

# WSCAA



## Airport Land Use Planning

Practical Guide for Airports



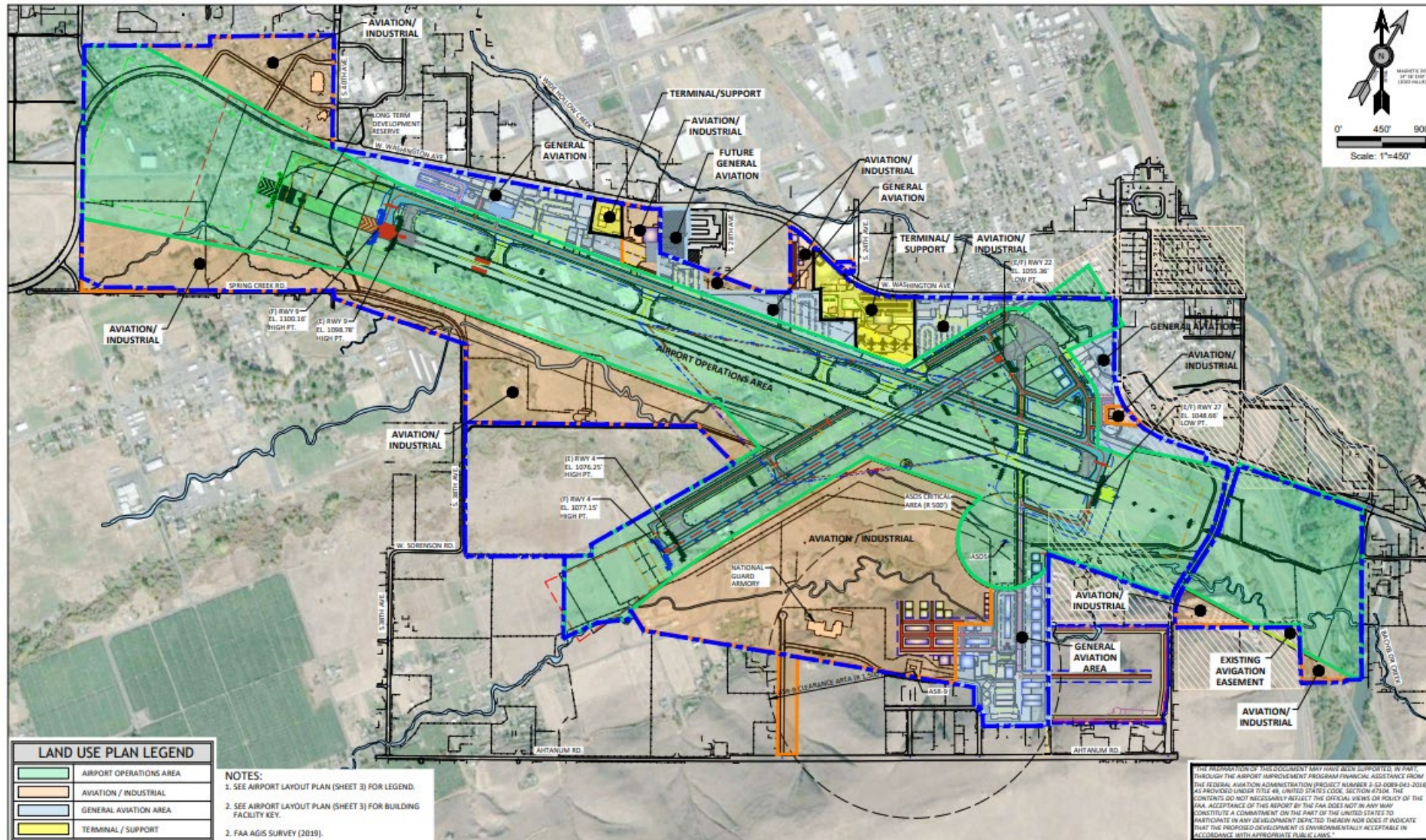


# Program

- Project Examples
- **On-Airport Land Use Planning**
  - Airport Land Use
  - Airport Zoning
- **Off-Airport Land Use Planning**
  - Land Use Compatibility (With Airport)
  - Airport Overlay Zoning



# Yakima Air Terminal/McAllister Field





# Yakima Air Terminal/McAllister Field

## *Key Takeaways*

- The Airport Master Plan/Airport Layout Plan connects airport facility needs with land use designations for existing and future development:
  - Airport Operations
  - Aviation / Industrial
  - General Aviation
  - Terminal Area / Support



