapter, no structure or tree shall be permitted, approved, erected, altered, allowed to grow, or maintained in any surface created in this chapter to have a height in excess of the height limits established below.

1. Approach Surface (Non-instrument). The height limitations for non-instrument approach surfaces begin at a point two hundred (200) feet from and at the centerline elevation of the end of the runway and extend for a horizontal distance of five thousand (5,000) feet at a slope of twenty to one (20:1). (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

2. Transition surface. The height limitations for transition zones shall be as follows: One foot in height for each seven feet in horizontal distance beginning at any point one hundred and twenty five (125) feet normal to and at the elevation of the centerline of non-instrument runways, extending two hundred (200) feet beyond each end thereof, extending to a height of one hundred and fifty (150) feet above the airport elevation which is sixty three (63) feet above mean sea level. In addition to the foregoing, there are established height limits of one foot vertical height for each seven feet horizontal distance measured from the edges of all approach zones for the entire length of the approach zones and extending upward and outward to the points where they intersect the horizontal or conical surfaces. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

3. Horizontal surface. The height limitation for a horizontal zone shall be as follows: one hundred and fifty (150) feet above the airport elevation or a height of two hundred and thirteen (213) feet above mean sea level. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

4. Conical surface. The conical surface involves a slope of twenty to one (20:1) for a horizontal distance of four thousand (4,000) feet. The relative difference in elevation between the inner and outer edge of the conical surface is two hundred (200) feet. The elevation of the outer edge of the conical surface is three hundred and fifty (350) feet above the established airport elevation. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

C. Height limitations – Compliance. Where the height of any new structure or tree, has the potential to exceed the surfaces established in ACC 18.38.070(A), applicants must demonstrate compliance with the height limitation. Each application for a permit shall contain sufficient information to determine whether the resulting structure or tree will conform to the regulations herein prescribed.

1. The Planning Director in consultation with the Airport Manager may require one or all of the following documentation to demonstrate compliance with the surfaces established in ACC 18.38.070(A):

- a. A certificate from a Washington state licensed professional, engineer, or land surveyor, stating that no airspace obstruction will result from the proposed structure or tree being constructed or installed.
- b. The maximum elevation of proposed structures based on the established airport elevation.
- c. Prepare and submit FAA Form 7460 “Notice of Proposed Construction or Alteration”.
- d. Other documentation as determined by the Airport Manager.

D. Height limitations – Mitigation and Maintenance. Where the height of any new structure or tree, exceeds the surfaces established in ACC 18.38.070(A), applicants will be responsible for the following mitigation and ongoing maintenance activities:

1. The Airport Manager may require the installation of markers and lights or markers as a warning to aircraft. The markers and lights shall meet FAA specifications, be installed, operated, and maintained at the expense of the owner of the structure. A public maintenance easement granting city access to the markers and lights shall be required.
2. Trees shall be maintained such that they do not penetrate the airspace.
3. Exceptions may include the following:
 - a. Because of natural terrain, land contour, or topographic features, a structure or object would extend above the height limits of each surface.
 - b. Structures necessary and incidental to airport operations.

18.38.080 Nonconforming structures, trees, and uses.

A. Applicability. This section describes the circumstances in which a structure, tree, or use is considered nonconforming and when nonconforming provisions apply. Any structure or tree that legally existed prior to the regulations as of March 22, 1969 is considered nonconforming. Any use in ACC 18.38.030 that legally existed prior to the effective date of this ordinance is considered nonconforming. Any use in ACC 18.38.060 that legally existed prior to the effective date of this ordinance is not considered nonconforming. Nonconforming structures, trees, and uses are generally exempt from this chapter except as may be compelled by state or federal regulations or if it loses its nonconforming status pursuant to the regulations contained in this section.

B. Marking and lighting. Notwithstanding the provisions of ACC 18.38.070(A), the owner of any nonconforming structure or tree is required to permit the installation, operation, and maintenance thereon of such markers and lights as are deemed necessary by the Airport Manager to indicate to the operators of aircraft in the vicinity of the airport the presence of such aircraft hazards. Such markers and lights shall meet FAA specifications, be installed at City cost, and operated and maintained by the City. A public maintenance easement agreement granting city access shall be required. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

C. Alteration. Alteration of nonconforming structures, trees, and uses are subject to the following regulations.

1. Nonconforming structures may be maintained, repaired, restored, added onto, enlarged, or relocated in accordance with the provisions of ACC 18.54.060. A nonconforming structure that is restored or repaired at a valuation exceeding 50 percent of the assessed valuation of such structure as established by the most current county assessor's tax roll, relocated, enlarged, or added onto must conform to ACC 18.38.070.
2. Nonconforming uses may continue subject to the provisions of Chapter 18.54 ACC.
3. Nonconforming signs shall be subject to the nonconforming provisions of Chapter 18.56 ACC. A nonconforming sign that is enlarged, made taller, relocated, or loses its nonconforming status per ACC 18.56.030(J), must conform to ACC 18.38.070.
4. Alteration of a nonconforming tree, including replacement, replanting and trimming, must conform to ACC 18.38.070.
5. Notwithstanding the provisions of ACC 18.38.080(C)(1) through (4), no permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to be made or become higher, or become a greater hazard to air navigation.

