

WSDOT Aviation Consultation Meeting

Tri-Cities Airport: May 8, 2018

City of Pasco Application for UGA Boundary Amendment 2018

Land Use Stakeholders Meeting

Urban Growth Boundary

May 8, 2018

Present:

Patrick Wright, WSDOT AVN (PW)

Marjy Leggett, AOPA ASN (ML)

David McDonald, City of Pasco (DM)

Roger Black, local pilot (RB)

Bob Ransom, local pilot (BR)

Don Faley, Port of Pasco (DF)

Mitch Hooper, Mead & Hunt (MH)

Buck Taft, Port of Pasco (BT)

Elizabeth Tellessen, Winston & Cashatt (ET)

Randy Hayden, Port of Pasco (RH)

Nicole Stickney, Franklin County (NS)

Tara White, Port of Pasco (TW)

1:45 pm

DM reported that the population in the City of Pasco is projected to increase by 50,148 in the next 20 years. As a result of this increase, additional land is needed in the Urban Growth Boundary. The City is proposing adding approximately 6 square miles, including approximately 160 acres north of the airport, to accommodate the growth. He referenced the map that addresses the proposed areas to expand the Urban Growth Boundary. He noted that the gray area outlined in a maroon border (Hwy 395) is an industrial area currently in the county that is being proposed for the City UGA. He also pointed out the 160 acres north of the airport is being proposed as residential that would comply with the airport overlay zoning code as approved by the City and the Port. DM then asked for questions or comments.

PW asked if there was any way to not include the area off of the end of the runway. DM discussed the lack of other options available for residential. Further north is prime farming land. The Clark Edition is mostly developed.

ML expressed her support for reserving land to enable the extension of RWY 30 in the future. She mentioned that with increased population will come airport growth and that the airport needs to be protected.

BT spoke about airport operations. The 2013 Master Plan references a peak day of 345 operations; or 61 operations per hour. PSC is on target to be the size of GEG (Spokane airport) in 50 years. Runway 30 is the only runway that can be expanded. He said the growth of PSC must be protected. Flights leave early and arrive late which are times when people are at home sleeping or eating meals. RWY 30 is used for 40% of the flights.

NS asked DM if the city has done an analysis on what can occur on the land inside the Urban Growth Boundary already in terms of meeting this need. She specifically referenced the Broadmoor area. She also asked how the analysis was done. She also noted the population growth projections being used were the “medium” numbers.

DM stated a gravel lease is currently in place for 350 acres near Broadmoor and no homes could be built on that land. Geomedia was used to complete the analysis. The population of Pasco grew about 50,000 in the last 23 years, so the projection of 50,000 more residents in the next 20 years is in line with historical growth.

ML asked if the Urban Growth Boundary could be expanded to the EAST.

DM mentioned that there may be some options to the east, but that it has been designated for industrial development due to the rail and marine facilities. Many lots have been left vacant since the 1880s as people have chosen not to develop in the east side. The utility system doesn't extend east and it would be easier to expand to the north.

ML asked if there was space near the Ochoa school.

DM said some lots are available but not enough land to meet the need.

RH described the main concerns the port has is with zone 4. The city is proposing 2 houses per acre. The county zoned it as 1 house/5 acres and WSDOT and the Port prefer to keep the land in the county. The Port would like to keep residential development away from the airport if at all possible and have ag and other compatible uses on the 160 acres north of the airport.

High density housing was discussed between RH and DM. There is enough land to absorb the high density projection requirements for the next 20 years, as it only makes up less than 20% of the residential growth. Not many large apartment complexes are being built due to high school impact and other fees.

PW and MH talked about the use of the WSDOT airport land use and compatibility guide. These guidelines need to be incorporated in the planning of the Urban Growth Boundary.

NS mentioned there are guides for land use and also building height requirements.

PW expressed WSDOT had concerns with zone 2 and zone 3.

ML stated again how the airport needs to be protected. She referenced Paine Field as an example and how the pilots already have to make adjustments to avoid loud noise to homeowners.

DM asked the question “who is responsible for protecting the airport?” “Is it the community or one property owner?”

NS commented that the property owner has not lost anything at this time. If the property is allowed inside the Urban Growth Boundary, he will be given extra expansion rights, but as of now, he has not lost anything. She went on to speak about the process and how the county will work to determine the most appropriate answer to meet the needs of everyone.

PW stated it is the city’s and county’s responsibility to protect the public and pilots and the airport through zoning and land use decisions. It is his job as an official to protect the public. It starts at the city and WSDOT provides guidance.

BT asked if the city would indemnify the Port for possible future legal issues with regard to developing homes in the area near the airport.

DM mentioned the city did what the Port wanted in 2012 with regard to zoning the areas near the airport. He said the city would not indemnify the port.

RH stated that the city and the Port came to an agreement in 2012, but the end result was not what the Port had originally requested of the city. He mentioned in the GMA, airports are considered an important community asset and asked why the city doesn’t take that into account in the same manner as the farm land resources that have intentionally been left out of the UGA expansion. He asked if there was some area north of Clark Road and to the west of the 160 acre parcel that might work instead.

DM said that might be an option but needed some further research. He said the goal right now is to get a new Urban Growth Boundary in place to meet the population increase demands.

DM listed the school impact fees as a barrier for multi-unit development. It is about \$4,800/door, plus a \$425 traffic impact fee and a \$1,400 park fee. One developer left a project after finding out about the fees and the city has not had any more interest in a large unit facility since that time. Some duplexes are being developed. Reducing the fees is not an option at this time.

MH discussed residential development near airports. PSC is a “spoke” airport meaning many flights leave early and arrive late. Residents living near airports complain about the noise, form groups and often request the airport to curtail flights during early morning and late evening hours. The FAA does not allow airports to curtail flight times, curtailing flights would put the federal grant dollars received over the past 20 years at risk. Santa Monica airport is being shut down because of this. Residential development near airports is not only difficult but leads to lawsuits and the possibility of losing a community asset.

ET discussed the costs associated with the lawsuits. Lawyers paid by the port and the homeowners are an expensive cost. The airport is a public asset and it is in the public’s interest to not allow development near the airport. The landowner is not losing anything at this time, and the argument is one sided.

DM stated homeowners are made aware during a loan closing of the proximity of the property to the airport. However, he also stated most buyers do not pay attention to this notice.

BT reported the airport has received 2-3 calls from folks looking at purchasing property to discuss the implications, noise and proximity to the airport.

PW mentioned planes do have a noise impact on landing/take off (2,000-5,000 feet high).

NS said the county's role in this process is to decide to accept the city's proposal to expand the Urban Growth Boundary or to modify it. The county establishes the Urban Growth Boundary. She stated when the city proposed adding 160 acres to the boundary in 2014, the county did not approve it. The county looks at the whole picture to make sure all proposals are justified and analyzed. The county also looks at other options. The Urban Growth Boundary can be changed once per year. She also mentioned that the current development being discussed is one of preference to the city because the infrastructure is in place and there is a developer ready to go.

BT asked DM whether the city could decide to exclude the 160 acres next to the airport from its UGA request. DM acknowledge the city could exclude the area, but that it did not plan to.

RH mentioned the plan made sense if there were not an airport.

DM said the city is having a hearing on this on May 17th. Letters of comment can be taken to the hearing or sent in by this Friday (May 11).

PW expressed appreciation that the city has taken into account the airport overlay map and that he has been working with other municipalities to do the same. He said he will compose a letter that recommends the best solution for everyone to protect the public, the pilots, the economy and the growth of the airport for the hearing on May 17. A decline at the airport would have a negative impact on the city's economy.

Adjourned 2:42 pm.



**Washington State
Department of Transportation**

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May 10, 2018

Dave McDonald, City Planner
Community and Economic Development Department
525 N. Third Ave.
Pasco, WA 99301

RE: Pasco's Proposed Expansion of the Urban Growth Boundary (UGB) 160 acres
North West of the Tri-Cities Airport

Dear Mr. McDonald,

Thank you for the opportunity to conduct an official Land Use Consultation with representatives from the City of Pasco regarding the expansion of the UGB that is proposed North West (160 Acres Farm 2005 LLC – Attachment A) of the Tri-Cities Airport. The Washington State Department of Transportation (WSDOT) is concerned that the proposed expansion, if approved in its current form, would allow incompatible development adjacent to the Airport and would impeded future development and extension of Runway 12/30.

WSDOT's Airport Land Use Compatibility Program addresses elements of safety, airspace hazards, noise and land use in relation to public use airports. WSDOT is primarily concerned with the safety and compatibility of placing incompatible development adjacent to the airport and within the airport operating environment.

WSDOT feels that the cumulative impacts of residential development in the proposed UGA expansion area could have detrimental effects on a vital component of the region and state's transportation system. UGA expansion in this area should only be considered after a review of alternative measures to accommodate projected growth.

The Growth Management Act (GMA) recognizes public use general aviation airports as essential public facilities and requires cities and counties to **discourage** incompatible land uses adjacent to them through their comprehensive plan policies and development regulations (RCW 36.70.547 and RCW 36.70A.200). The encroachment of incompatible land uses upon Washington state airports diminishes their ability to function as essential public facilities and often leads to operational impacts and closures.

As a condition of approval and after all other alternatives have been exhausted and deemed unachievable, WSDOT would recommend to the City of Pasco:

- 1) Adopt the Airport Compatibility Zoning structure and recommended development guidelines around the Tri-Cities Airport as outlined in the WSDOT Airports and Compatible Land Use Guide for inclusion into the city's comprehensive plan and development regulations.
- 2) Ensure all residential structures in the proposed 160 acres of the UGA are constructed as far away as possible from the extended runway centerline (Zone 2 and Zone 4). The majority of off-airport property aircraft accidents occur along the extended runway centerline.
- 3) All proposed stormwater facilities shall meet both the FAA's and WSDOT's best management practices for aviation related stormwater facilities. Wildlife strikes pose great threats to pilots and aircraft in the United States.
- 4) All structures built within the 160 acres will remain clear of man-made and naturally occurring objects that penetrate the FAA's FAR Part 77 'Imaginary Airspace Surfaces of Tri-Cities Airport.
- 5) A notice shall be placed on titles for all lots within the 160 acre UGA that states that "The subject property is located adjacent to Tri-Cities Airport and may be impacted from a variety of aviation activities. Such activities may include but are not limited to noise, vibration, odors, hours of operation, low overhead flights and other associated activities."

