

Chapter 18.46
A AIRPORT DISTRICT

18.46.010 Purpose.

The Airport district is intended to recognize and protect the area as devoted to private use aviation, reduce conflicts with incompatible land uses, and allow for airport related development in the vicinity, as designated in the comprehensive plan. It is the intent of this zone to recognize local small airports that are functional while at the same time incorporating small-scale development that may be compatible with airport use.

18.46.020 Permitted uses.

Reference Chapter 18.05 EMC, Land Use Matrix, for uses permitted in the A district.

18.46.030 Conditional uses.

Reference Chapter 18.05 EMC, Land Use Matrix, for uses conditionally permitted in the A district.

18.46.040 Development standards.

Reference Chapter 18.06 EMC, Development Standards, for density, dimensional and development standards applicable in the A district.

18.46.050 Reference to state requirements.

All aircraft operations shall meet applicable state standards such as Washington Department of Transportation (WSDOT) Aviation Division specifications for safety, noise, lighting, and vibration, and any applicable federal standards.

18.05.090 Accommodation, food services, finance, insurance, medical and professional offices land use matrix.

A. Accommodation, Food Services, Finance, Insurance, Medical and Professional Offices Land Use Matrix (NAICS 51-56, 62, 72, and 311).

KEY P – Permitted Use C – Conditional Use S – Special Use	RESIDENTIAL ZONES					COMMERCIAL/INDUSTRIAL ZONES									
	Low Density SF	Mod Density SF	Mixed Residential	Multifamily Res	Residential Mobile Home Park	General Office	General Office-Hospital	Neighborhood Business	Highway Community Business	Central Business 1	Central Business 2	Light Industrial	Public Use	Hospital	Airport
SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H	
Accommodation and Food Services (NAICS 72, 311)															
Bakery, retail								P	P	P	P	P			
Bakery, <i>wholesale</i>								P ¹	P ¹	P ¹	P ¹	P			
<i>Bed and breakfast/short-term rentals</i> , subject to EMC 19.32.030	P ² /C	P ² /C	P ² /C	P ² /C		P ² /C			P	P	P				
Catering services									P	P	P				
Cocktail lounge, tavern, bar, nightclub								P	P	P	P				
Hotel, <i>motel</i>									P	C	C				
Restaurants, drive-through									P	C	C				
Restaurants, coffee shop or café , walk-up								P	P	P	P				P
Winery, brewery, distillery									P	P ¹	P ¹	P			
Finance, Insurance, Medical and Professional Services (NAICS 51-56, 62)															
Financial institutions						P		P	P	P	P				
Building maintenance service						P			P			P			
Data processing center						P			P	P	P	P			
<i>Hospital</i>							C		C	C	C			P	
Laboratories, medical and dental						P	P		P	P	P	P		P	
<i>Medical marijuana dispensary</i>															
Mortuaries									P	P	P	P			

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SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H	
Printing and publishing establishments									P	P	P	P			
Pharmacies, except <i>medical marijuana dispensary</i>						P	P	P	P	P	P			P	
<i>Professional offices and clinics</i> for practitioners licensed by the state to practice the healing arts				P ³		P	P	P	P	P	P			P	
<i>Professional offices</i> and offices of insurance, lumber and real estate brokers, and travel agents				P ³		P		P	P	P	P				
Surgical, medical and dental supplies and equipment stores						P	P		P	P	P				
Radio and television broadcasting studios							P		P	P	P				
Studios for artists, photographers and other similar uses				P ^{3,4}		P ⁴		P ⁴	P ⁴	P ⁴	P ⁴	P		P ⁴	
Veterinary clinics, animal hospitals						P ^{5/C}			P ^{5/C}			P ^{5/C}			
GENERAL CROSS REFERENCES:					Land use table instructions, see EMC 18.05.010 ; Development standards, see EMC Titles 18 and 19 ; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.										

B. Accommodation, Food Services, Finance, Insurance, Medical and Professional Offices Land Use Footnotes.

1. Must include a minimum of five percent of gross floor area, up to a maximum of 500 square feet required, of associated retail shop, restaurant or tasting room.
2. Bed and breakfast is a permitted use only under the following conditions:

- a. If located on property abutting Griffin Avenue or Porter Street; or
 - b. If the facility has a maximum of two guest rooms, regardless of location; or
 - c. Short-term rentals within residential zones are subject to Chapter [5.06](#) EMC.
3. Allowed as part of a live-work project. The work space must clearly constitute an accessory use of the building and property, and the use shall not result in a conversion of the property or building from primarily multifamily to primarily nonresidential use.
4. Permitted provided noisy or hazardous activities are fully contained within a structure.
5. Permitted without outdoor kennels; conditional with outdoor kennels.