# Sunnyside Municipal Airport

Airport Layout Plan Update






# Sunnyside Municipal Airport

*The Airport Layout Plan (ALP) recommends a runway shift and reconstruction to meet FAA design standards and improve safety*

## **Key Land Use Takeaways**

- The runway shift requires property acquisition
  - The Airport is inside the Sunnyside city limits
  - The property to be acquired is outside the city limits (Yakima County), but inside the UGA
  - These land use actions will change the current city limit boundary
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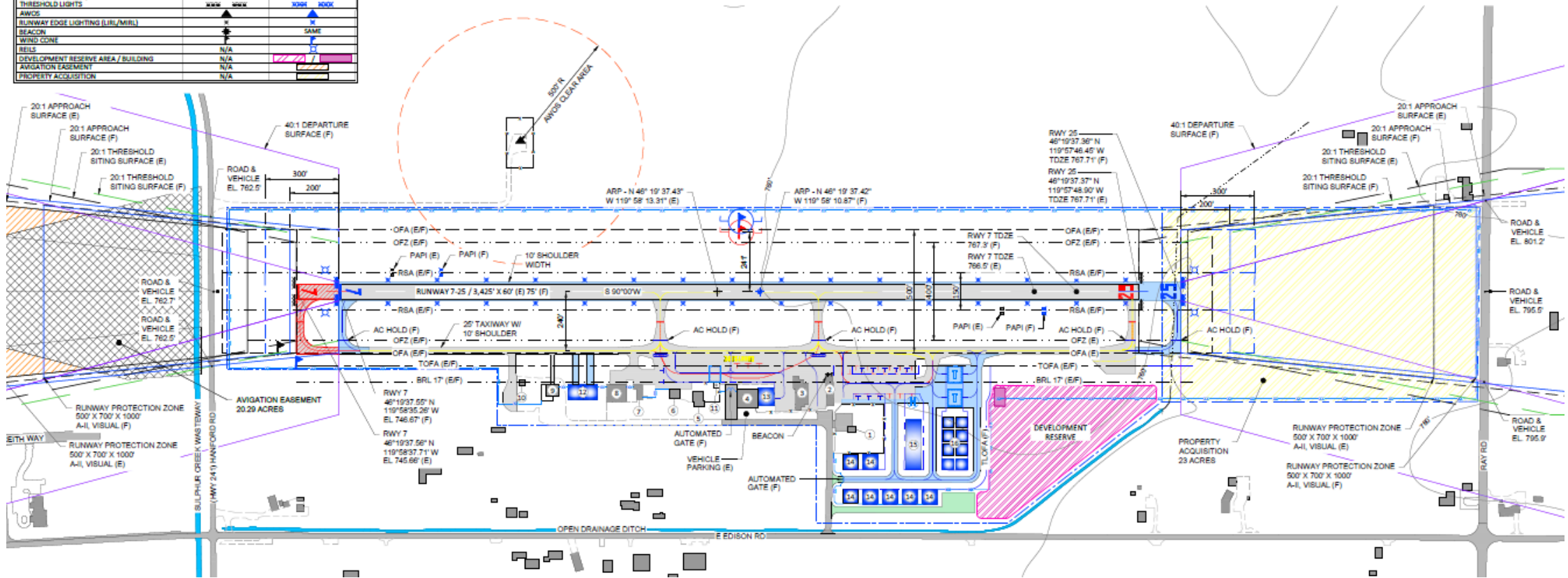
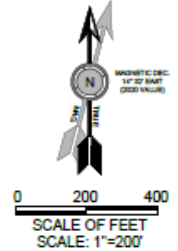
# Sunnyside Municipal Airport