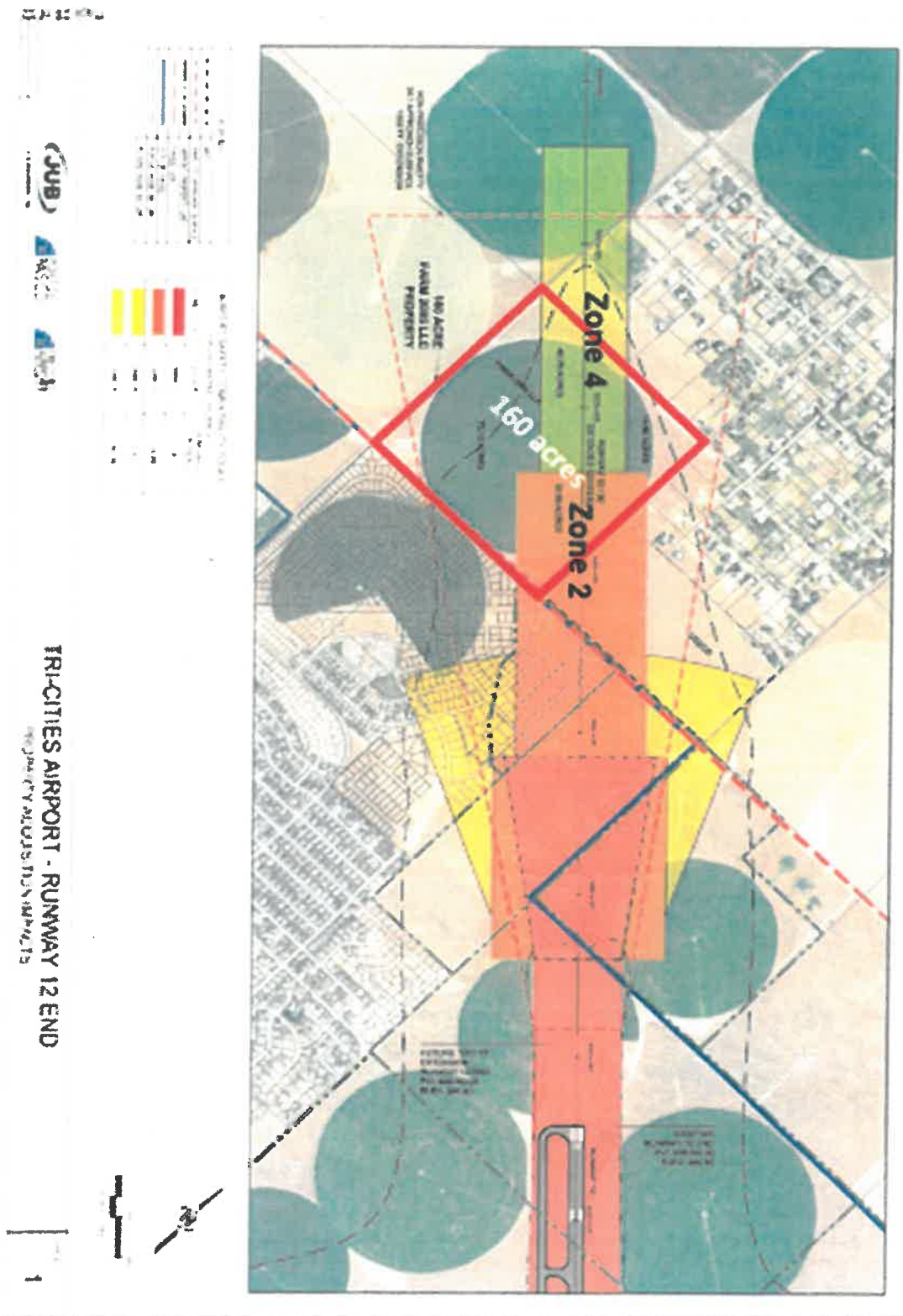
Again, I appreciate the opportunity to offer written comments and am available for any questions or concerns you may have. Please don't hesitate to contact me at 360-709-8019 or wrightp@wsdot.wa.gov.

Sincerely,



Patrick T. O. Wright
WSDOT Aviation Division

Attachment A: Tri-Cities Airport Map with WSDOT Airport Compatibility Zones



RCW 36.70.547

General aviation airports—Siting of incompatible uses.

Every county, city, and town in which there is located a general aviation airport that is operated for the benefit of the general public, whether publicly owned or privately owned public use, shall, through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airport. Such plans and regulations may only be adopted or amended after formal consultation with: Airport owners and managers, private airport operators, general aviation pilots, ports, and the aviation division of the department of transportation. All proposed and adopted plans and regulations shall be filed with the aviation division of the department of transportation within a reasonable time after release for public consideration and comment. Each county, city, and town may obtain technical assistance from the aviation division of the department of transportation to develop plans and regulations consistent with this section.

Any additions or amendments to comprehensive plans or development regulations required by this section may be adopted during the normal course of land-use proceedings.

This section applies to every county, city, and town, whether operating under chapter 35.63, 35A.63, 36.70, [or] 36.70A RCW, or under a charter.

RCW 36.70A.510

General aviation airports.

Adoption and amendment of comprehensive plan provisions and development regulations under this chapter affecting a general aviation airport are subject to RCW 36.70.547.

Formal consultation process



For more information

Visit us online:
www.wsdot.wa.gov/aviation
Or Contact:
Carler Timmerman
Aviation Planner / GIS Analyst
WSDOT, Aviation Division
timmerc@wsdot.wa.gov
360.651.6312

Common questions about the formal consultation process

Who should be involved in formal consultation process?
Airport owners and managers, private airport operators, general aviation pilots, ports, and WSDOT. Aviation should be included in the formal consultation process.

How long does it take?
The level of consultation should be consistent with the level of potential impacts. Policies, standards, and/or regulations with potentially greater impacts may involve several meetings, while those with lesser impacts may be addressed through other forms of communication.

How do I know if my action needs consultation?
The *Airports and Land Use Compatibility Guidebook (Appendix A)* has an easy to use flow chart that can help planners in determining a project's need for formal consultation.

Who is required to adopt comprehensive plan policies and regulations to protect general aviation airports from adjacent incompatible land use activities?
The law applies to each public-use airport within a jurisdiction operating under chapter 35.63, 35A.63, 36.70 or 36.70A RCW, or under a charter.

How can aviation advocates participate in the planning process?
Contact your local airport manager or owner and let them know of your willingness to participate in the process. Stakeholder participation is critical to the planning process.

How does formal consultation differ from the public participation requirements (RCW 36.70A.035) or the 60-day notification requirements (RCW 36.70A.106)?
Formal consultation is a requirement under RCW 36.70.547. This is a separate action required by Washington state law. The requirement is to ensure that decision makers have the best available data when making decisions that could potentially impact the long term viability of a public use airport.

The main goals of formal consultation are to avoid, minimize, and resolve potential land use conflicts with airports through the development and adoption of comprehensive plan and development regulations.

Why is formal consultation needed?

- Formal consultation is needed to:
- Provide a bridge between local decision makers and airport interests.
- Gather technical information on the airport and aircraft operations.
- Facilitate informed land use decisions based on how airports function and operate within communities.
- Create intergovernmental cooperation and relationships between communities, airports, airport users, and aviation interests.
- Reduce conflicts between airports and land use activities.
- Safeguard airports as essential public facilities.

What is formal consultation?

Local jurisdictions are required by Washington state law (RCW 36.70.547) to formally consult with WSDOT Aviation, airport owners, managers, private airport operators, general aviation pilots and ports prior to adopting comprehensive plan policies or development regulations that may affect property adjacent to public uses airports).

The Oxford dictionary defines the term "consultation" as "to seek information or advice, refer to a person for advice, to seek permission or approval for a proposed action."

Consultation is a process by which a local jurisdiction seeks input on actions that may jeopardize a public-use airport's role as an essential public facility.

¹ Airports are defined as "any area of land or water which is used, or intended for use, for the landing and take-off of aircraft..."
RCW 47.68

Washington State Department of Transportation • Formal consultation process

Airports with Disadvantaged Areas (ADA) Information: Material can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling 1-800-455-6841. Title VI of the Civil Rights Act of 1964, as amended, requires that "no person shall, on the grounds of race, color, national origin and sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives or has received federal financial assistance. Any person who believes he or she has been discriminated against on the basis of race, color, national origin, sex, or handicap in the provision of any program or activity that receives or has received federal financial assistance, should contact the U.S. Department of Justice, Office of Equal Opportunity, 1400 I Street, N.W., Washington, D.C. 20531, for Title VI complaint forms and process. Please contact CEDS Title VI Coordinator at (360) 725-1056.

What are the basic steps for formal consultation?

Step 1.

Towns, cities, and counties should contact the airport and the Washington State Department of Transportation (WSDOT) Aviation Division when considering amendments to the comprehensive plan or development regulations and request their assistance.

Step 2.

Review the *Airports and Land Use Compatibility Guidebook*. The guidebook outlines the consultation process and provides information on airport operations, land use, and planning tools to assist in developing compatible land use solutions adjacent to public use airports.

Step 3.

Local jurisdiction requests formal consultation by contacting airport owners, managers, private airport operators, general aviation pilots, ports, and the WSDOT Aviation Division.

**Jurisdictions are encouraged to provide supporting information and advanced notification of the proposal and schedule, ideally ten days in advance.*

Step 4.

During the consultation meeting, all parties will identify issues and concerns regarding the proposal in an effort to reach a consensus on project objectives, project alternatives, modifications, or other specific measures that avoid, minimize, or resolve potential incompatible land uses adjacent to the airport.

**The local jurisdiction, airport, and state should document the consultation process and keep a record of the proceedings.*

Step 5.

Local jurisdictions and airports should jointly work with all parties throughout the comprehensive plan or development regulations amendment process, and provide adequate notice of public participation processes, workshops, hearings, and recommended or final actions.

What types of actions would require formal consultation?

Consultation should occur when the local jurisdiction proposes amendments to its comprehensive plans or development regulations that:

- Alter existing land uses, density and the intensity of uses.
- May create airspace, or height hazard obstructions within the airport influence area.

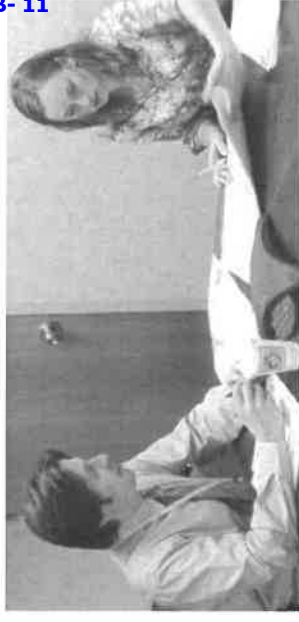
Cities and counties should request formal consultation when there are amendments on the following actions:

- Comprehensive plans and comprehensive plan maps
- Subarea plans
- Development regulations, zoning map or rezones
- Master plan communities, master planned resorts or other planned or special permits that would amend the comprehensive plan or development regulation

What materials should jurisdictions bring to a formal consultation meeting?

To fully inform meeting participants, city and county jurisdictions should provide:

- A description of proposed amendments with supporting written documentation, maps, and drawings.
- A summary description of existing comprehensive plan and development regulations.
- Supporting resource maps, such as: existing land uses, transportation network topography, parcel and environment sensitive or critical areas.
- Graphics and other visual aids of areas within the airport influence area.
- Other resources and materials that will assist in promoting dialog on the proposal.



What should aviation stakeholders bring to a formal consultation meeting?

Aviation stakeholders should provide the following materials and be prepared to discuss the airport characteristics/operations:

- Airport Master Plan or facility plan, Airport Layout Plan, and/or other related industrial/business plans.
- Summary of airport facilities, operations, activities and services
- Airport facility description
- Number of runways
- Number of based aircraft and fleet mix
- Aircraft operations
- Airport facility drawing, i.e., runways, taxiways, apron, hangars
- Airport traffic patterns

- Airspace drawing
- Proposed expansion plans
- Airport services and activities

Where can I find more information about the consultation process?