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SPECIFIC LAND USE	R-1	R-2	R-3	R-4	RMHP	GO	GO-H	NB	HCB	CB-1	CB-2	LI	P	H	A
Equipment rental yards, subject to EMC 19.32.150									P ¹			P			
Equipment sales									P ¹			P			
Flight schools and training facilities															P
Garages for the storage or care of automobiles									C			P			
Heliports and helistops									C ²			p ²	p ²	p ²	P
Public or private parking areas						P	P	P	P	P	P	P	P	P	
Small cell facilities in the ROW with a franchise agreement	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Theatrical production services						P			P			P			
<i>Wholesale</i> , warehousing and storing not otherwise addressed												p ¹			
<i>Wireless communication facilities</i> – new support structure						C ³		C ³	C ³	C ³	C ³	C ³	C ³		
<i>Wireless communication facilities</i> – Small cell – Attached	C	C	C	C	C	P	P	P	P	C	P	P	P	P	
<i>Wireless communication facilities</i> – Small cell – Detached	C	C	C	C	C	C	C	C	C	C	C	P	C	C	
<i>Wireless communications antennas</i> co-located on existing support structure	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	p ³	
GENERAL CROSS REFERENCES:	Land use table instructions, see EMC 18.05.010 ; Development standards, see EMC Titles 18 and 19 ; Application and review procedures, see Chapters 15.16 through 15.36 EMC; General provisions, see Chapter 15.06 EMC; Italicized uses are defined in Chapter 15.04 EMC.														

B. Wholesale, Transportation, Communication, and Utilities Land Use Footnotes.

1. Wholesaling, warehousing and storing of the following; provided, that all outdoor storage shall be enclosed within sight-obscuring fences or walls:

- a. Automobiles, trucks, and buses;
- b. Consumer goods;
- c. Contractor's equipment;
- d. Building materials, except no on-site wrecking or burning;
- e. Food products;
- f. Liquid fuel;
- g. Household goods;
- h. Ice;
- i. Lumber, log storage.

2. Flight path shall not be over ~~R-1~~, R-2, R-3, R-4 or RMHP zones.

3. Subject to the requirements and general siting criteria of Chapter [19.26](#) EMC.

18.06.040 Densities and dimensions – Public and commercial/industrial zones.

A. Density and Dimensions Table.

STANDARDS	GO/GO-H	NB	HCB	CB-1/CB-2	LI	A	P
Minimum Lot Area	10,000 sf	10,000 sf	10,000 sf	None	10,000 sf	None	Requirements found in Chapter 18.30 EMC
Maximum Density	15 du/acre ¹	1 du/10,000 sf	None	None	1 du/10,000 sf	None	
Minimum Lot Width (At Street Line)	30 ft	None	None	None	None	140 ft	
Minimum Lot Width (At Building Line)	70 ft	None	None	None	None	None	
Minimum Front Yard Setback	20 ft	20/30 ft ²	15 ft	None	10 ft ³	20 ft⁹	
Minimum Side Yard Setback ⁸	7.5 ft	0/10/25 ft ⁴	0/10/25 ft ⁴	None	0/10/25 ft ⁴	20 ft⁹	
Rear Yard	25 ft	0/10/25 ft ⁴	0/10/25 ft ⁴	None	0/10/25 ft ⁴	25 ft⁹	
Maximum Lot Coverage	45%	40%	40%	None	None	None	
Maximum Building Height	30 ft ⁵	30 ft ⁵	35 ft ⁶	40/50 ^{6,7}	35 ft ⁶	30/40 ft⁹	
Maximum Height of Accessory Building	18 ft	18 ft ⁵	35 ft ⁶	40/50 ^{6,7}	35 ft ⁶	30 ft⁹	

B. Development Conditions.

1. Maximum density within the mixed use overlay when included within a mixed use development approved pursuant to Chapter [19.38](#) EMC.
2. Corner lots shall observe a 30-foot setback on both streets.
3. The minimum front yard setback shall be increased one foot for every additional foot in building height above 35 feet.
4. Side and rear setbacks determined as follows:
 - a. All lots or development sites shall have no rear and side yards required where said lots or development sites abut property lines of commercially or industrially zoned property, except a street side yard shall have a setback of 10 feet;
 - b. When parcels directly abut a residential-zoned property, the setback along the abutting residential property shall adhere to the residential setback standards.
5. Except for pitched-roof buildings, which shall have a maximum peak not to exceed 35 feet subject to the following conditions:
 - a. The average roof height shall not exceed 30 feet (defined as the midpoint between the roof peak and roof eave for a single pitch); and
 - b. The minimum side yard setbacks shall be increased two feet for every additional foot in building height above 30 feet.

