

Infill Development

Every jurisdiction across the state has property that is either vacant or underdeveloped relative to its potential use as identified in the comprehensive plan and zoning maps. Infill is the practice of developing or redeveloping vacant or underutilized land in the midst of a community, especially land that is surrounded by existing uses similar to the ones proposed. This may mean further subdivisions of existing parcels to accommodate additional growth, redevelopment of underutilized property to increase its density or intensity, or simply creation of new development on vacant land. Infill is often a desirable goal since it utilizes existing infrastructure and reduces development pressure on land outside the UGB. In many cases infill development results in a higher residential density.



Tips

- From a practical standpoint, it is usually impossible to prevent a small, vacant piece of property located in the midst of a larger area of airport-incompatible uses from being developed in the same manner as its neighbors. Compatibility conflicts unrelated to the airport would occur. Still, it is important not to let infill become the rationale for permitting extensive new airport-incompatible development to move forward. An acreage limit and other qualifications should be set on infill development.
- Consider establishing the following conditions for infill uses:
 - Limit the size to 20 acres.
 - Require the site to be two-thirds surrounded by existing uses similar to the one proposed.
 - Restrict the new development to a density and/or intensity no greater than that of the surrounding uses.

How can *Infill Development* be used to promote airport land use compatibility?

Use infill development to maintain or increase the current level of community compatibility. When appropriate, use infill development to encourage transitions within the community to a more harmonious environment. Promote the addition of mixed use, commercial, light industrial, or, when left with no viable alternative and in an appropriate environment, multi-family. Always remember, residential development should be avoided in critical aviation environments. In an urban environment, creative zoning designations may be employed that allow the addition of a mixture of land uses. For example a professional classification may be added that allows existing land to be developed for convenience retail, art studios, office, auto sales, and many more. Use infill development to maintain preexisting commercial and industrial uses.

Redevelopment

As older, established communities grow and change over time, there often is a need to remove all or most of the existing structures so that something new can be constructed. Redevelopment can be a powerful tool for revitalizing deteriorating, under-utilized property. However, when the property proposed to be redeveloped is occupied by an existing airport-incompatible land use, every effort should be made to use this as an opportunity to enhance airport compatibility.

Basically, unless a site is small and can qualify as infill, redevelopment should be considered the same as new development.

The proposal should be required to meet all of the applicable airport land use compatibility criteria.



Mixed Use Development

Mixed-use development is the combination of residential, commercial, industrial, office, institutional, or other uses in a building or group of buildings. In theory, this practice promotes a more walkable, sustainable, vibrant and livable community.



How can *Mixed Use Development* be used to promote airport land use compatibility?

Mixed-use developments are often compatible with aviation because they often have higher background noise levels that tends to mask aircraft noise. Mixed-use developments may be either used to transition a pre-existing development area to a more aviation-compatible environment, or to promote compatibility in new developments within non-critical aviation areas, such as beneath the downwind leg of the traffic pattern. To achieve a more aviation-compatible environment, jurisdictions should carefully review mixed-use criteria implementing this technique. Mixed-use criteria should include:

- Compatibility with existing and planned airport operational environments.
- Compatibility with existing land uses.
- Adequate infrastructure in place.
- Sufficient public facilities and public services.
- Served by adequate transportation infrastructure.

Directed Actions

These are a few of the tools that airport management can employ to help encourage land use compatibility.

Airport Development Review Committee

An Airport Development Review (ADR) committee is a volunteer board, appointed by the airport or local jurisdiction, that ensures compliance with the jurisdiction's goals, policies and implementation regulations.

Committee members volunteer their time and expertise to ensure that development within the airport influence area is compatible with the current and future airport environment.



How can an *Airport Development Review Committee* be used to promote airport land use compatibility?

Use the Airport Development Review Committee to review proposed development within the airport influence area. Draw upon local skills and expertise in regards to airport operations and planning. Be sure to include a variety of stakeholders. The goal of the committee is to assess the compatibility of proposed uses in relation to the jurisdiction's goals, policies and development regulations. Have the committee meet once a month to review applications and make recommendations to the jurisdiction's planning staff. The committee may be used to review Planned Unit Developments (PUD), variances, and conditional-use permits.

Airport Stormwater Design Manual (ASDM): Discouraging Wildlife Attractants

Stormwater and other hazardous wildlife attractants near airports pose a significant safety risk. In fact, about 75 percent of all civil aviation air strikes occur near airports. Waterfowl, gulls and raptors represent 77 percent of reported bird strikes causing damage to aircraft in the U.S. In 2009, WSDOT Aviation, in coordination with WSDOT Environmental Services and the Federal Aviation Administration (FAA), developed a stormwater design manual to assist in the design, construction and maintenance of stormwater facilities on and near airports. The manual focuses on design modifications to decrease the attractiveness of stormwater facilities to wildlife rather than active wildlife removal measures.



How can an *Airport Stormwater Design Manual* be used to promote airport land use compatibility?

Use the Airport Stormwater Design Manual to implement stormwater best management practices within the airport influence area. Require that any new stormwater detention facilities within the approach meet or exceed recommendations found in WSDOT's Airport Stormwater Manuals.

Fly Friendly Procedure

A Fly Friendly procedure is a voluntary noise abatement program that helps airports reduce their noise footprint within the community. They are educational programs that promote recommended piloting practices and navigation techniques to help minimize impacts on surrounding land uses. Fly friendly procedures are advisory in nature and serve to help pilots be better neighbors.

They are not:

- A tool to discriminate against aircraft propulsion systems, (i.e., jets).
- A way of giving preferential treatment to specific aircraft types (i.e., fixed wing, rotorcraft, etc.).
- A way to limit commercial service or interstate commerce.
- A way to supersede Federal Aviation Regulations that govern flight or the pilot in command's responsibility for safety air navigation.

How can *Fly Friendly Procedures* be used to promote airport land use compatibility?

Working towards a more aviation compatible environment is everyone's responsibility and by implementing voluntary fly friendly procedures airport sponsors and pilots can help minimize aviation impacts on surrounding land uses. Airport sponsors can work with the pilot community on ways to minimize aircraft impacts near noise sensitive uses and residential development.

Friendly procedures may:

- Designate a preferred runway for all traffic.
- Identify the preferred pattern for fixed wing aircraft.
- Identify the preferred pattern for rotor aircraft.
- Identify overflight areas to avoid.
- Recommend a pattern altitude.
- Recommend a reduced power setting on takeoff, as soon as safe and practical.
- Encourage use of the full runway to gain maximum altitude before overflying adjacent neighborhoods.
- Recommend a climb-out distance and turn to avoid sensitive areas, if at a safe and appropriate altitude.



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