## Airport Layout Plan

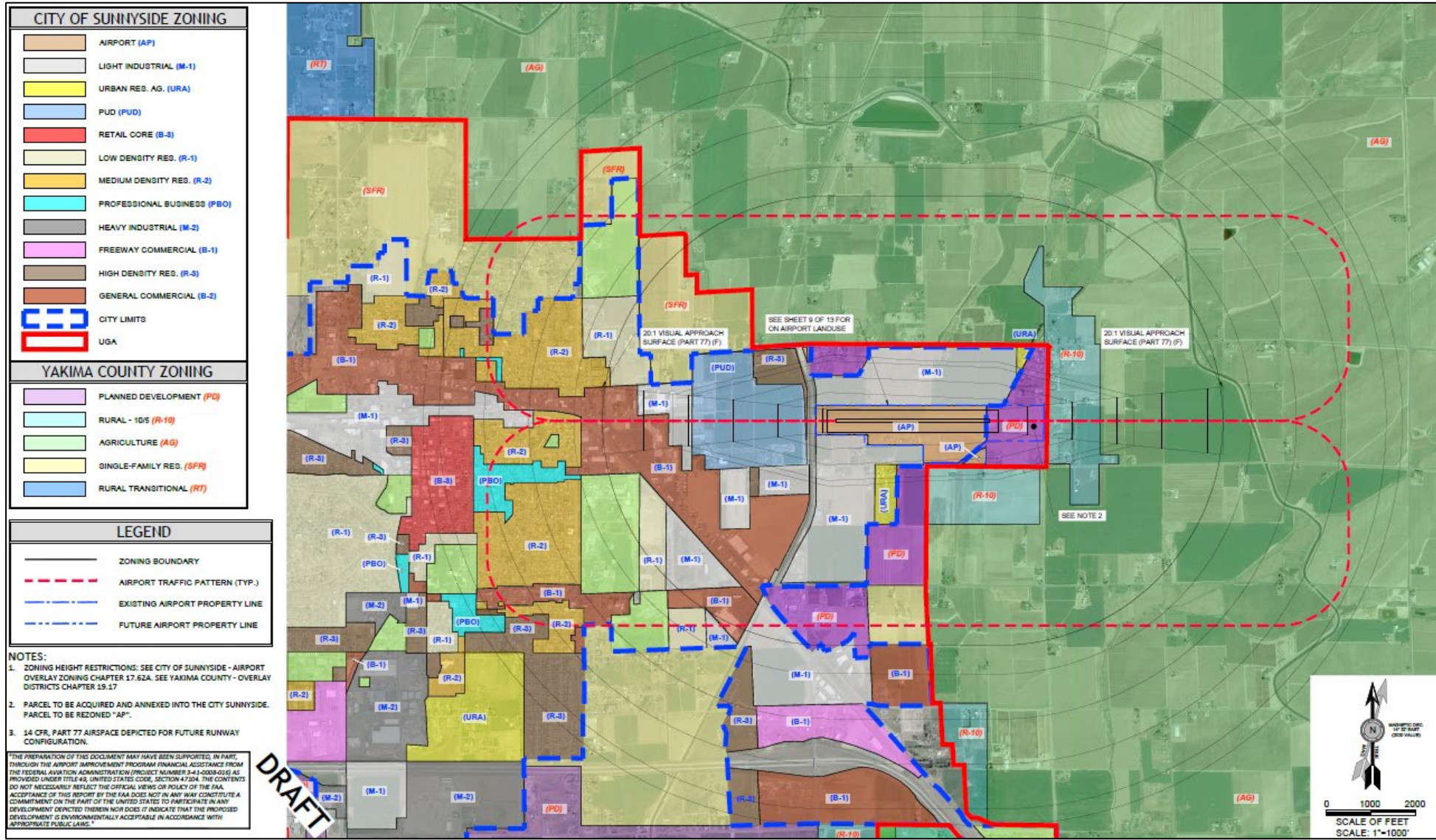
LEGEND	EXISTING	FUTURE
PROPERTY LINE	---	---
BUILDINGS	█	█
RUNWAY/AIRFIELD PAVEMENT	▬	▬
PAVEMENT REMOVAL	N/A	▬
VEHICLE PARKING/ACCESS ROAD	█	█
TAXIWAY MARKING	▬	▬
RUNWAY MARKING	▬	▬
PAVEMENT MARKING REMOVAL	N/A	▬
BUILDING RESTRICTION LINE (BRL)	▬	N/A
RUNWAY SAFETY AREA (RSA)	▬	▬
OBJECT FREE AREA (OFA)	▬	▬
OBSTACLE FREE ZONE (OFZ)	▬	▬
TAXIWAY OBJECT FREE AREA (TOFA)	▬	▬
TAXIWAY SAFETY AREA (TSA)	▬	▬
RUNWAY PROTECTION ZONE (RPZ)	▬	▬
APPROACH SURFACE	▬	▬
THRESHOLD SITING SURFACE	▬	▬
GROUND CONTOUR	~	N/A
AIRPORT REFERENCE POINT (ARP)	+	+
VISUAL GUIDANCE INDICATORS (VGI)	▬	▬
FENCE (OR CHAINLINK)	▬	▬
THRESHOLD LIGHTS	■ ■ ■ ■	■ ■ ■ ■
AWDS	▬	▬
RUNWAY EDGE LIGHTING (LRL/MRL)	▬	▬
BEACON	▬	▬
WIND CONE	▬	▬
BELLS	N/A	▬
DEVELOPMENT RESERVE AREA / BUILDING	N/A	▬
KIRIGATION EASEMENT	N/A	▬
PROPERTY ACQUISITION	N/A	▬