6. When the district abuts upon a residential district the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 120 feet from the abutting boundary.

7. Maximum building height may be increased within a mixed use development approved pursuant to Chapter [19.38](#) EMC.

8. Where a utility easement is recorded adjacent to a side lot line, there shall be a side yard no less than the width of the easement.

[9. When the district abuts upon a residential district, the maximum permitted building height shall not exceed the maximum building height permitted in the abutting residential district for a distance of 90 feet from the property line.](#)

Chapter 18.48
AO AIRPORT OVERLAY DISTRICT

18.48.010 Purpose.

The Airport Overlay District is established to allow of small-scale development that may be compatible with airport use and reduce conflicts with incompatible land uses within ¼th mile of the airport. The district is also intended to limit places of assembly or those with vulnerable communities in order to protect the health, safety, and public welfare of the general public and the surrounding neighborhoods.

18.48.020 Boundaries of district.

The Airport Overlay District apply to properties within ¼th mile of the airport. The area is bounded along Warner Avenue to the south, north of SE 448th St for a distance of five hundred and eighty (580) feet, east of 244th Ave SE for a distance of approximately one thousand and nine hundred and seventy (1,970) feet, and west of 244th Ave SE for a distance of approximately four thousand and eight hundred and forty (4,840) feet. Refer to the City of Enumclaw's Future Land Use Map adopted with the Comprehensive Plan.

18.48.030 Application of regulations.

All properties located within the Airport Overlay District shall be subject to both its underlying zone classification and to the requirements imposed by the overlay district. Any conflict between this district and the districts incorporated herein, or the regulations provided by the other districts, shall be resolved so that the most stringent provision shall apply.

18.48.040 Permitted uses.

Reference Chapter 18.05 EMC, Land Use Matrix, for uses permitted by the underlying zoning classification for all properties located within the Airport Overlay District.

However, the following uses are not permitted for all properties located in the Airport Overlay District:

- a. Adult family home protected by state and federal law
- b. Day care center (13+ children or not in provider's home)
- c. Day care home (0 – 12 children in provider's home)
- d. Stadiums
- e. K-12 schools

18.48.050 Conditional uses.

Reference Chapter 18.05 EMC, Land Use Matrix, for uses conditionally permitted by the underlying zoning classification for all properties located within the Airport Overlay District.

In addition, the following uses require a Conditional Use Permit subject Chapter 18.38 EMC for properties in the Airport Overlay District:

- a. Churches, subject to EMC 19.32.130

18.48.060 Development standards.

Reference Chapter 18.06 EMC, Development Standards, for density, dimensional and development standards applicable to the underlying zoning classification for all properties located within the Airport Overlay District.