D. Abatement. Nonconforming structures and uses shall be abated according to the provisions of ACC 18.54.070. Any tree that is diseased, decayed, dead, or dying must be removed, and if required, replaced with tree that conforms to ACC 18.38.070.

18.38.090 Variances.

A. Requirements. If the applicant seeks a variance to erect or increase the height of any structure, or permit the growth of any tree, or use their property, not in accordance with the regulations prescribed

in this chapter, the variance shall be subject to the criteria contained in ACC 18.70.010 and processed according to the applicable provisions of Chapter 18.70 ACC.

B. Approval conditions. Any variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and is reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree requesting a variance to install, operate and maintain at their own expense such markers and lights as determined by the Airport Manager to indicate to aircraft operators the presence of an airport hazard. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.100 Decision appeals – Generally.

Any person aggrieved, or any property owner affected, by any decision of the city made in its administration of this chapter may appeal to the hearing examiner. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.110 Conflicting regulations.

Where there exists a conflict between any of the regulations or limitations prescribed in this chapter and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.120 Enforcement.

It shall be the duty of the Department of Public Works and the Department of Community Development to administer and enforce the regulations prescribed in this chapter. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

18.38.130 Violation – Penalty.

Each violation of this chapter or of any regulation, order or ruling promulgated under this chapter constitutes a misdemeanor and is punishable as provided in ACC [1.24.010](#). Each day a violation continues to exist constitutes a separate offense. (Ord. 5026 § 1, 1997; Ord. 4229 § 2, 1987.)

Chapter 18.01 USER GUIDE

18.01.030 How do I determine what uses are allowed on a particular property?

The first step in determining allowed uses is verifying the zoning on the property, which can be done by speaking with city of Auburn planning department staff or by consulting the city's official zoning map.

When verifying a property's zoning, it is also important to note any overlays that may be marked on the zoning map. Overlays may have additional requirements or otherwise modify the allowed uses and development standards for a zone. The overlay regulations established for Lea Hill, West Hill, and designated urban separator areas, are contained in Chapter 18.21 ACC, and for the airport are contained in Chapter 18.38 ACC.

The sections devoted to particular zones described on the zoning map form the framework of the zoning code. Each of these sections contains the intent statement for the particular zone, a table of allowed uses, as well as tables for dimensional standards (building height, setbacks, and lot coverage) and cross-references to other standards such as landscaping and parking requirements. It is important to note that each section contains only regulations that apply specifically to that zone, and development standards that apply to all zones are addressed through cross-references to other chapters of the zoning code. (Ord. 6245 § 1, 2009.)

Chapter 18.04 DEFINITIONS

18.04.039 Aircraft Operations.

The movement of aircraft operating in the airport traffic pattern or within sight of the airport. A landing or takeoff is one operation. An aircraft that takes off and then lands creates two aircraft operations.

18.04.072 Airport Manager.

See definition in Chapter 12.56 ACC.