BUILDING/FACILITY KEY			
NO.	DESCRIPTION	NO.	DESCRIPTION
1	CITY WATER FACILITY - WELL (E)	31	FUEL (E)
2	T-HANGAR (E)	32	HANGARS 60' x 60' TYP. (F)
3	T-HANGAR (E)	33	HANGAR 70' x 70' TYP. (F)
4	HANGAR (E)	34	HANGARS 60' x 60' TYP. (F)
5	HOUSE (E)	35	T-HANGAR 60' x 202.5' TYP. (F)
6	HANGAR (E)	36	HANGARS 45' x 45' TYP. (F)
7	OFFICE (E)		
8	HANGAR (E)		
9	HANGAR (E)		
10	EQUIPMENT STORAGE (E)		

APRON DIMENSIONS	
	SQUARE FOOTAGE
APRON EXISTING	96,248 SF
APRON FUTURE	144,260 SF



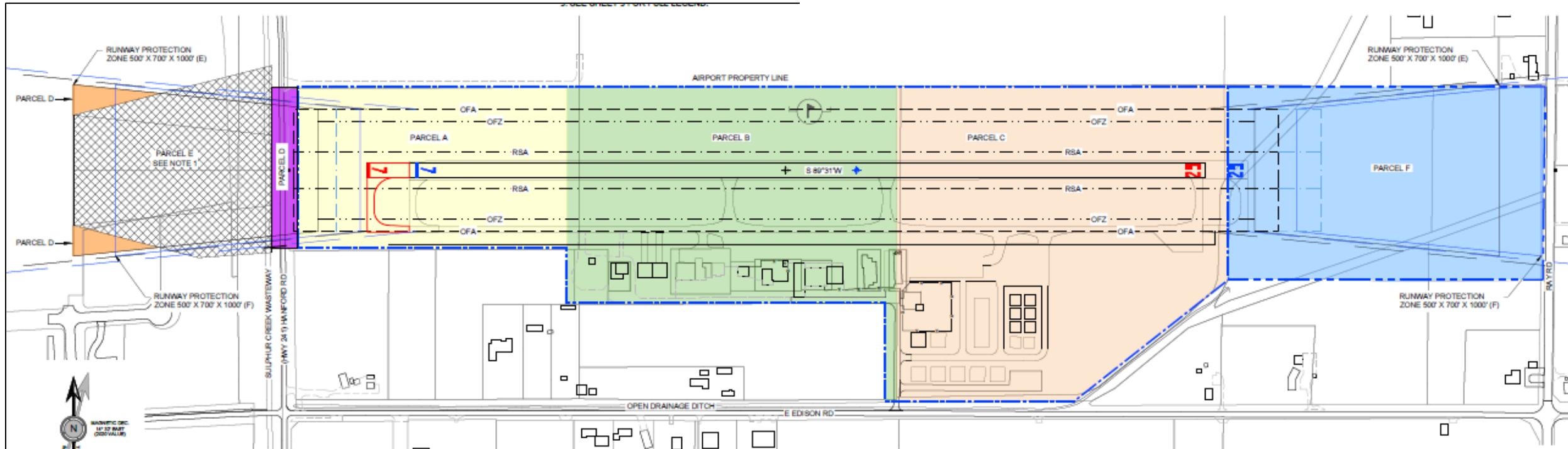
# Sunnyside Municipal Airport Off Airport Land Use Plan





# Sunnyside Municipal Airport Airport Property Map

OWNERSHIP DATA TABLE							
PARCEL	LAND OWNER	ACRES	RECORDING INFORMATION VOL, PAGE	INTEREST	PREVIOUS OWNER	ACQUISITION YEAR	PURPOSE
A	CITY OF SUNNYSIDE	17.86	969, 748	FEE	ERNEST & CATHERINE MOORE	OCT. 1951	AIRPORT PROPERTY
B	CITY OF SUNNYSIDE	* 27.19	962, 436	FEE	MKE AND MARY DZURICK	OCT. 1951	AIRPORT PROPERTY
C	CITY OF SUNNYSIDE	36.67	631, 275	FEE	W.J. HAVENER	JULY 1962	AIRPORT PROPERTY
D	CITY OF SUNNYSIDE	1.01	N/A	AVIATION EASEMENT	NA	TO BE ACQUIRED	AIRPORT PROPERTY
E	PORT OF SUNNYSIDE	11.9	N/A	AVIATION EASEMENT	NA	SEPTEMBER 1979	AIRPORT PROPERTY
F	PORT OF SUNNYSIDE	23.36	N/A	FEE	NA	TO BE ACQUIRED	RUNWAY OFAIRPZ
G	WSDOT (HWY 241 ROW)	1.55	N/A	AVIATION EASEMENT	NA	TO BE ACQUIRED	RUNWAY OFAIRPZ