The *Airports and Compatibility Land Use Guidebook* contains recommendations on the formal consultation process and airport land use compatibility planning. The guidebook is designed to help airports, communities, and jurisdictions work cooperatively and proactively toward discouraging incompatible development within the airport operating environment.
<http://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm>



Pasco
Development Regulations Discouraging
Incompatible Land Uses

**Pasco Airport Land Use Compatibility Measures
and
Implementation of RCW 36.70.547**

The City of Pasco adopted Ordinance 4111 in 2013 codified in Chapter 25.81 Airport Overlay District

Pasco Municipal Code Chapter 25.81 was developed with assistance from the Port of Pasco following the recommendations of the Land Use Compatibility Criteria of Appendix F, WSDOT Airports and Compatible Land Use Guidebook M 3074.00 January 2011. As required by RCW 36.70.547 the Pasco airport regulations were adopted to discourage development of incompatible land uses adjacent to the Tri-Cities Airport.

The Pasco Airport regulations incorporate both Federal Aviation Regulation Part 77 requirements and the recommendations of the WSDOT Airport Guidebook.

Airport Safety compatibility Zone 2 north of I-182 prohibits the construction of any type of dwelling unit.

Airport Safety compatibility Zone 4 limits development to two dwellings per acre. When roads are factored in Pasco's regulations will net 1.6 dwelling units per acre. Far less density or concentration of people than the State guidebook recommends with the allowance of mixed-use office /commercial/residential buildings. The Pasco regulations provide greater protection to the airport by significantly reducing the concentration of buildings and people than what is recommended by the WSDOT Guidebook.

In addition to the adoption of protection overlay zones the City requires land developed within and near the Airport Safety Zones to have the following statement on all subdivision plats:

“Property within this (plat/short plat or binding site plan) may be subject to varying noise levels and vibrations due to proximity to the Tri-Cities Airport. Properties near the airport may be located within height and use restriction zones as described and illustrated by Federal standards and regulations and the City of Pasco Zoning Regulations. There is the potential that standard flight patterns will result in aircraft passing over the properties at low altitudes and during all hours of the day. Future airport expansion including runway extensions may impact the size and

number of aircraft utilizing the airport. Developments near the airport should assume that at any given time there will be some impact from air traffic.”

The referenced statement becomes a notice of record when plats are recorded.

Airport land use compatibility is further ensured through the use of FAA Form 7460-1 that is required of any person or firm proposing to construct or alter an object that could affect airspace within the airports influence area. FAA Form 7460-1 is defined within PMC Chapter 25.81 Airport Overlay District

Appendix F

Compatibility Criteria

Table F-1

Maximum Residential Density						
Compatibility Zones	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Maximum Residential Density						
	Average Number of Dwelling Units Per Gross Acre					
Agricultural (farmland/forest)	0	Maintain current comprehensive plan designation and zoning designation				
Rural (outside an urban growth boundary)	0	1 d.u. per 10 acres	1 d.u. per 10 acres ^A	1 d.u. per 5 acres ^A	1 d.u. per 10 acres ^A	1 d.u. per 5 acres
Urban (within the urban growth boundary)	0	0	B	C	B	C
Maximum Intensities for Nonresidential Uses (Commercial, Industrial, Offices, and Activities)						
	Average Number of People Units Per Gross Acre					
Agricultural (farmland/forest)	1-5 ^E	D, E	D, E	D, E	D, F	D
Rural (outside an urban growth boundary)	1-5 ^E	10-25 ^E	10-25 ^E	40-60 ^E	100-150 ^E	100-150 ^G
Urban (within the urban growth boundary)	1-5 ^E	50-75 ^E	80-120 ^E	100-150 ^E	100-150 ^E	No Limit ^G

Notes:

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.

Table F-2
Airport Land Use Matrix

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
A. Resource Operations						
1. Agricultural (Commercial)						
Agriculture, horticulture, general farming (crops only, not feedlots and stockyards)	P	P	P	P	P	P
Agricultural building	L	L	P	P	P	P
Agricultural chemical sales/storage	X	L	P	P	P	P
Agricultural Housing/Farm labor	X	X	L	P	L	P
Agricultural housing/farm labor	X	X	L	P	L	P
Agricultural market	X	X	P	P	X	P
Agricultural related industries	X	L	P	P	P	P
Animal husbandry	X	L	L	L	X	P
Agricultural feeding operation or stockyards	X	X	X	X	X	X
Agriculture or food processing facility	X	L	P	P	L	P
Livestock auction	X	X	X	L	X	P
Fairgrounds	X	X	X	X	X	P
Floriculture, aquaculture	X	L	P	P	P	P
Fruit bin sales/storage	X	L	P	P	P	P
2. Forest (Commercial)						
General forest silver culture	L	L	P	P	P	P
Forest product processing	X	L	P	P	P	P
3. Mining/Refining/Offsite Hazardous Waste Treatment						
Asphalt paving and roofing materials, rock crushing	X	X	L	L	L	P
Mining including sand and gravel pits	X	L	L	L	X	P
Stockpiling of earthen materials	X	L	L	L	X	P
B. Rural Development						
1. Rural Residential						
Single-family dwelling (large lot, 5 acres or greater*)	X	L	L	P	X	P
Single-family dwelling, rural centers	X	X	L	L	X	L
Residential Cluster Development, 40% open	X	X	LSC	X	X	P
Multi-family dwelling	X	X	X	X	X	P
Temporary farm housing	X	X	P	P	L	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Rural Centers						
Single-family dwelling; up to 12 dwelling units/acre	X	X	L	L	X	L
Two - Four family dwelling (duplex) (*)	X	X	X	X	X	L
Multi-family dwelling; 12-20 units/acre	X	X	L	X	X	P
21+ units/acre	X	X	P	P	X	P
Agriculture/forest/mineral resources or industry (see item A)						
Community services (see item D2)						
Retail and commercial service (see items D4 & D5)						
Industrial/manufacturing (see item D4s & D5)						
C. Education Facilities						
1. Education Facilities						
Junior or community college	X	X	L	L	L	P
Schools, K-12 elementary, middle, senior high	X	X	X	X	X	X
Business school	X	L	L	L	L	P
Vocational schools	X	L	L	L	L	P
D. Urban Development						
1. Residential						
Single-family dwelling; up to 12 dwelling units/acre	X	X	X	X	X	L
Two - four-family dwelling (duplex)(*)	X	X	X	X	X	L
Multi-family dwelling(*): 15 or more	X	X	LSC	X	X	P
Mixed-use office/commercial/residential use	X	X	P	P	X	P
Residential development cluster 40% > open space	X	X	L	L	X	L
Residential infill	X	X	L	L	L	P
Mobile home parks	X	X	L	L	X	L
Boarding house	X	X	L	L	L	L
Retirement homes	X	X	X	X	X	L

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	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Community Services						
Cemetery	P	P	P	P	L	P
Churches, synagogues, temples	X	X	L	L	X	L
Community center meeting halls, fraternal organizations	X	X	L	L	X	P
Convalescent, nursing home and group homes	X	X	X	X	X	L
Day care facilities, family in-home	X	X	L	L	X	L
Day care center	X	X	L	L	X	L
Funeral home	X	X	P	P	X	P
Police, fire stations, ambulance service	X	L	P	P	P	P
Hospital	X	X	X	X	X	X
Medical clinic	X	X	L	L	X	P
Correction facilities	X	L	L	L	L	L
Libraries	X	X	P	P	X	P
Museums and art galleries	X	X	L	P	P	P
Zoo	X	X	P	P	X	P
3. Amusement and Recreation						
Amusement park (permanent)	X	X	L	L	X	L
Bowling alleys	X	X	P	P	X	P
Campground	X	L	L	P	L	P
Recreational vehicle parks; short term	X	L	L	P	L	P
Drive-in theatres	X	X	L	L	X	P
Fairgrounds	X	X	P	L	L	P
Golf courses	X	L	P	P	X	P
Gymnasiums, exercise facilities	X	L	L	L	L	P
Horse racing tracks, speedways	X	X	X	X	X	X
Miniature golf courses	X	X	P	P	X	P
Movie theatres, auditoriums exhibition halls	X	X	L	L	X	P
Parks	L	L	P	P	L	P
Roller skating rink	X	X	L	L	X	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
4. Retail Trade and Service						
Addressing, mailing, and stenographic services	X	L	P	P	L	P
Advertising agencies	X	L	P	P	L	P
Airport uses and activities commercial/industrial	L	P	P	P	P	P
Animal clinic/hospital	L	P	P	P	P	P
Antique stores	X	L	P	P	X	P
Automobile, truck, manufactured home, and travel trailer sales	L	P	P	P	P	P
Automobile and recreational vehicle (RV) sales; weekend	L	P	P	P	L	P
Automotive: car wash	L	P	P	P	L	P
Sales lot/auto center	L	P	P	P	P	P
Parking lots and garages	L	P	P	P	P	P
Maintenance and repair shops	X	P	P	P	P	P
Paint and body repair shops	L	P	P	P	P	P
Parts and accessories (tires, batteries, etc.)	X	P	P	P	P	P
Specialized repair shops (radiator, etc.)	L	P	P	P	P	P
Towing services	L	P	P	P	P	P
Wrecking and dismantling yard	L	P	P	P	L	P
Bakery	X	P	P	P	L	P
Beauty and barber shops	X	L	P	P	X	P
Bed and breakfast inn	X	X	L	L	X	P
Boats and marine accessories	X Except storage L	P	P	P	P	P
Books, stationery, office supplies	Storage only	P	P	P	L	P
Building and trade (plumbing, heating, electrical, painting, etc.)	Storage only	P	P	P	L	P
Clothing and accessories	X	L	P	P	L	P
Communication towers	X	X	L	L	L	L
Computer and electronic stores	X	L	P	P	L	P
Department, discount, variety stores	X	X	P	P	X	P
Drug stores (optical goods, orthopedic supplies)	X	L	P	P	L	P
Employment agencies (private)	X	P	P	P	L	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Farm and implements, tools and heavy construction equipment	X	L	P	P	P	P
Farm supplies	L	P	P	P	P	P
Financial institutions	X	P	P	P	L	P
Food store	X	P	P	P	L	P
Furniture, home furnishings, appliances	X	P	P	P	L	P
General hardware, garden equipment and supplies	X	P	P	P	L	P
Grocery and convenience stores	X	L	P	P	L	P
Heavy equipment storage, maintenance and repair	X	L	P	P	L	P
Insurance agents, brokers, and service agencies	X	P	P	P	L	P
Kennels	L	P	P	P	L	P
Laundries, laundromats, and dry cleaning plants	X	P	P	P	L	P
Liquor stores	X	P	P	P	L	P
Lumber yards	L	P	P	P	L	P
Medical and dental laboratory, offices and clinic	X	X	L	P	x	P
Mini Storage	L	P	P	P	P	P
Motels and Hotels	X	X	P	P	P	P
Motorcycles sales/repair (including maintenance)	X	P	P	P	L	P
Paint, glass, and wallpaper stores	X	P	P	P	L	P
Pet stores, pet supplies, and dog grooming	X	L	P	P	L	
Professional office buildings for architects, attorneys, government, etc.	X	L	P	P	P	P
Rental: auto, truck, trailer, fleet leasing services	L	P	P	P	L	P
Repairs: small appliances, tv, business machines, watches, etc.	L	P	P	P	L	P
Restaurant, cafe and drive-in eating facilities	X	L	P	P	P	P
Service station	X	L	P	P	L	P
Sporting goods, bicycle shops	X	P	P	P	P	P
Taverns, bars, dance establishments	X	L	P	P	L	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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Appendix F