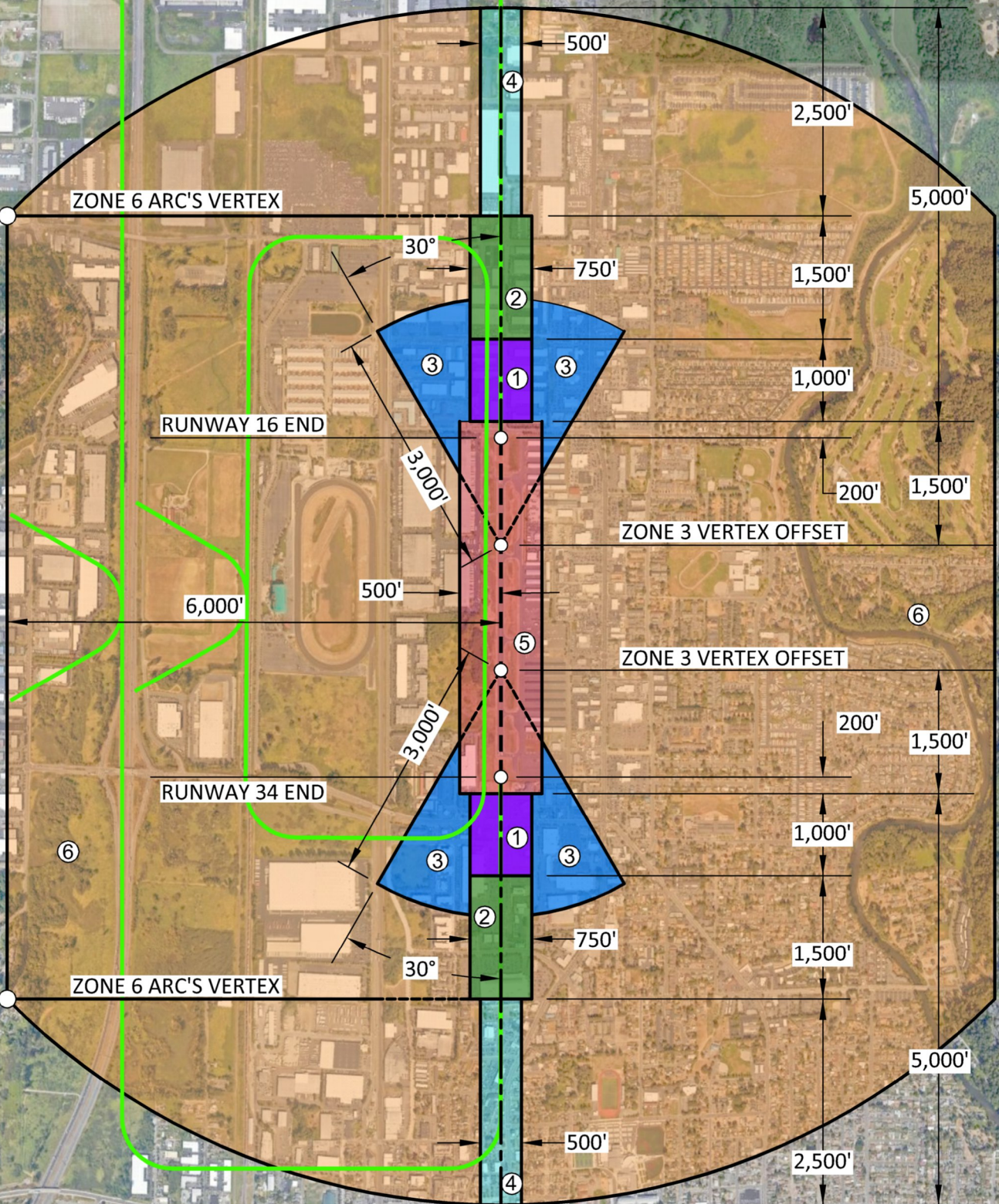
18.04.040 Airport, heliport or aircraft landing field.

“Airport,” “heliport,” or “aircraft landing field” means any runway, landing area or other facility whether publicly or privately owned or operated, and which is designed, used or intended to be used either by public carriers or by private aircraft for landing and taking off of aircraft. This definition includes all necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces. This definition does not include manufacturing, servicing or testing facilities located in the vicinity of any landing area associated with the manufacturing or testing of commercial or military aircraft or activities associated therewith

18.04.365 FAR Part 77 Surfaces.

The Federal Aviation Administration’s Federal Aviation Regulations (FAR) Part 77 Surfaces are the imaginary airspace surfaces established with any relation to each runway of an airport. There are five types of surfaces: (1) primary, (2) approach, (3) transitional, (4) horizontal, and (5) conical. These surfaces are above and around airports and require protection from potential obstructions that might interfere with airport traffic and potentially create a safety risk to aircraft occupants and persons on the ground. An object or structure with an elevation higher than the FAR Part 77 surface elevation is considered to penetrate the FAR Part 77 Surfaces and constitute an obstruction to navigable airspace. Navigable airspace is defined by the FAA pursuant to Title 14 Code of Federal Regulations Part 77, Imaginary Surfaces.

18.04.676.1 Overlay Zone. “Overlay zone” is supplemental to the underlying zoning district and may establish additional or stricter standards and criteria for properties in addition to those of the underlying zoning district.