# Sunnyside Municipal Airport

## Recommended Land Use Actions

1. Negotiate property purchase with seller (coordinate process in advance with FAA/WSDOT, if funded with outside \$\$\$)
2. Annex parcel into Sunnyside city limits (this will change the city limits boundary)
3. Rezone parcel to match existing (city) airport zoning
4. Update all City of Sunnyside and Yakima County land use and zoning maps

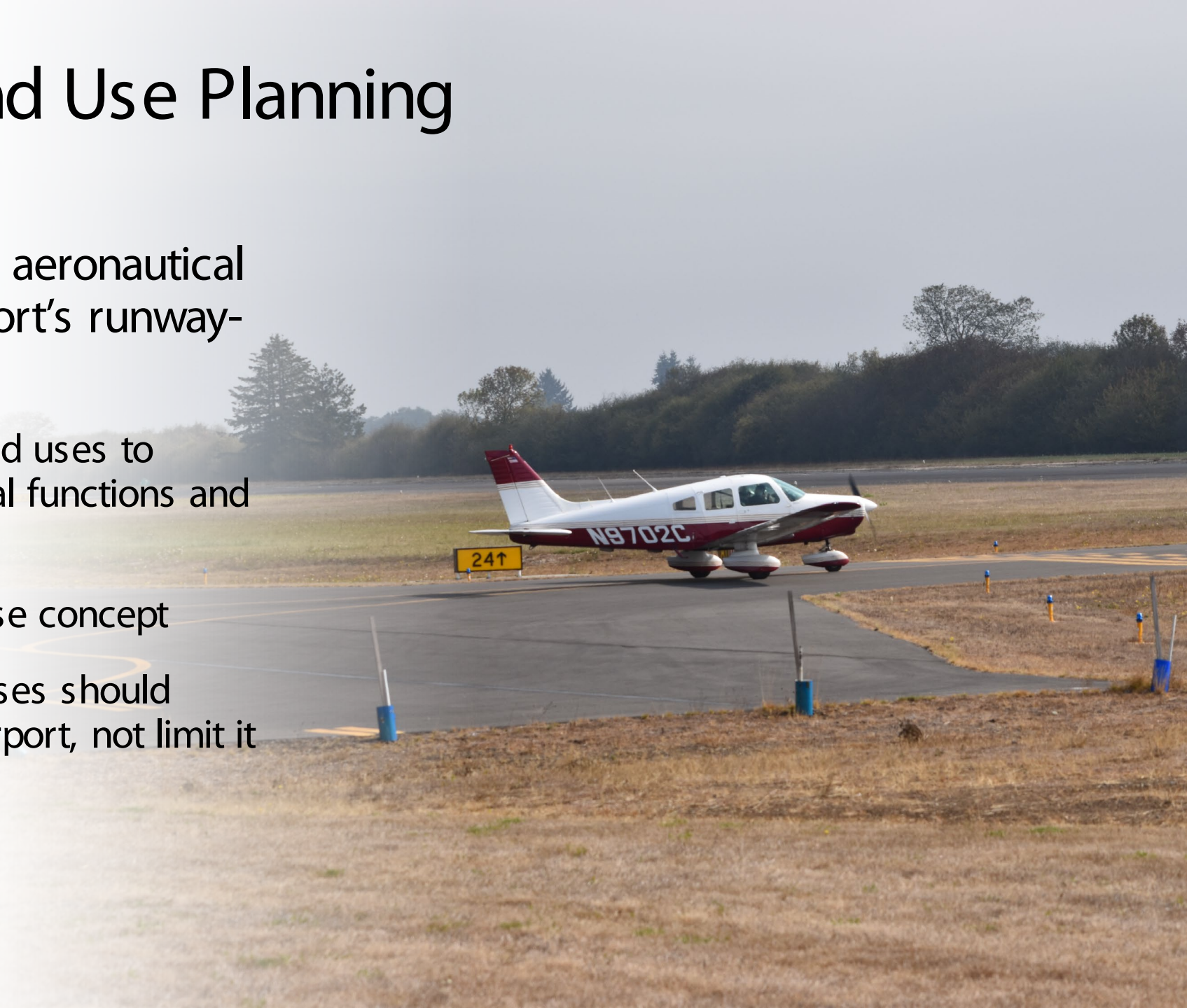
❖ *Most of these actions will require city council approval*