Compatibility Criteria

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
5. Industry/Manufacturing						
Aircraft parts	Storage only	L	P	P	P	P
Aircraft industrial	Storage only	L	P	P	P	P
Apparel and accessories	X	L	P	P	X	P
Bakery products (wholesale)	Storage only	L	P	P	X	P
Beverage industry	Storage only	L	P	P	X	P
Canning, preserving, and packaging fruits, vegetables, and other foods	X	L	L	L	X	P
Cement and concrete plants	X	L	L	L	X	P
Chemicals (industrial, agricultural, wood, etc.)	X	X	L	L	X	L
Concrete, gypsum, and plaster products	Storage only	L	P	L	L	P
Confectionery and related products (wholesale)	Storage only	P	P	P	L	P
Mini storage	P	P	P	P	P	P
Product assembly	Storage only	L	P	P	L	P
Prefabricated structural wood products and containers	Storage only	P	P	P	L	P
Printing, publishing, and binding	Storage only	P	P	P	L	P
Rendering plants, slaughter houses	X	X	X	X	X	L
Rubber products	X	L	P	P	L	P
Sawmills and planing mills	Storage only	L	P	P	L	P
Sheet metal and welding shops	Storage only	P	P	P	L	P
Stone products (includes finishing of monuments for retail sale)	Storage only	P	P	P	L	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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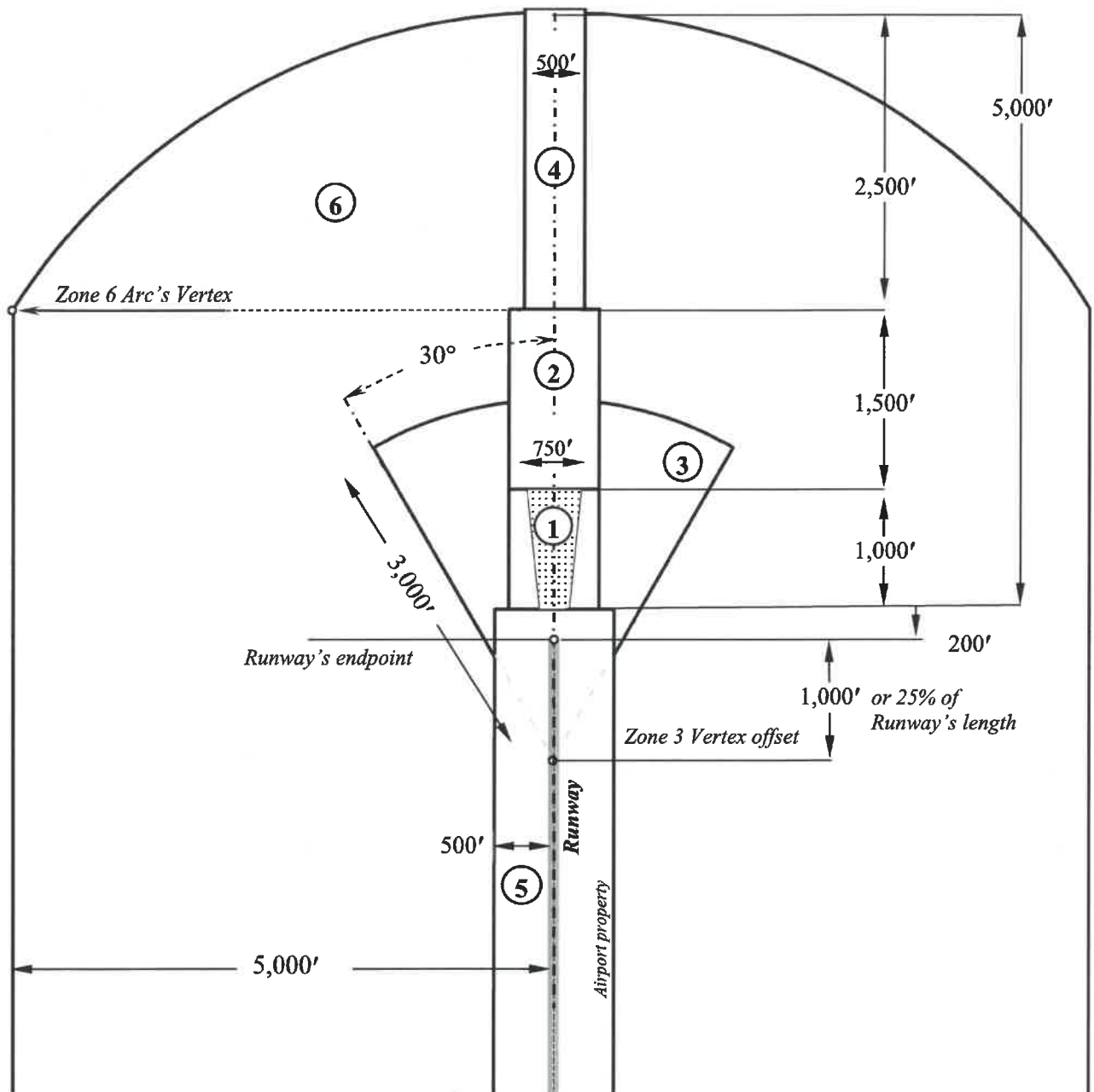
	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
6. Wholesale Trade-Storage						
Warehouses	Storage only	P	P	P	P	P
Wholesale trade	Storage only	P	P	P	P	P
Storage facilities; bulk	L	P	P	P	P	P
commercial	L	P	P	P	P	P
mini-storage	L	P	P	P	P	P
E. Transportation and Utilities						
1. Transportation						
Bus terminals	X	L	P	P	L	P
Transportation storage and maintenance facilities	Storage only	P	P	P	P	P
Transportation brokerage offices; without truck parking	X	P	P	P	P	P
with truck parking	L	P	P	P	P	P
Contract truck hauling, rental of trucks with drivers	L	P	P	P	P	P
Rail, truck terminals (for short-term storage, office)	L	P	P	P	P	P
Air storage and office use	Storage only	P	P	P	P	P
Railroad switch yards, maintenance, and repair facilities, etc.	X	P	P	P	P	P
Taxicab terminals, maintenance, and dispatching centers, etc.	X	P	P	P	P	P
2. Utilities						
Power generating facilities	L	L	L	L	L	L
Utility services (substations, etc.)	L	L	L	L	L	P
Wholesale trade	L	P	P	P	L	P
Storage facilities; bulk	L	P	P	P	P	P
Commercial	L	P	P	P	P	P

Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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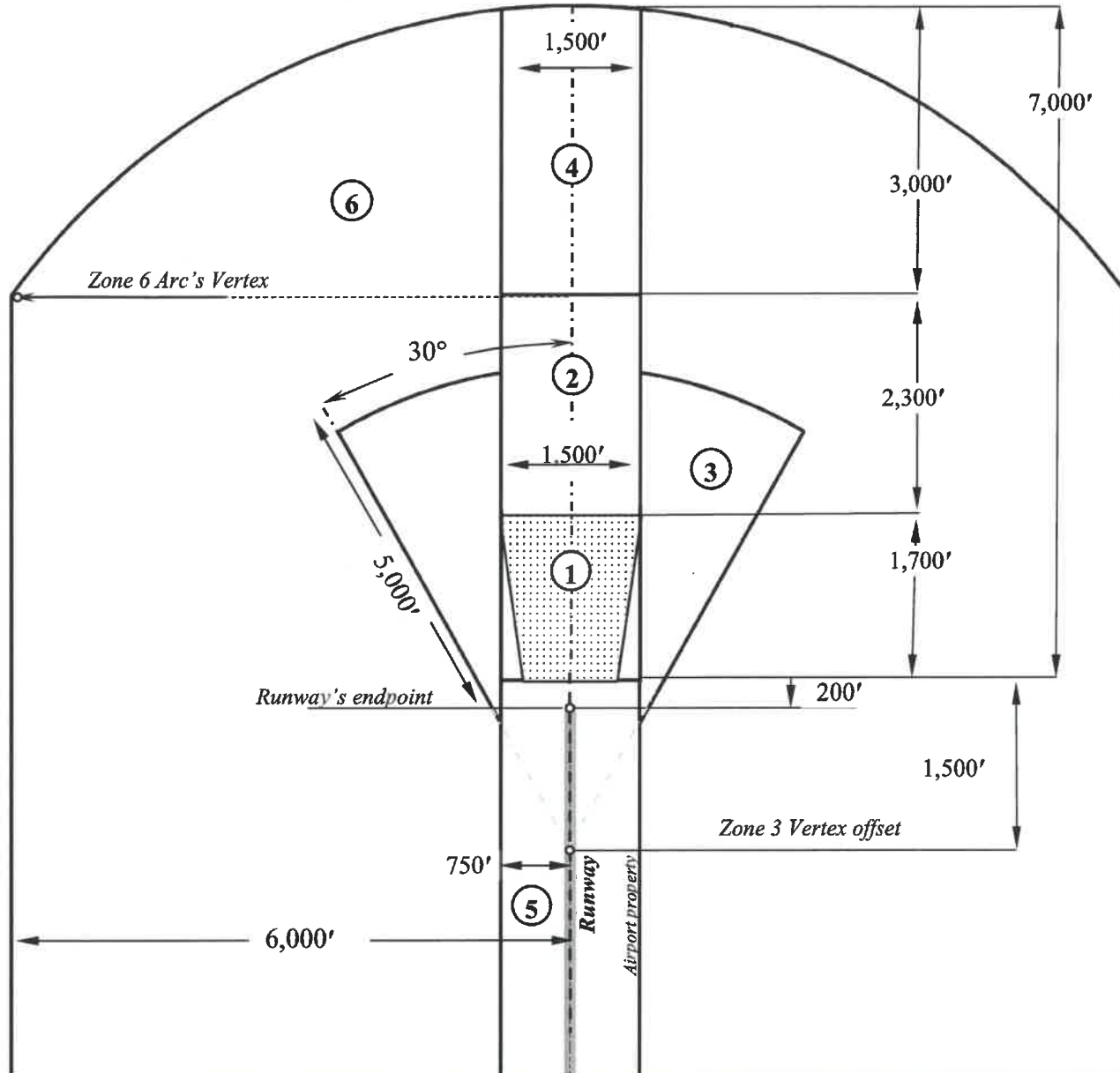
Airport Runways Under 3000 Feet



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	1,000'	750'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,000' from the runway's endpoint or 25% of runway's length
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