 RUNWAY OVERLAY ZONE	①	 OUTER SAFETY ZONE	④
 INNER SAFETY ZONE	②	 SIDELINE SAFETY ZONE	⑤
 INNER TURNING ZONE	③	 AIRPORT OPERATIONS ZONE	⑥

REV. DATE 8/2/21



LEGEND

- RUNWAY
- AIRPORT TRAFFIC PATTERN
(PATH OF THE GREEN LINE)

NOTE:

1. AIRPORT COMPATIBILITY ZONES BASED ON AIRPORT LAYOUT PLAN
4,118' RUNWAY LENGTH; AS-BUILT (2020)

**AUBURN MUNICIPAL AIRPORT
WSDOT AIRPORT COMPATIBILITY ZONES**

Page 51 of 74

FIGURE 2 OF 2

September 3, 2021

City of Auburn
25 West Main Street
Auburn, WA 98002

RE: City of Auburn Aviation Consultation

Dear Alexandria Teague:

This correspondence is to confirm that the City of Auburn has formally consulted with the Washington State Department of Transportation (WSDOT) Aviation Division regarding the comprehensive plan update. WSDOT appreciates the city's efforts and recognizes the substantial time and resources this represents.

RCW 36.70.547 and 36.70A.510 requires local jurisdictions to formally 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 of regulations that may affect property adjacent to public use airports. The main goals of the formal consultation are to avoid, minimize, and resolve potential land use conflicts with airports through the comprehensive plan and development of regulations. WSDOT recommends that local jurisdictions initiate formal consultation as early as possible in the planning process. This is to assure that all parties have an opportunity to work together to find comprehensive solutions of mutual benefit that fulfill the intent of the legislation, consistent with local jurisdictions' land use planning authorities and obligations under law.

The following is a general summary of recommendations discussed during the formal consultation meeting:

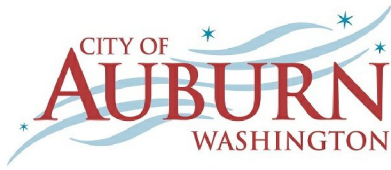
- The City of Auburn with the support of WSDOT Aviation has committed to implementing airport compatibility zoning to prevent incompatible land use near the airport.
- WSDOT Aviation is available for consultation and technical guidance.

We appreciate the City of Auburn's commitment to working with stakeholders to achieve a compatible outcome and adopt zoning to protect the Auburn Municipal

Airport. It is critical that every effort be made to discourage incompatible land uses that impair the airport's ability to operate as an essential public facility. We thank you again for the opportunity to comment, and remain available to formally consult and provide technical assistance. Please don't hesitate to contact me at 360-890-5258 or max.platts@wsdot.wa.gov if you have any questions.

Sincerely,

T.S. "Max" Platts
Aviation Planner



AGENDA BILL APPROVAL FORM

Agenda Subject:

Annual Comprehensive Plan Amendments

Department:

Community Development

Attachments:

[Comp Plan Memo to PC](#)

[Comp Plan Presentation](#)

Date:

September 23, 2021

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

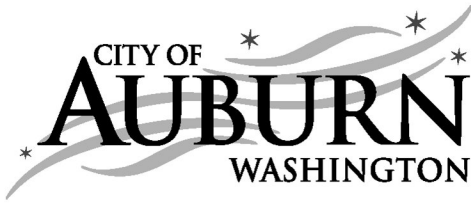
Administrative Recommendation:**Background for Motion:****Background Summary:****Reviewed by Council Committees:****Councilmember:**

Meeting Date: October 5, 2021

Staff:

Dixon

Item Number:



Memorandum

To: Judi Roland, Chair, Planning Commission
Roger Lee, Vice-Chair, Planning Commission
Planning Commission Members

From: Josh Steiner, Senior Long Range Planner, Comm. Dev. Dept.
Jeff Dixon, Planning Services Manager, Comm. Dev. Dept.

Date: September 21, 2021

Re: 2021 Annual Comprehensive Plan Amendments – Working Binder & October 5th Mtg.

As part of the 2021 Comprehensive Plan Amendment process, staff prepared a working binder for use by the Planning Commissioners during their consideration of the proposed annual comprehensive plan amendments.

WORKING BINDER OVERVIEW

Staff has prepared the 2021 Comprehensive Plan Amendment Working Binder with the following information:

- Introductory/Front Section:
 - Index to binder contents,
 - Proposed Updated Schedule, &
 - Comprehensive Plan Amendment Docket
- Tab 1: Staff Reports and presentations– the staff report that is provided will be used for the upcoming public hearing. Presentation materials for the September 8th, 2021 Planning Commission meeting are also provided.
- Tab 2: Environmental Review – the environmental checklists and SEPA determinations for the proposed amendments.
- Tab 3: General Info. and Correspondence – correspondence related to the amendment process and public notices.
- Tab 4: Comprehensive Plan Policy/Text Amendments – includes the 4 school district Capital Facilities Plans, the City's Capital Facilities Plan, and policy/text amendments to individual comprehensive plan elements

- Tab 5: Comprehensive Plan Map Amendments – includes city-initiated map amendments.