# On-Airport Land Use Planning

- Priority: Protect the aeronautical function of the airport's runway-taxiway system
  - Optimize airport land uses to support aeronautical functions and to preserve safety
  - Highest and best use concept
  - The planned land uses should complement the Airport, not limit it



# On-Airport Land Use Planning

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Basic On-Airport Land Use Evaluations:

- **Aeronautical**
  - *Airside and Landside*
- **Non-Aeronautical**





# On-Airport Land Use Planning

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**Airside** – Runway–Taxiway system and protected areas, visual and electronic navigational aids, lighting systems; designated helicopter landing areas





# On-Airport Land Use Planning

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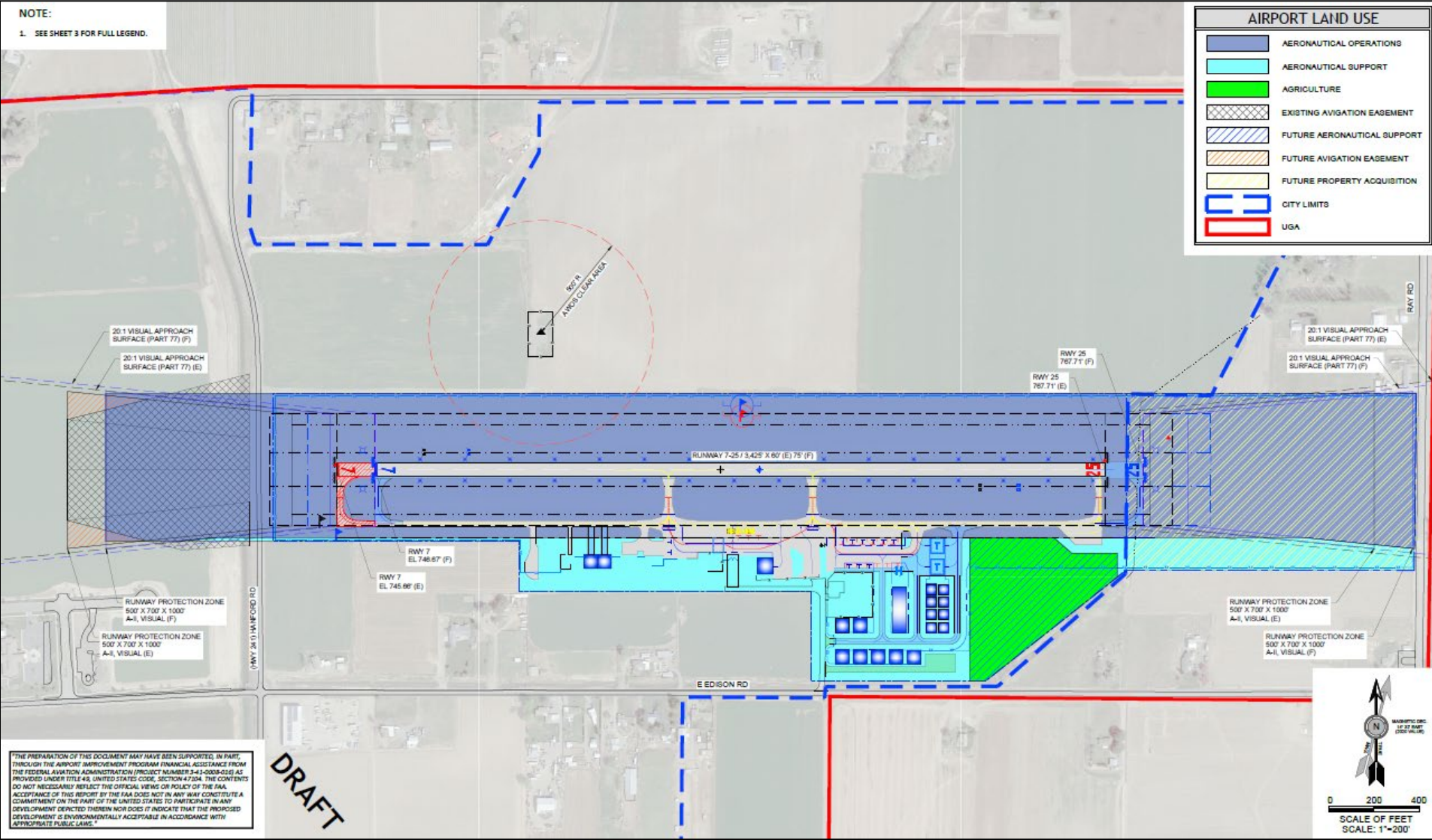
**Landside** – Aircraft storage and support areas