Airport Runways 3,000 to 5,000 Feet

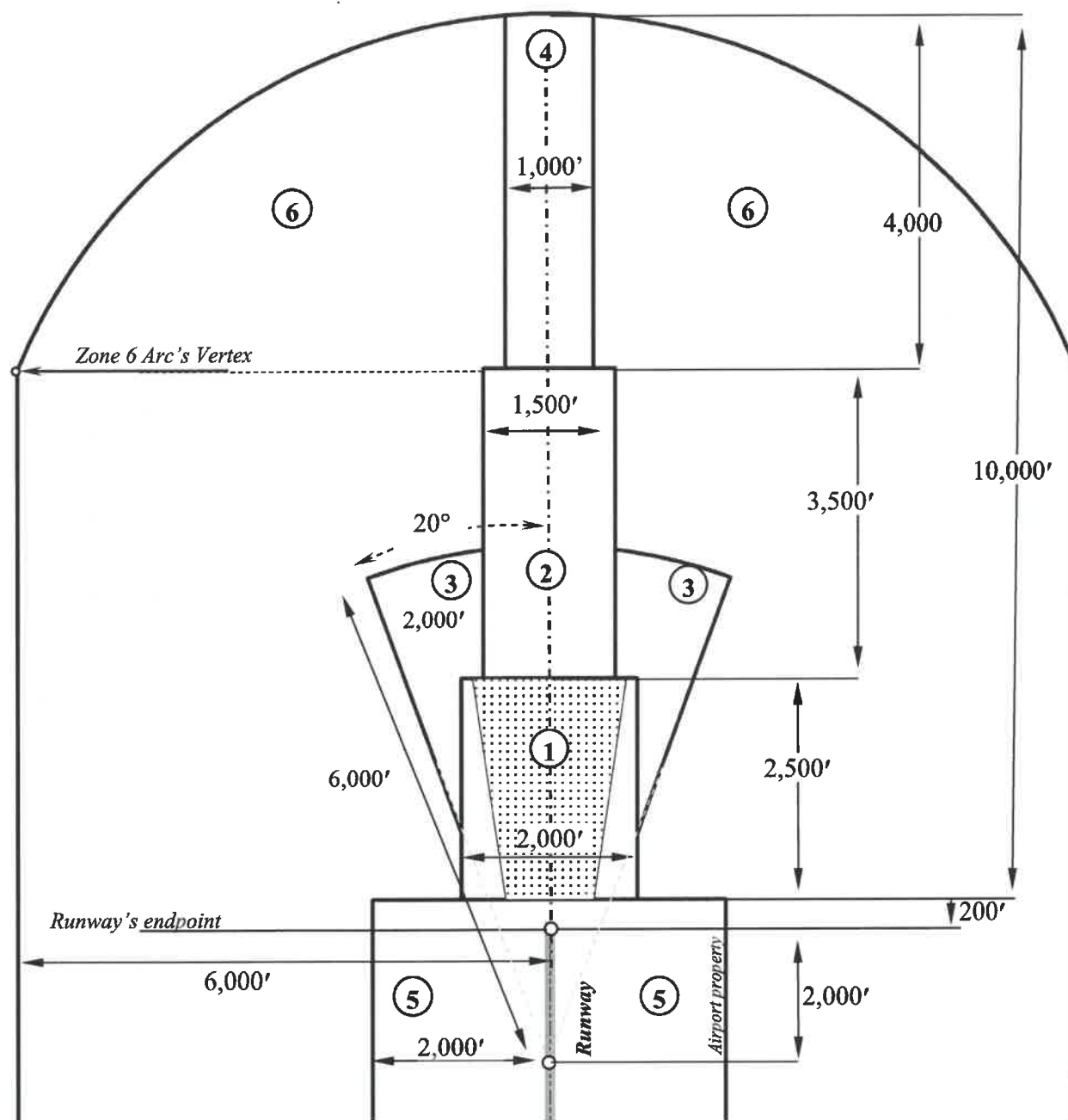


Airport Compatibility Zones

Dimensions	Length	Width	Notes
Zone 1	1,000'	750**	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1. *RPZ dimensional standards are dictated by runway approach type.
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,500' from the runway's endpoint
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

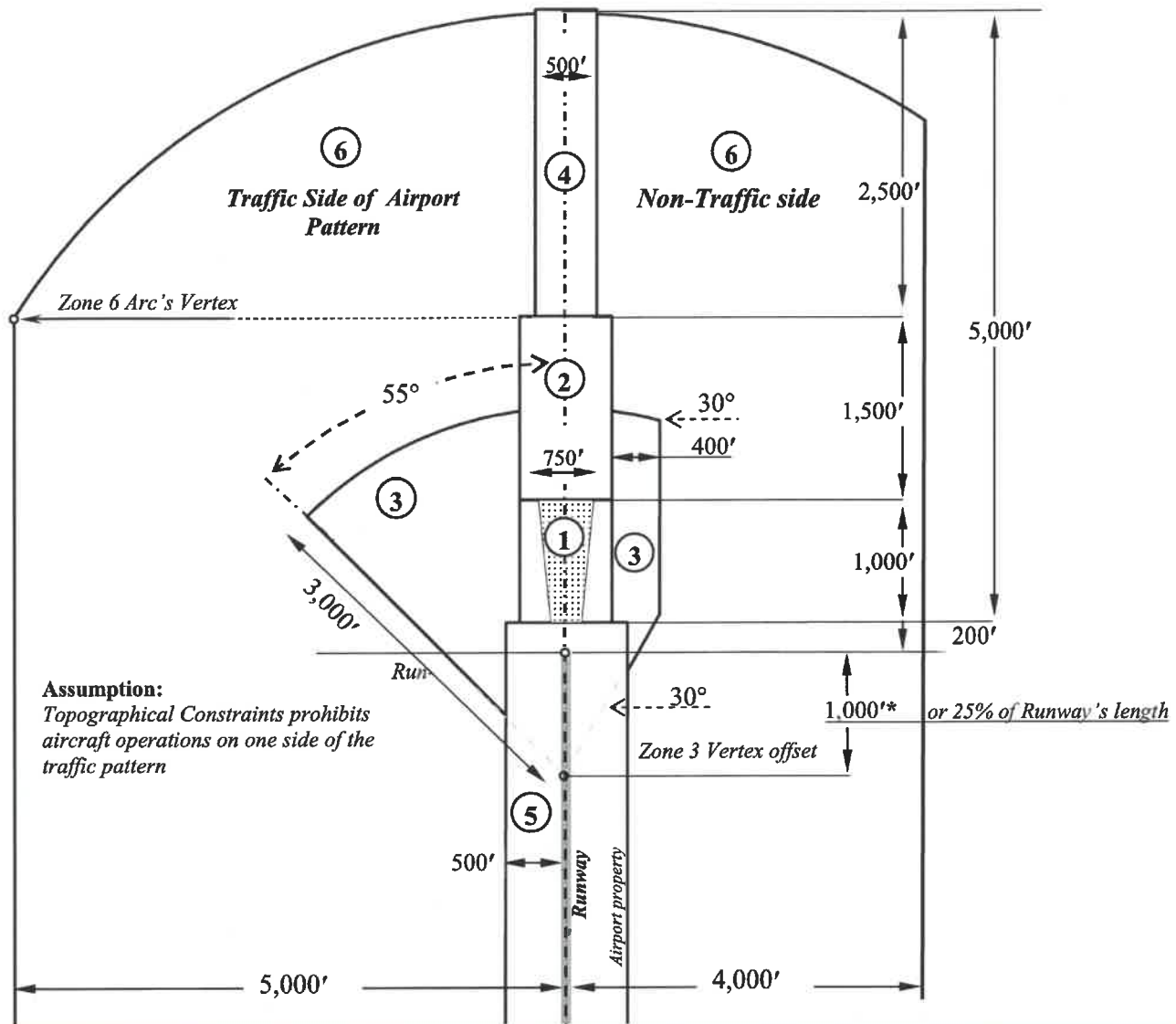
Airport Runways Greater Than 5000 Feet



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	2,500'	2,000'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1. *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	6,000'	*	*Plot Zone 3's vertex 2,000' from the runway's endpoint
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

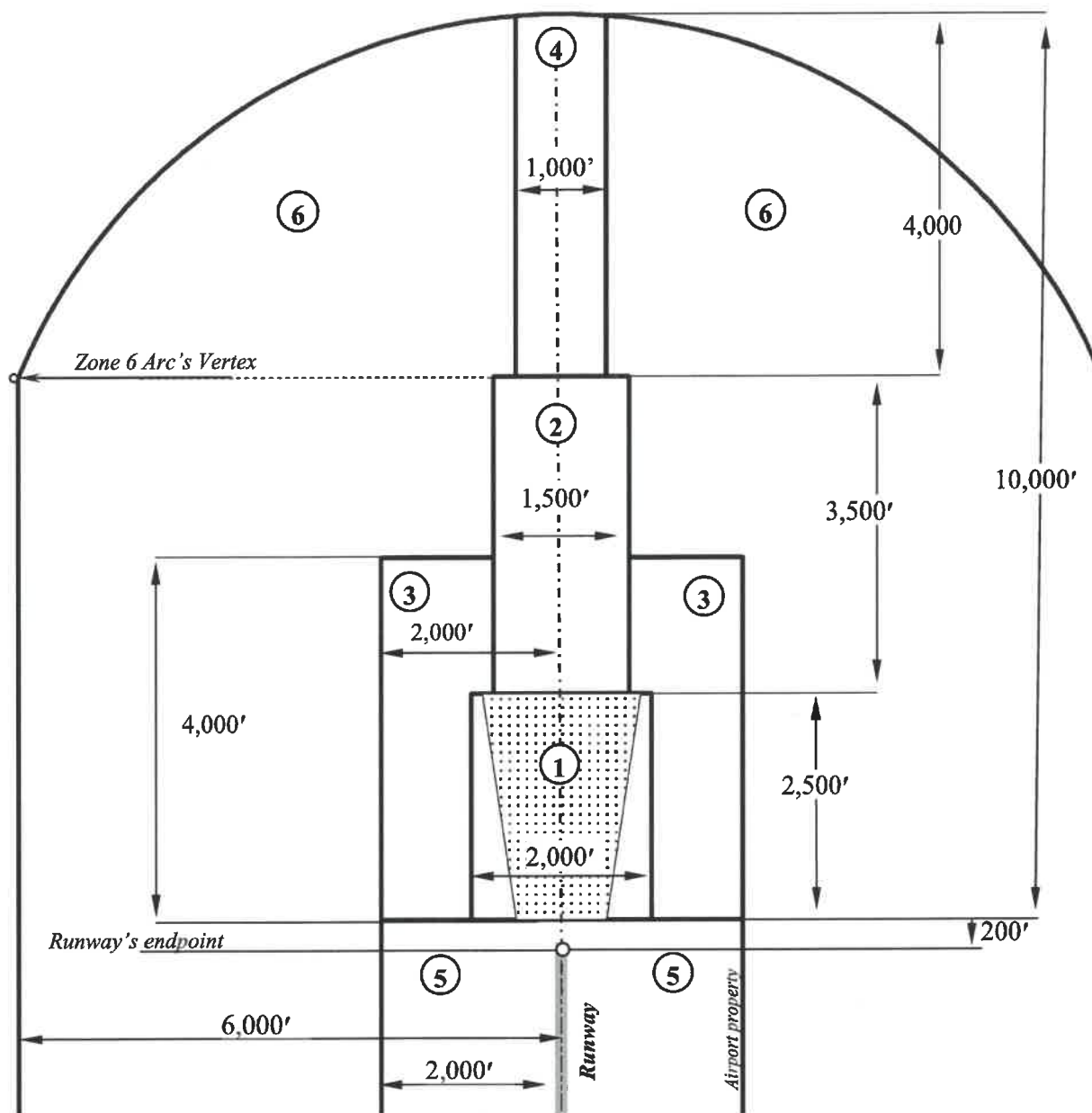
Airport Runway Under 3000 feet 'Single Sided Traffic Pattern Alternative



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	2,500'	2,000	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1. *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	3,000'	3,000'	NA
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

Airport Runways Greater Than 5,000 Feet: Alternative A



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	1,000'	750'	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1 [stippled box]
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,000' from the runway's endpoint or 25% of runway's length. 55° or greater traffic side. 30° with 400' width non-traffic side
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2. 5,000' width traffic side. 4,000' width non traffic side.