DISCUSSION

At the October 5, 2021 Planning Commission meeting, staff would like to briefly review and discuss the **first group of docket items** consisting of:

Group #1 - City Initiated Comprehensive Plan Text Amendments (CPA21-0001) (each capital facilities plan is to be adopted and incorporated by reference)

- **P/T #1** – Auburn School District Capital Facilities Plan
- **P/T #2** – Dieringer School District Capital Facilities Plan
- **P/T #3** – Federal Way School District Capital Facilities Plan
- **P/T #4** – Kent School District Capital Facilities Plan
- **P/T #5** – City of Auburn (COA) Capital Facilities Plan
- **P/T #6** – Volume 3, Capital Facilities Element. Water is in the process of applying for an extension of their Comprehensive Water Plan (separate document incorporated by reference) effective to 2026 through the Washington State Department of Health, at which time a full update will be completed. Water believes this request is valid because the capital projects, water demands, and population growth projections presented in the current Water System Plan are still accurate projections of the City's current planning efforts.
 - No text changes to the Capital Facilities Element are needed, although the referenced Comprehensive Water Plan in Policy CF-13 is expected to be updated by 2024 with current data as part of the Periodic Update.
- **P/T #7** –Volume 5, Transportation Element (Separate document incorporated by reference). Changes in the Transportation Element consist of the following:
 - Update Transportation Improvement Program (TIP) information/project list;
 - Re-designate one project from Comprehensive Plan list to the (TIP) list to maintain continuity in the future transportation network conditions;
 - Update maps as needed to reflect current data and conditions (addressed by CMP #1, below);
 - Additional minor changes will relate to grammar, punctuation, choice of words, references, etc.
- **P/T #8** – Volume 2, Housing Element. The City adopted a Housing Action Plan (HAP) in July 2021, which was also presented to the Planning Commission in February and June 2021 by City staff. The HAP provides recommendations on policies and code changes to implement HAP strategies. The proposed policy revision allows for better alignment with PSRC *Vision 2050* policy MPP-H-11

which addresses supporting identification of potential physical, economic, and cultural displacement, and mitigating to the extent feasible.

- Include reference and brief description of Housing Action Plan in Conditions and Trends section beginning on page H-1 of the Housing Element.
 - Revise Policy H-24(f) to include text regarding minimizing displacement impacts. The revision of this policy will better align with PSRC *Vision 2050*'s recognition of displacement risk. Revising this policy allows for alignment with PSRC requirements in advance of the 2024 Periodic Update.
 - Address text formatting for Policy H-24 sub-policies
- **P/T #9** – Volume 1, Land Use Element and Volume 5. The City adopted a Housing Action Plan (HAP) in July 2021, which was also presented to the Planning Commission in February and June 2021 by City staff. The HAP provides recommendations on policies and code changes to implement HAP strategies. One such policy is located in the Land Use Element (additional detail below).
- Revise Policy LU-39 to include affordable housing and mixed-income development. In addition to allowing additional height or density in exchange for supplemental amenities identified in this policy, this revision would include affordable housing development as eligible uses for deviations in height, density, or intensity.

City-Initiated Map Amendments (CPA21-0002):

- **CPM #1** – Volume 5: Transportation Element (Separate document incorporated by reference): Several maps found throughout Volume 5 have been updated to reflect current conditions and to address formatting.

Feel free to contact either Josh Steiner, Senior Long Range Planner at jsteiner@auburnwa.gov or 253-804-5058 or Jeff Dixon, Planning Services Manager, at jdixon@auburnwa.gov or 253-804-5033, with any questions.

AUBURN
VALUES

S E R V I C E

E N V I R O N M E N T

E C O N O M Y

C H A R A C T E R

S U S T A I N A B I L I T Y

W E L L N E S S

C E L E B R A T I O N

COMPREHENSIVE PLAN

2021 ANNUAL AMENDMENTS

PLANNING COMMISSION

OCTOBER 5, 2021

JOSH STEINER, AICP

Department of Community Development

Planning • Building • Development Engineering • Permit Center
Sustainability • Community Services • Code Enforcement

PROPOSED 2021 COMPREHENSIVE PLAN AMENDMENT DOCKET

- The 2021 Comprehensive Plan amendment docket currently includes a total of 10 proposed amendments.
- Five updates are annually provided capital facilities plan updates for the city & school districts located within the City.
- Five updates to various elements (chapters) of the comprehensive plan including issues relating to Transportation; Housing; Land Use, and Capital Facilities.
 - Four text amendments, one map amendment