Terminal area facilities;  
FBO, aircraft parking aprons,  
hangars, access  
taxilanes, bulk fuel storage  
and fueling areas, pilot  
buildings, vehicle parking and  
access






# On Airport Land Use Plan





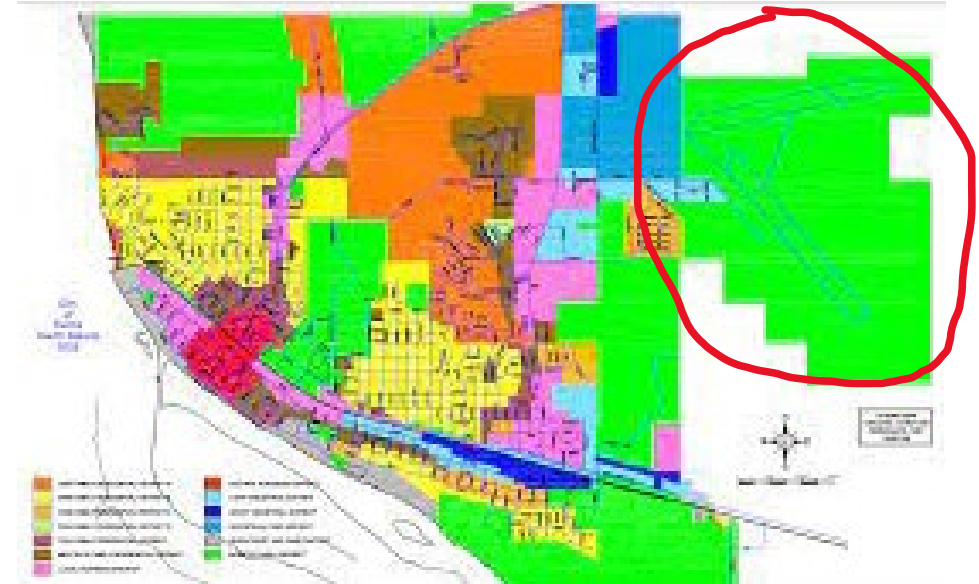
# On-Airport Land Use Planning

## ➤ Important Considerations

- Protect runway approaches
  - Plan for future changes in runway(s) and airport design standards
  - The development setbacks for your runway(s) are based on approach type (visual vs. instrument) and the size of aircraft that will use the runway
  - Limit building heights to protect airspace surfaces from obstructions
  - Locate aircraft hangars, parking areas, fueling facilities, etc. accordingly
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# On-Airport Land Use Planning