RPZ – Runway Protection Zone

CHAPTER 25.81 AIRPORT OVERLAY DISTRICT

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25.81.010 PURPOSE. The purpose of the Airport Overlay District is to protect the viability of the Tri-Cities Airport as a significant resource to the community by encouraging compatible land uses, densities and reducing hazards that may endanger the lives and property of the public and aviation users.

25.81.020 AIRPORT OVERLAY DISTRICT. There is hereby created an airport overlay district as identified in the map made a part hereof and labeled Tri-Cities Airport Future Part 77 Zones Map and the Airport Safety Compatibility Zones map, as established by the current Tri-Cities Airport Master Plan. All lands lying within the zones therein shown within the city limits of Pasco are subjected to the building and use restrictions within this chapter. This chapter shall be used in addition to and in combination with all other district and development regulations contained in this title. The Airport Authority shall be responsible for providing updated maps to the City coincident with 10 year updates to the Airport Master Plan. The Airport Overlay District classification identifies a series of imaginary surfaces and safety zones within the airport influence area that has historically been prone to hazards associated with aircraft and airports. This chapter is based on aircraft accident data from the National Transportation Safety Board (NTSB) and the Federal Aviation Regulations (FAR) Part 77 Imaginary Surfaces and the "Airports and Compatibility Land Use Guidebook" produced by the Washington State Department of Transportation Aviation Division. As the name implies, this classification is laid over the existing City of Pasco zoning districts to ensure that densities and land use requirements of the underlying zoning districts are consistent with the NTSB standards and provide for maximum protection to the public, health, safety and general welfare of the community and for those citizens working and residing within the airport influence area.

25.81.030 AUTHORITY. The legislature of the State of Washington through RCW 14.12 the "Airport Zoning Act" has given authority to local governments to adopt regulations within its jurisdiction to promote the public health, safety, and general

welfare of its citizenry regarding airport hazards. RCW 36.70.547 requires every county, city, and town in which there is located an airport to discourage the siting of incompatible uses adjacent to such aviation airport.

25.81.040 APPLICABILITY. The provisions of this chapter shall apply to all lands, buildings, structures, natural features or uses located within those areas that are defined by the Airport Overlay District and designated on the Tri-Cities Airport Part 77 Surfaces map which identifies areas of height limitations and the Airport Safety Compatibility Zones (ASCZ) map.

25.81.050 DEFINITIONS. The following terms shall have the meanings indicated, specific to this chapter only:

AIRPORT AUTHORITY: means the Port of Pasco

AIRPORT: The Tri-Cities Airport operated by the Port of Pasco including all property designated in the Tri-City Airport Master Plan as part of the airport.

AIRPORT ELEVATION: The highest point of an airport's useable landing area measured in feet from sea level. The Tri-Cities Airport is four hundred ten feet (410') above mean sea level.

AIRPORT INFLUENCE AREA: Includes airport property and all land within the Airport Safety Compatibility Zones 1 through 6 as described in PMC 25.81.090 and depicted in the Airport Safety Zones map adopted by PMC 25.81.020.

APPROACH SURFACE: An imaginary surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in Chapter 25.81.060. The perimeter of the approach surface coincides with the perimeter of the approach zone.

CONICAL SURFACE: An imaginary surface extending 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 feet (4,000').

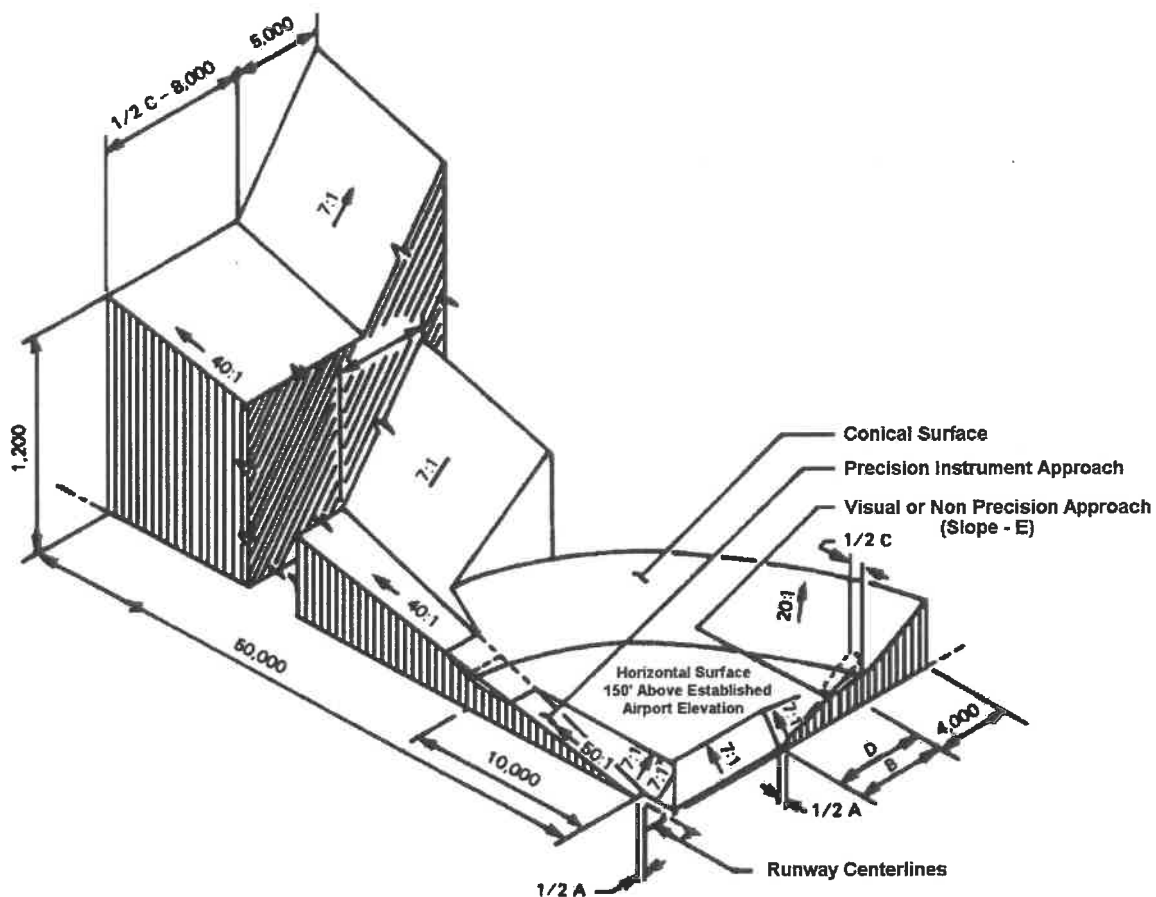
DEED NOTICE: A formal statement provided in 25.81.110 as a note on the face of a short plat, major subdivision or binding site plan or recorded against the property notifying potential property owners that the property is located adjacent to an active airport and said property may be impacted by aircraft noise, odors, vibration, and low flying aircraft.

FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION: A form which the Federal Aviation Administration requires to be completed by

anyone who is proposing to construct or alter an object that could affect airspace within the airport influence_area and allows the FAA to conduct an airspace analysis to determine whether the object will adversely affect airspace or navigational aids.

FAR PART 77 SURFACES: The Part of 49 CFR of the Federal Aviation Regulations that deals with objects affecting navigable airspace.

FAR PART 77 ZONES: Imaginary airspace surfaces established with relation to each runway of an airport. There are five types of surfaces: (1) primary; (2) approach; (3) transitional; (4) horizontal; and (5) conical.



HAZARD TO AIR NAVIGATION: An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

HEIGHT: For the purpose of determining the height limits in all zones and as shown on the Tri-Cities Airport Future Part 77 Zones map, this datum shall be height above mean sea level elevation unless otherwise specified.

HORIZONTAL SURFACE: A horizontal plane one hundred fifty feet (150') above the established airport elevation, the perimeter of which plane coincides with the inner perimeter of the conical surface. This is five hundred sixty feet (560') above mean sea level for the Tri-Cities Airport.

INFILL: Development on scattered vacant parcels of land which have remained vacant after the majority of development has occurred in an area.

OBSTRUCTION: Any object of natural growth, terrain, of permanent or temporary construction or alteration, including equipment or materials used therein which exceeds a limiting height set forth in Section 25.81.070.

OBJECT OF NATURAL GROWTH: Means a tree, shrub or similar organic or vegetative matter.

PRECISION APPROACH: A landing approach made without visual reference to the ground by the use of aircraft instruments and ground-based electronic or communications systems or devices. An aircraft making such an approach should be flying in accordance with an IFR (instrument flight rules) flight plan.

PRIMARY SURFACE: A surface longitudinally centered on a runway with a width of one thousand feet (1,000') for instrument approaches and five-hundred feet (500') for visual approaches. When the runway has a specially prepared hard surface, the primary surface extends two hundred feet beyond each end of the runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The elevation of the Primary Surface at the Tri-Cities airport is four hundred ten feet (410') above mean sea level.

RUNWAY: A defined area on an airport prepared for landing and take-off of aircraft along its length.

TRANSITIONAL SURFACES: These imaginary surfaces extend outward at ninety-degree angles to the runway centerline, and runway centerline extended, at a slope of seven feet (7') horizontally for each foot vertically (7:1) from the sides of the primary and approach surfaces to where they intersect with the horizontal and conical surfaces.

VISUAL RUNWAY: A runway intended solely for the operation of aircraft using visual approach procedures, with no straight-in instrument approach procedure and no instrument designation indicated on an FAA-approved airport layout plan.

25.81.060 HEIGHT LIMITATION ZONES. The height limitation zones are hereby established, consistent with the FAR Part 77 Surfaces – Objects Affecting Navigable Airspace, and are described below.