DOCKET – POLICY/TEXT AMENDMENTS

- P/T #1 – Capital Facilities Plan (CFP) Update for Auburn School District
- P/T #2 – Capital Facilities Plan (CFP) Update for Dieringer School District
- P/T #3 – Capital Facilities Plan (CFP) Update for Federal Way School District
- P/T #4 – Capital Facilities Plan (CFP) Update for Kent School District
- P/T #5 – City of Auburn Capital Facilities Plan (CFP) Update
- P/T #6 – Comprehensive Plan Volume 3, Capital Facilities Element, Update
- P/T #7 – Comprehensive Plan Volume 5, Transportation Element, Update
- P/T #8 – Comprehensive Plan Volume 2, Housing Element Update
- P/T #9 – Comprehensive Plan Volume 1, Land Use Element, Update

DOCKET – CITY INITIATED MAP AMENDMENTS

- CPM #1 – Transportation Element, Volume 5. Several maps throughout chapter.

CITY INITIATED COMPREHENSIVE PLAN TEXT AMENDMENTS

■ P/T #5 – City of Auburn Capital Facilities Plan Update

2020 CFP Total

Type of Facility	2021 - 2026
Transportation - Arterial (102)	\$ 42,717,401
Transportation - Local (103)	10,600,000
Transportation - Street (105)	15,545,652
Water	45,799,698
Sanitary Sewer	15,936,000
Storm Drainage	21,305,100
Parks, Arts & Recreation	13,583,850
General Municipal Buildings	7,661,320
Community Improvements	8,470,810
Airport	16,491,360
Cemetery	395,000
Total	\$ 198,506,191

2021 CFP Total

Type of Facility	2022 - 2027
Transportation - Arterial (102)	\$ 46,926,823
Transportation - Local (103)	11,660,000
Transportation - Street (105)	15,169,650
Water	50,318,838
Sanitary Sewer	16,129,879
Storm Drainage	22,733,259
Parks, Arts & Recreation	15,903,850
General Municipal Buildings	5,509,510
Community Improvements	7,713,200
Airport	14,708,966
Cemetery	395,000
Total	\$ 207,168,975

Source: City of Auburn Financial Analyst

+\$8.67 million increase between 2021-2020

City of Auburn Draft Capital Facilities Plan



CAPITAL FACILITIES PLAN (2022 – 2027)

Adopted by Ordinance No. xxxx, December x, 2021 as part of the City of Auburn Comprehensive Plan

City of Auburn
25 West Main
Auburn, WA 98001
(253) 931-3000
www.auburnwa.gov

P/T #6 – COMPREHENSIVE PLAN VOLUME 3, CAPITAL FACILITIES ELEMENT

- **P/T #6 – Comprehensive Plan Volume 3, Capital Facilities Element, Update**
 - Water Services is requesting a 4-year extension of the Comprehensive Water Plan (CWP), due to be updated in 2022, through the Department of Health
 - Allows for a full update in 2024 on same timeline as Periodic Update
 - The current plan analysis period is through 2026.
 - Capital projects, water demand, and growth projections are still valid and accurate.
 - Element text remains the same, however the referenced CWP

P/T #7 – COMPREHENSIVE PLAN VOLUME 5, TRANSPORTATION ELEMENT

- P/T #7 – Comprehensive Plan Volume 5, Transportation Element, Update
 - Update Comprehensive Plan to remove one project transferred to TIP and add Main Street TOD projects.
 - Update maps to reflect current conditions.
 - Map updates founder in CPM #1

P/T #8 – COMPREHENSIVE PLAN VOLUME 2, HOUSING ELEMENT

■ P/T #8 – Comprehensive Plan Volume 2, Housing Element Update

- The Team wants to start incorporating Housing Action Plan into Comprehensive Plan
- Add language referencing Housing Action Plan (HAP) adoption
- Using Recommendations from HAP, one policy is proposed to be updated.
- Updated policy H-24 to reflect HAP recommendation of including minimizing displacement impacts, which is also consistent with PSRC Vision 2050 policy (MPP-H-11) supporting identifying potential physical, economic, and cultural displacement and mitigating to the extent feasible.

P/T #8 – COMPREHENSIVE PLAN VOLUME 2, HOUSING ELEMENT

Proposed Text Amendment to the Housing Element

HOUSING ELEMENT

Conditions and Trends (page H-1)

The City of Auburn commissioned a *Housing Needs and Characteristics Report* (BERK 2014) to identify community needs and develop housing element policies. The key findings of that report (summarized below) led to the development of updated goals and policies.