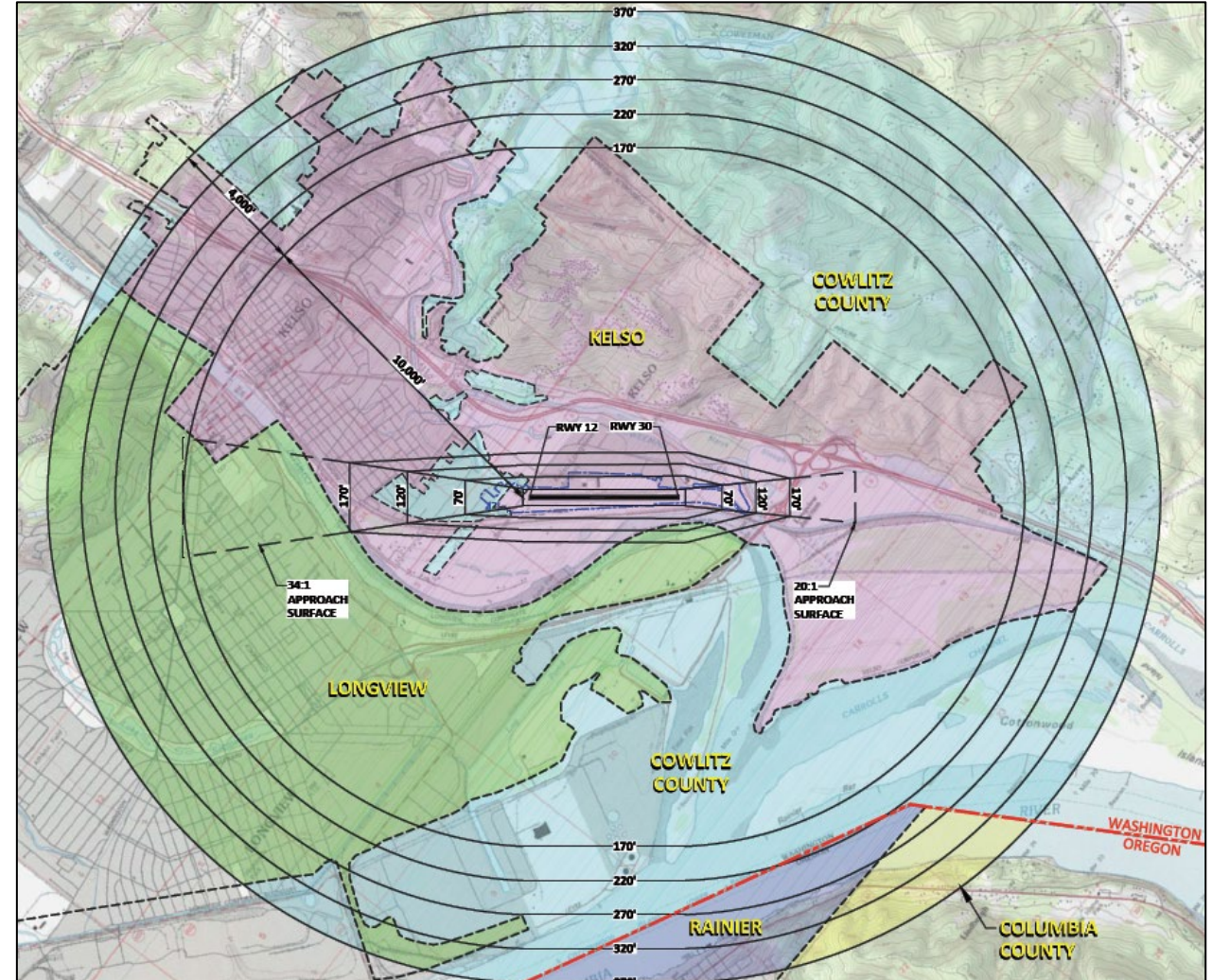
- Zoning and land use regulations are local, consistent with state requirements (WA)
- Zoning for public-use airports varies widely by jurisdiction
- Not all jurisdictions have an "Airport" zone.
- Industrial zones are common, but conditional use permits are often required for hangars and other common development
- Not all airport zoning regulations recognize commercial or light industrial uses as common to small airports





# Off-Airport Land Use

- Part 77 Airspace (14 CFR)
  - Defined in federal law
  - Requires notice of proposed construction to FAA
  - Applies to all public-use airports
  - Height and hazard (obstacles)
- Your Part 77 airspace may extend over multiple local jurisdictions
- Off-Airport hazard evaluations (FAA 7460 submittals) in vicinity of airports
- The responsibility to protect an airport's airspace may not be limited to the airport owner





# Off-Airport Land Use

## ➤ Airport Overlay Zones

Local ordinances intended to protect airports from incompatible land uses. Two common types:


- **Height and Hazard** (Part 77)
  - Typically prohibits built-items that penetrate Part 77 airspace or create other hazards to aircraft (smoke, glare, etc.)
- **Land Use Compatibility** (WSDOT Airport Compatibility Zones)
  - Defines safety zones for runways and common aircraft movement areas. Provides guidance on land use compatibility and development density. Designed to maintain existing zoning when adopted, to avoid future changes in land use density ("up-zoning")





# What you can do for Your Airport

## ➤ **Airport Land Use Compatibility (Vicinity)**

- Check your surrounding zoning and land use for compatibility with airports
  - Review your city/county comprehensive plans to determine if your airport is designated an Essential Public Facility (EPF)
  - Do you have an airport overlay zone in place? If not, consider establishing to comply with RCW 36.70A (WSDOT Safety Zones, Part 77)
  - Work with the local cities and counties with land use jurisdiction to establish protective policies for the Airport and monitor proposed development in the vicinity of the Airport
  - Incorporate land use checks during the building permit process, including noise sensitive areas.
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# What you can do for your Airport

- Get to know your city/county planners, and know who makes building permit decisions
  - Make sure they know what happens at your Airport
  - Make sure that you understand their development review process
  - Condition local building permit approval with Airport approval of ground lease and FAA review/coordination (FAA 7460-1)
  - Review your ALP, update to remain current
  - Review your current zoning; work with local land use planners to make sure the zoning supports the intended uses
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