(1) PRECISION INSTRUMENT APPROACH ZONE. Includes Runways 3L, 21R, 30. A precision instrument approach zone is established at each end of a precision instrument runway for instrument landings and takeoffs. The precision instrument approach zones shall have a width of one thousand feet (1,000') at a distance of two hundred feet (200') beyond each end of the runway, coinciding with the Primary Surface, widening thereafter uniformly to a width of sixteen thousand feet (16,000') at a distance of fifty thousand two hundred feet (50,200') beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(2) NON-PRECISION INSTRUMENT APPROACH ZONE. Includes Runway 12. A Non-Precision instrument approach zone is established at each end of a Non-Precision instrument runway for improved landings and takeoffs. The non-precision instrument approach zones shall have a width of five hundred feet (500') at a distance of two hundred feet (200') beyond each end of the runway, thereafter widening uniformly to a width of three thousand five hundred feet (3,500') at a distance of ten thousand two hundred feet (10,200') beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(3) VISUAL APPROACH ZONE. Includes Runways 3R and 21L. A visual approach zone is established at each end of all visual runways for landings and takeoffs. The visual approach zones shall have a width of five hundred feet (500') at a distance of two hundred feet (200') beyond each end of the runway, widening thereafter uniformly to a width of one thousand five hundred (1,500) feet at a distance of five thousand two hundred feet (5,200') beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(4) TRANSITION ZONES. Transition zones are hereby established adjacent to each instrument and non-instrument runway and approach zone as indicated on the Tri-Cities Airport Future Part 77 Zones map. Transition zones symmetrically located on either side of runways have variable widths as shown on the map. Transition zones extend outward from a line two hundred fifty feet (250') on either side of the centerline of the non-instrument runway, for the length of such runway plus two hundred feet (200') on each end; and five hundred feet (500') on either side of the centerline of the instrument runway, for the length of such runway plus two hundred feet (200') on each end, beginning at and are parallel and level with such runway centerlines. The transition zones along such runways slope upward and outward one foot vertically for each seven feet horizontally to the point where they intersect the surface of the horizontal zone. Further, transition zones are established adjacent to both instrument and non-instrument approach zones for the entire length of the approach zones. These transition zones have variable widths, as shown on the Tri-Cities Airport Future Part 77 Zones map. Such transition zones flare symmetrically with either side of the runway approach zones from the base of such zones and slope upward and outward at the rate of one foot vertically for each seven feet horizontally to the points where they intersect the horizontal and conical surfaces. Additionally, transition zones are established

adjacent to the instrument approach zone where it projects through and beyond the limits of the conical zone, extending a distance of five thousand feet measured horizontally from the edge of the instrument approach zones at right angles to the continuation of the centerline of the runway.

(5) **HORIZONTAL ZONE.** A horizontal zone is hereby established as the area within a horizontal plane one hundred fifty feet (150') above the established airport elevation or at a height of five hundred sixty feet (560') above mean sea level, the perimeter of which is constructed by swinging arcs of ten thousand feet radii from the center of each end of the primary surface of each runway of the airport and connecting the adjacent arcs by lines tangent to those arcs. The horizontal zone does not include the instrument and non-instrument approach zones and the transition zones.

(6) **CONICAL ZONE.** A conical zone is hereby established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a distance of four thousand feet. The conical zone does not include the instrument approach zones and transition zones.

25.81.070 HEIGHT LIMITATIONS. No building, pipe, chimney, tower, steeple, stand, platform, pole, wire or structure or erection or object of natural growth, or obstruction of any kind or nature whatsoever, shall be built, placed, hung, or permitted to grow or allowed to be built, placed or hung which shall at any point or part thereof exceed the heights as provided in the zones established herein. Where an area is covered by more than one height limitation, the more restrictive limitations shall prevail. The restrictions shall apply to the area surrounding all runways and approaches situated thereon. The owner of any existing nonconforming building, structure, or object of natural growth shall be required to permit the installation, operation, and maintenance thereon of any markers and lights as deemed necessary by the airport authority or the FAA to indicate to operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such height limitations are hereby established for each zone as follows:

(1) **Precision Instrument Approach Zone.** Beginning at the end of and at the same elevations as the Primary Surface, slopes one foot in height for each fifty feet (50:1) in horizontal distance and extending to a distance of ten thousand two hundred feet (10,200') from the end of the runway; thence one foot in height for each forty feet in horizontal distance to a point fifty thousand two hundred feet (50,200') from the end of the runway;

(2) **Non-Precision Instrument Approach Zone.** Beginning at the end of and at the same elevations as the Primary Surface, slopes one foot in height for each thirty-four feet (34:1) in horizontal distance and extending to a distance of ten thousand two hundred feet (10,200') from the end of the runway;

(3) **Visual Approach Zones.** Beginning at the end of and at the same elevation as the Primary Surface, slopes one foot in height for each twenty feet (20:1) in horizontal distance and extending to a point ten thousand two hundred feet (10,200') from the end of the runway;

(4) Transition Zones. Slopes outward one foot in height for each seven feet (7:1) in horizontal distance beginning at the Primary Surface, extend to a height of one hundred fifty feet (150') above the airport elevation which is four hundred ten feet (410') above mean sea level. In addition to the foregoing, there are established height limits of one foot vertical height for each seven feet horizontal (7:1) 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. Further, where the instrument approach zone projects through and beyond the conical zone, a height limit of one foot for each seven feet of horizontal distance shall be maintained beginning at the edge of the instrument approach zone and extending a distance of five thousand feet (5,000') from the edge of the instrument approach zone measured normal to the centerline of the runway extended;

(5) Horizontal Zone. One hundred fifty feet (150') above the airport elevation or a height of five hundred sixty feet (560') above mean sea level;

(6) Conical Zone. Slopes outward one foot in height for each twenty feet (20:1) of horizontal distance beginning at the periphery of the horizontal zone, extend four thousand feet (4,000') to a height of three hundred fifty feet (350') above the airport elevation or a height of seven hundred sixty feet above mean sea level (760').

25.81.080 USE RESTRICTIONS.

(1) General Requirements: Notwithstanding any other provisions of this chapter, no use may be made of land or water within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for operators of aircraft to distinguish between airport lights and others, result in glare in the eyes of operators of aircraft using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft.

(2) Lighting: No new or expanded industrial, commercial, recreational or residential use shall project lighting directly onto an existing runway, taxiway, or approach/departure surface except where necessary for safe air travel. Lighting for these uses shall incorporate shielding to reflect light away from the airport and shall not imitate airport lighting.

(3) Communications Facilities: Approval of cellular and other communications or transmission towers located within any zone described within section 25.81.060 shall be conditioned to require their removal within 90 days of discontinuance of use.

25.81.090 AIRPORT SAFETY COMPATIBILITY ZONES. Zones described below are shown in the Airport Safety Compatibility Zones (ASCZ) map with the prohibited land uses listed below in order to promote the general safety and welfare of properties surrounding the airport and the continued viability of the airport.

Zone 1 – Runway Protection Zone (RPZ): only airport uses and activities are allowed within the RPZ.

Zone 2 – Inner Approach/Departure Zone: Prohibited land uses within this zone are: residences except residential infill development is permitted south of I-182, places of public assembly such as churches, schools (K-12), colleges, hospitals; high density office, retail or service buildings; shopping centers and other uses with similar concentrations of persons. Production of asphalt paving and roofing materials or rock crushing are also prohibited. Fuel storage facilities or the storage or use of significant amounts of materials which are explosive, flammable, toxic, corrosive, or otherwise exhibit hazardous characteristics shall not be located within the Inner Approach/Departure Zone. Hazardous wildlife attractants including waste disposal operations, water management and storm water facilities with above-ground water storage, and man-made wetlands shall not be allowed within the Inner Approach/Departure Zone. All new infill residential development must include the disclosure statement in Chapter 25.81.110 on plats, short plats and binding site plans.

Zone 3 – Inner Turning Zone: Prohibited land uses within this zone are schools (K-12) and hospitals. New residential development is prohibited unless it is infill residential development. All new infill residential development must include the disclosure statement in Chapter 25.81.110 on plats short plats and binding site plans.

Zone 4 – Outer Approach/Departure Zone: Prohibited land uses within this zone are: places of public assembly such as churches except existing churches shall be permitted to expand, schools (K-12), hospitals, shopping centers and other uses with similar concentrations of persons. Residential density is limited to RS-20 except south of I-182. All new residential development must include the disclosure statement in Chapter 25.81.110 on plats, short plat and binding site plans.

Zone 5 – Sideline Zone: Prohibited land uses within this zone are residences, except residences that are constructed to replace existing residences, of like size and type, damaged by fire and other causes, places of public assembly such as churches, schools, hospitals, shopping centers and other uses with similar concentrations of persons. Mining, including sand and gravel pits are prohibited in the Sideline Zone.

Zone 6 – Traffic Pattern Zone: Prohibited land uses within this zone are new schools (K-12), hospitals and other uses with similar concentrations of persons. Replacement or expansion of existing schools is permitted. All new residential developments must include the disclosure statement in Chapter 25.81.110 on plats, short plats and binding site plans.

Use Interpretations – Appendix F of the January 2011 WSDOT Airport and Compatible Land Use Guidebook as amended may be used as a guide to determine uses with similar concentrations of persons as referenced in Compatibility Zones.

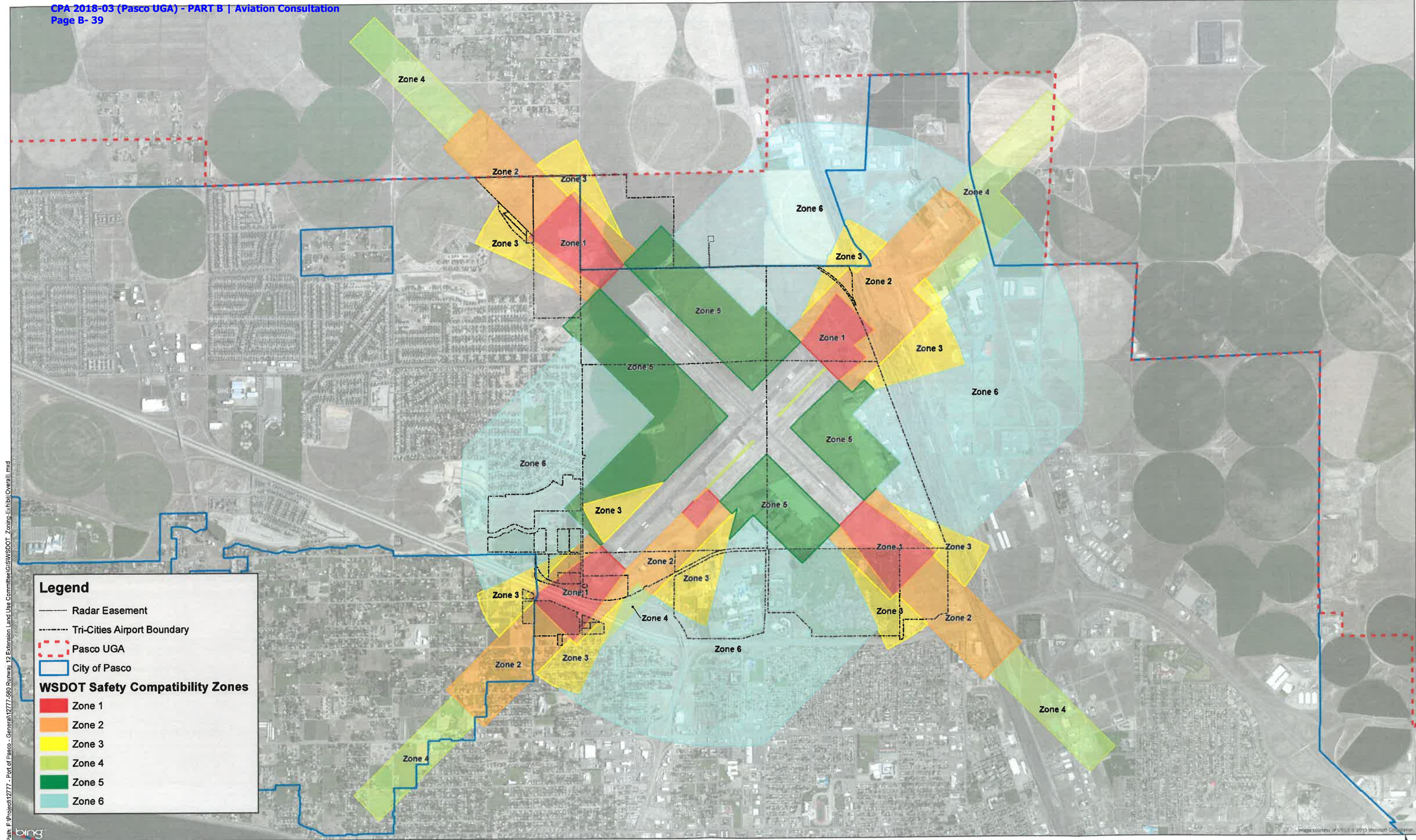
25.81.110 GENERAL REVIEW PROCEDURES. No use, building, structure, or development activity shall be permitted, established, altered or relocated by any person except as otherwise authorized by this chapter. All permit applications within the Airport Overlay District shall, in addition to being reviewed through the standard development review process, be subject to the following:

- A. All developments, permits or plats with proposed buildings and/or structures found to be within twenty feet (20') of any of the height limitation zone described in 25.81.070 and/or all buildings and structures over two hundred feet (200') in height must submit a site plan, building elevations and an FAA Form 7460-1 to the Port of Pasco Administrative Office for Port and FAA review and approval. Upon review, further documentation shall be required, if more accurate data is necessary for a determination of impact including detailed surveys by a licensed land surveyor.
- B. All developments, permits or plats falling within the ASCZs described in 25.81.090 associated with special use permits, variances or existing non-conforming uses must also submit a site plan to the Port of Pasco Administrative Office for Port review.
- C. All applications for Comprehensive Plan amendments and rezones falling within the ASCZs described in 25.81.090 shall be forwarded to the Port of Pasco Administrative Office for Port review prior to any required public hearing.

25.81.120 DISCLOSURE. To all extents possible, property owners and potential property buyers should be made aware of the following disclosure. The disclosure statement shall be listed on all approved subdivision plats, short plats and binding site plans within any of the identified zones in section 25.81.060 or 25.81.090.

"Property within this (plat/short plat or binding site plan) may be subject to varying noise levels and vibrations due to proximity to the Tri-Cities Airport. Properties near the airport may be located within height and use restriction zones as described and illustrated by Federal standards and regulations and the City of Pasco Zoning Regulations. There is the potential that standard flight patterns will result in aircraft passing over the properties at low altitudes and during all hours of the day. Future airport expansion including runway extensions may impact the size and number of aircraft utilizing the airport. Developments near the airport should assume that at any given time there will be some impact from air traffic." (Ord. 4111, 2013.)

**Airport Safety Compatibility Zones Map
Used to implement Regulations Discouraging
Incompatible Land Uses**



Legend

- Radar Easement
- - - Tri-Cities Airport Boundary
- - - Pasco UGA
- City of Pasco

WSDOT Safety Compatibility Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5
- Zone 6

Path: F:\Project\12777 - Port of Pasco - General\12777-580 Runway 12 Extension Land Use Committee\GIS\WSPDOT_Zoning_Ext\Overall.mxd
User: jbaerlacher

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User: jbaerlacher



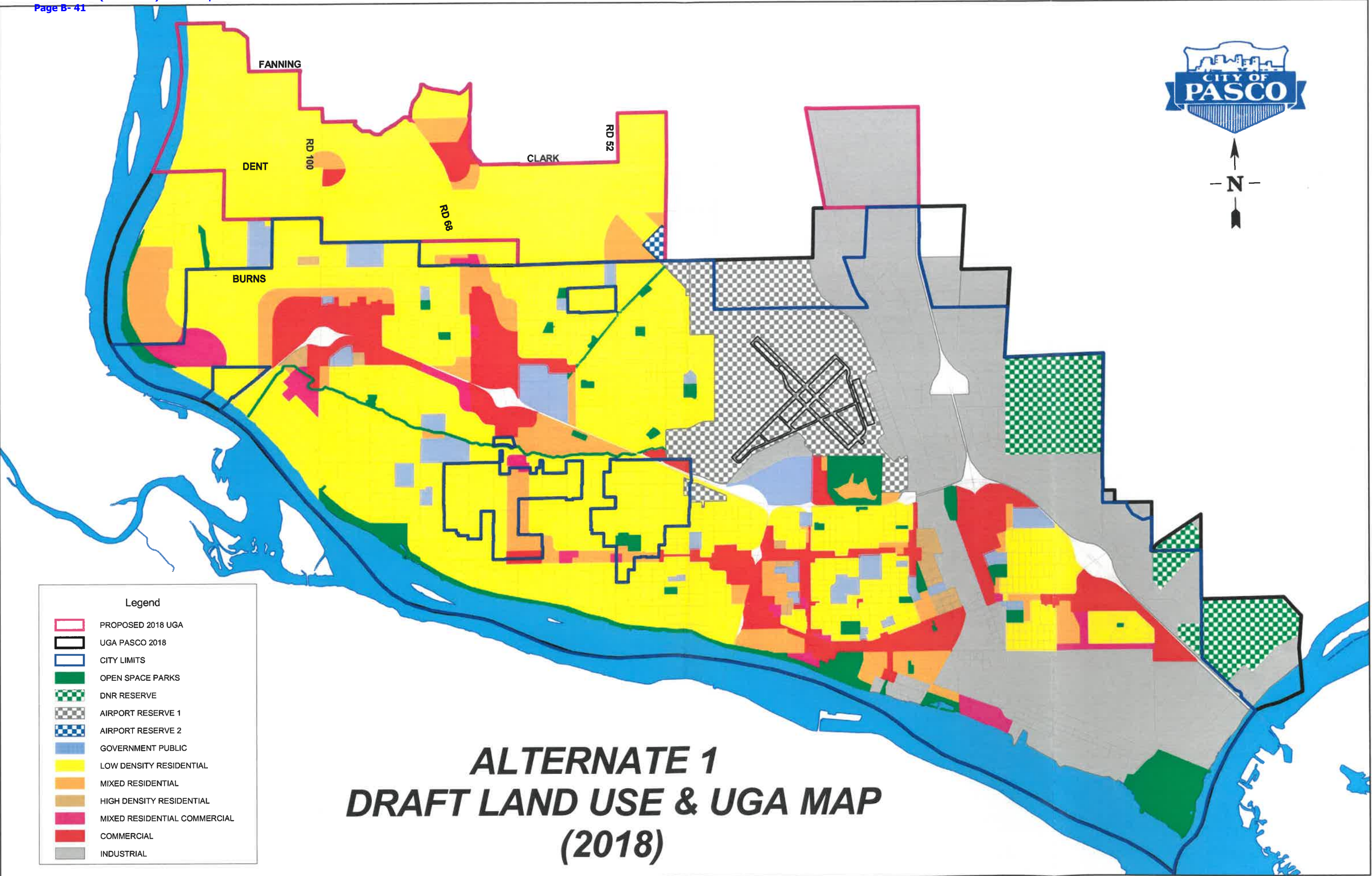
TRI-CITIES AIRPORT Airport Safety Compatibility Zones

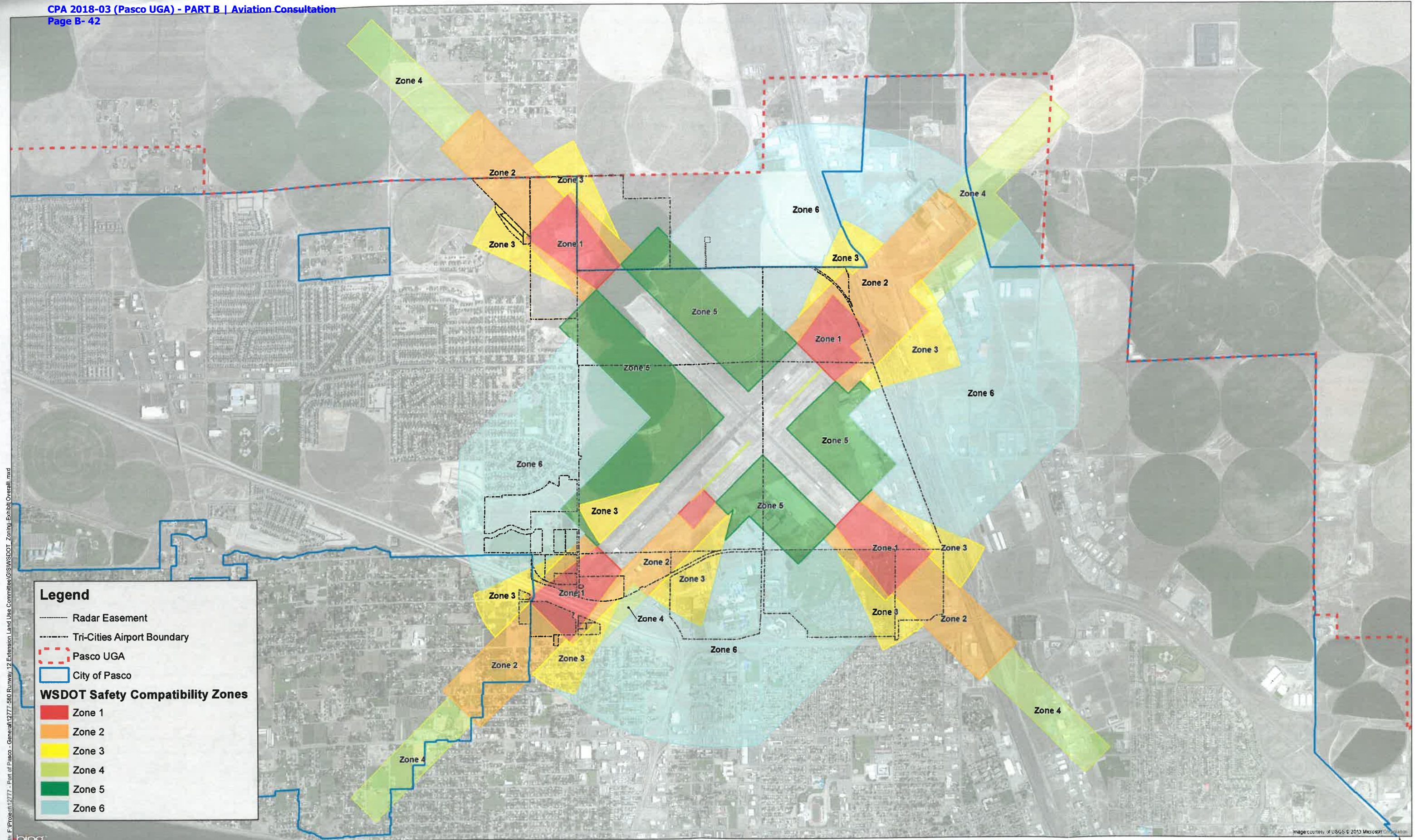
0 1,200 2,400 Feet
1 inch = 1,200 feet
Date: 2/22/2013



Land Use & UGA Map Showing Airport Reserve 2 Area

The Airport Reserve 2 is a land use designation that applies to privately owned property that is encumbered by Airport Safety Compatibility Zone # 2. Land uses within the Airport Reserve 2 are severely restricted to ensure land use compatibility with airport operations.





TRI-CITIES AIRPORT Airport Safety Compatibility Zones