In 2020, the City of Auburn prepared and adopted a Housing Action Plan (HAP), funded by a state grant (authorized by HB 1923) for the purpose of identifying city strategies and recommendations to increase residential capacity. Data and analysis found in the HAP may vary from the 2014 Housing Needs and Characteristics Report (and subsequently in this Housing Element) due to differences in the timeframe for data collection and the sources of data. The HAP analysis is anticipated to be included in the City's next periodic update of the Comprehensive Plan scheduled for 2024.

Auburn is diverse. Approximately 25% of Auburn residents speak a language other than English. This percentage is similar to that of King County (25%) and higher than that of Pierce County (14%). Other than English, Spanish (9%), Asian and Pacific Island (8%), and other Indo-European (7%) are the most common languages spoken in Auburn. See Exhibit 1.

P/T #8 – COMPREHENSIVE PLAN VOLUME 2, HOUSING ELEMENT

HOUSING ELEMENT

Attainability (page H-7)

H-23 Promote affordable housing that meets changing demographic needs. [Element audit, needs assessment, outreach]

H-24 Work in partnership with King and Pierce Counties and other cities to address the countywide need for housing affordable to households with moderate, low- and very low incomes, including those with special needs and our veterans. [Element audit, needs assessment, outreach]

a. The King County need for housing, countywide, by percentage of area median income is:

i. 50%–80% of AMI (moderate) – 16% of total housing supply

ii. 30%–50% of AMI (low) – 12% of total housing supply

iii. 30% and below AMI (very low) – 12% of total housing supply

bd. Address the King County need for housing affordable to households at less than 30% AMI (very low income), through all jurisdictions working individually and collectively.

ce. Meet Pierce County countywide planning policies to provide opportunities for housing affordable to all incomes including low incomes.

df. Focus Auburn's efforts toward the countywide and community need for low- and moderate-income housing on preserving existing affordable housing with robust maintenance and repair programs, minimizing displacement impacts, and ensuring long-term affordability of existing housing.

eg. Act as a County leader in the exploration and implementation of new funding mechanisms and strategies to develop housing affordable at 30% AMI and below across King County and throughout South King County.

H-25 Encourage and assist in the renovation of surplus public and commercial buildings and land into affordable housing. Additionally, explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects. [extension of HO-22; element audit]

H-26 Seek, encourage and assist nonprofit organizations in acquiring depreciated apartment units for the purpose of maintaining and ensuring their long-term affordability. [HO-23]

P/T #9 – COMPREHENSIVE PLAN VOLUME 1, LAND USE ELEMENT

- **P/T #9 – Comprehensive Plan Volume 1, Land Use Element, Update**
 - This policy supports a Recommendation in the HAP.
 - Update policy LU-39 to include affordable housing as an approved supplemental amenity that would allow deviations in height, density, or intensity limitations.

P/T #9 – COMPREHENSIVE PLAN VOLUME 1, LAND USE ELEMENT

Proposed Text Amendment to the Land Use Element

LAND USE ELEMENT

Downtown Urban Center Designation (page LU-7)

Description

This category should be applied exclusively in downtown Auburn. The area should be developed in a manner consistent with and conducive to pedestrian-oriented activities. The ambiance of the downtown should encourage leisure shopping, provide services to local residents and area employees, and provide amenities that attract regional visitors and shoppers.

Design Criteria

1. Located within the Urban Center boundaries established by the King County Countywide planning policies or within Business Improvement Area boundaries.

Implementing Zoning Designations

Downtown Urban Center

Policies

LU-38 Vertical mixed-use should be encouraged; the location of retail sales and services should predominately be on the ground floor with residential or more retail or services above. However, small freestanding commercial spaces may be established as an accessory use to a larger vertical mixed-use development.

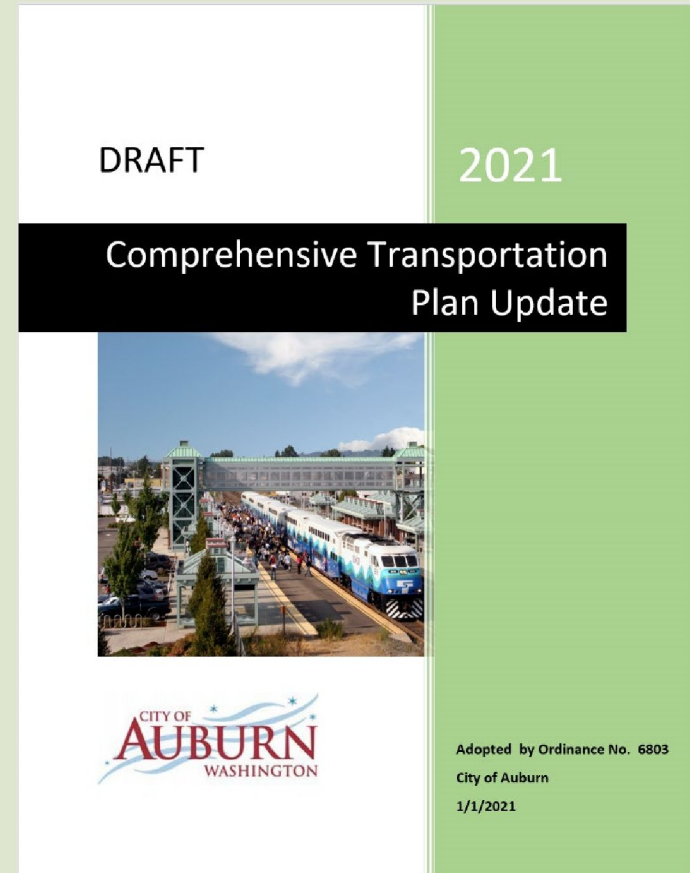
LU-39 Deviations of height, density or intensity limitations should be allowed when supplemental amenities are incorporated into site and building design. Examples of amenities include use of low-impact development, use of sustainable site and building techniques, public space and art, transit-oriented development, landscaping and lighting, and bike shelters, – as well as the inclusion of affordable housing.

LU-40 Encourage a broad mix of uses within the downtown area. A wide range of consumer-oriented goods and services are compatible within this designation since creating an attractive shopping environment is a primary emphasis. Permitted uses include retail trade, offices, personal services, eating and drinking establishments, financial institutions, governmental offices, and similar uses. Legally established existing uses that do not fit within the range of desired new uses continue to be a valuable part of the downtown economy and character and should be allowed to evolve and operate in a manner that resembles listed permitted uses.

LU-41 Encourage multiple family dwellings, particularly within the upper stories of buildings.

CPM #1 – COMPREHENSIVE PLAN VOLUME 5, TRANSPORTATION ELEMENT

- CPM #1 – Several maps found throughout Volume 5 (Transportation Element) have been updated to reflect current conditions, address formatting, and combine redundant maps.
- These changes were discussed during the 9-8-21 Planning Commission meeting by Transportation



DOCKET – 2021 ANNUAL COMPREHENSIVE PLAN AMENDMENTS

- So, with this meeting, we have talked about all of the 2021 Annual Comprehensive Plan Amendments except the policy/text for the CFP's:
 - P/T # 1 Auburn School District Capital Facilities Plan (CFP)
 - P/T # 2 Dieringer School District Capital Facilities Plan
 - P/T # 3 Federal Way Public Schools Capital Facilities Plan
 - P/T # 4 Kent School District Capital Facilities Plan
 - P/T # 5 COA Capital Facilities Plan (CFP)
- These are incorporated each year and the processing is similar.

NEXT STEPS

- **Planning Commission Briefing Tonight**
- **Planning Commission Public Hearing October 19th (Extra Meeting)**
- **City Council Study Session November 8th**
- **City Council Regular Meeting December 6th**

2021 COMPREHENSIVE PLAN ANNUAL AMENDMENTS

	9-8-21 Planning Commission (PC) Regular Meeting	9-21-21 Planning Commission Extra Meeting	10-5-21 Planning Commission Regular Meeting	10-19-21 Planning Commission Extra Meeting	11-3-21 Planning Commission Regular Meeting	11-8-21 City Council Study Session	11-15-21 City Council Study Session	12-6-21 City Council Regular Meeting	12-20-21 City Council Regular Meeting
City-initiated Text Amendments CPA21-0001 - School district CFP's P/T #1-4 - City Capital Facilities Plan P/T #5 - City Text Amendments P/T #6-9 City-initiated Map Amendments CPA21-0002 - Transportation CPM #1	Introduction to 2021 Comp Plan Amendment docket		Update to 2021 Comp Plan amendments,	Conduct Public Hearing #1 Suggested agenda order: School District Amendments (SD staff, if present) City staff briefing on City Capital Facilities Plan City Staff briefing on Capital Facilities Element City Staff briefing on Transportation City Staff briefing on Housing and Land use	Continued PC Public Hearing, if needed	Discussion of PC recommendation.	Continued discussion of PC recommendation, if needed.	Council Action	Council Action, if needed

2021 COMPREHENSIVE PLAN ANNUAL AMENDMENTS

Any questions?