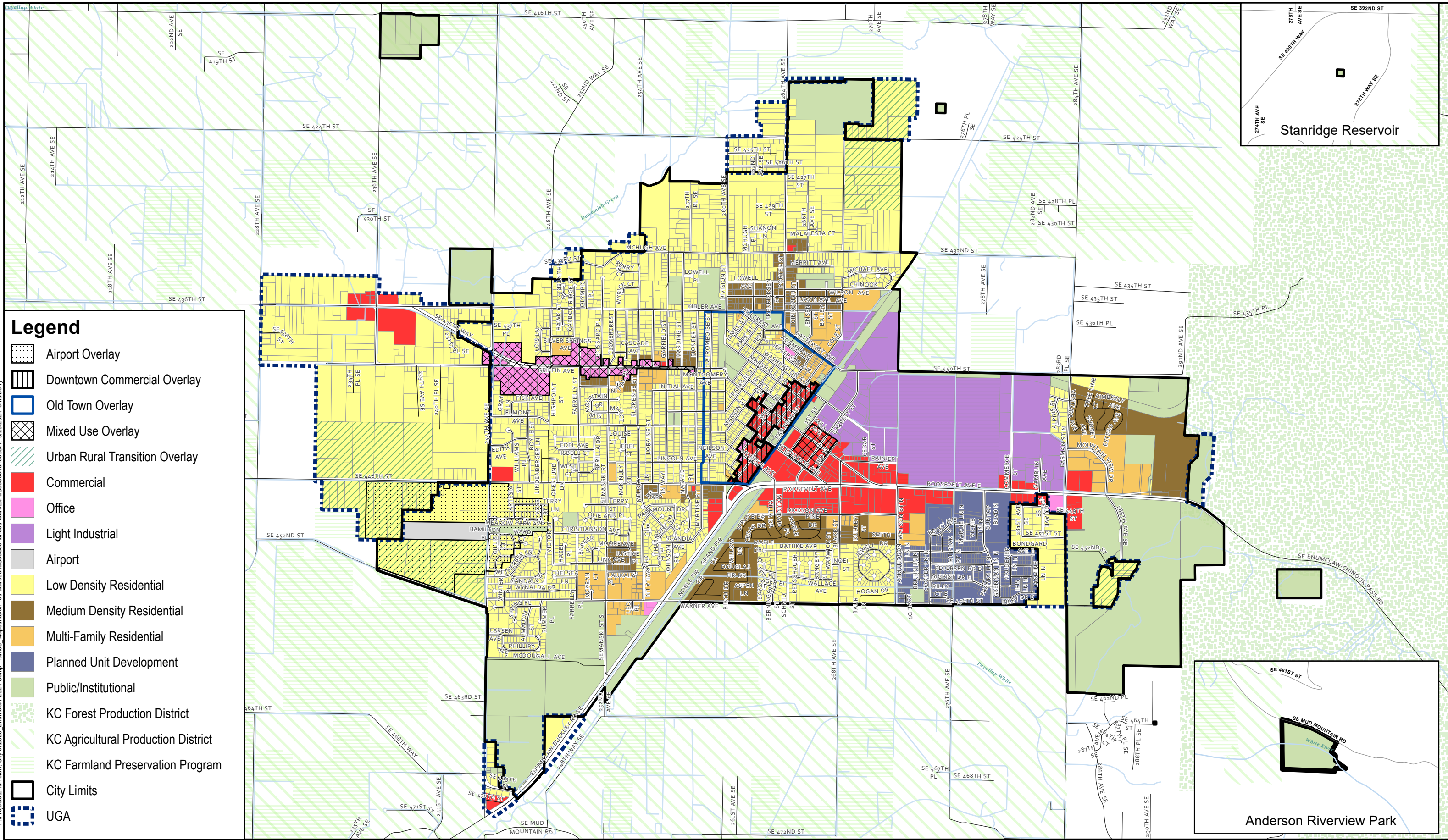
18.48.070 Additional Requirements.

A notice regarding airport noise and operations shall be placed on the title of new residential development within the airport overlay district.

15.04.020 Definitions

“Heliport” means an area, either at ground level or elevated on a structure, licensed or approved for the landing and taking-off of helicopters, and including auxiliary facilities such as parking, waiting room, fueling and maintenance equipment.

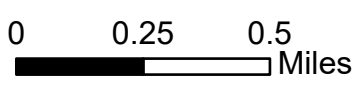
“Helistop” means a heliport, but without auxiliary facilities such as parking, waiting room, fueling and maintenance equipment.



P:\Projects\Enumclaw, City of\2023_Enumclaw 2024 Comp Plan\03_Map\maps\Pro\FutureLandUseScenarios\FutureLandUseScenarios.aprx 3/20/2024 emuberry



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Future Land Use Map
 2024 Comprehensive Plan
 City of Enumclaw
 March 2024

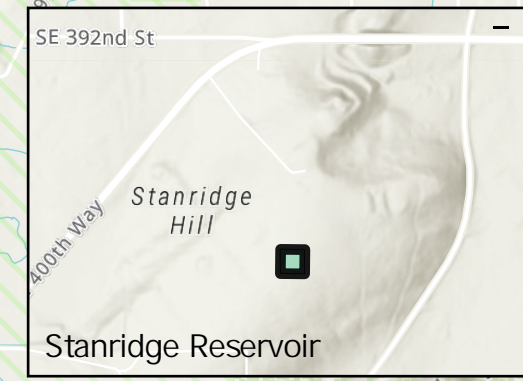
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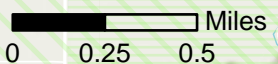
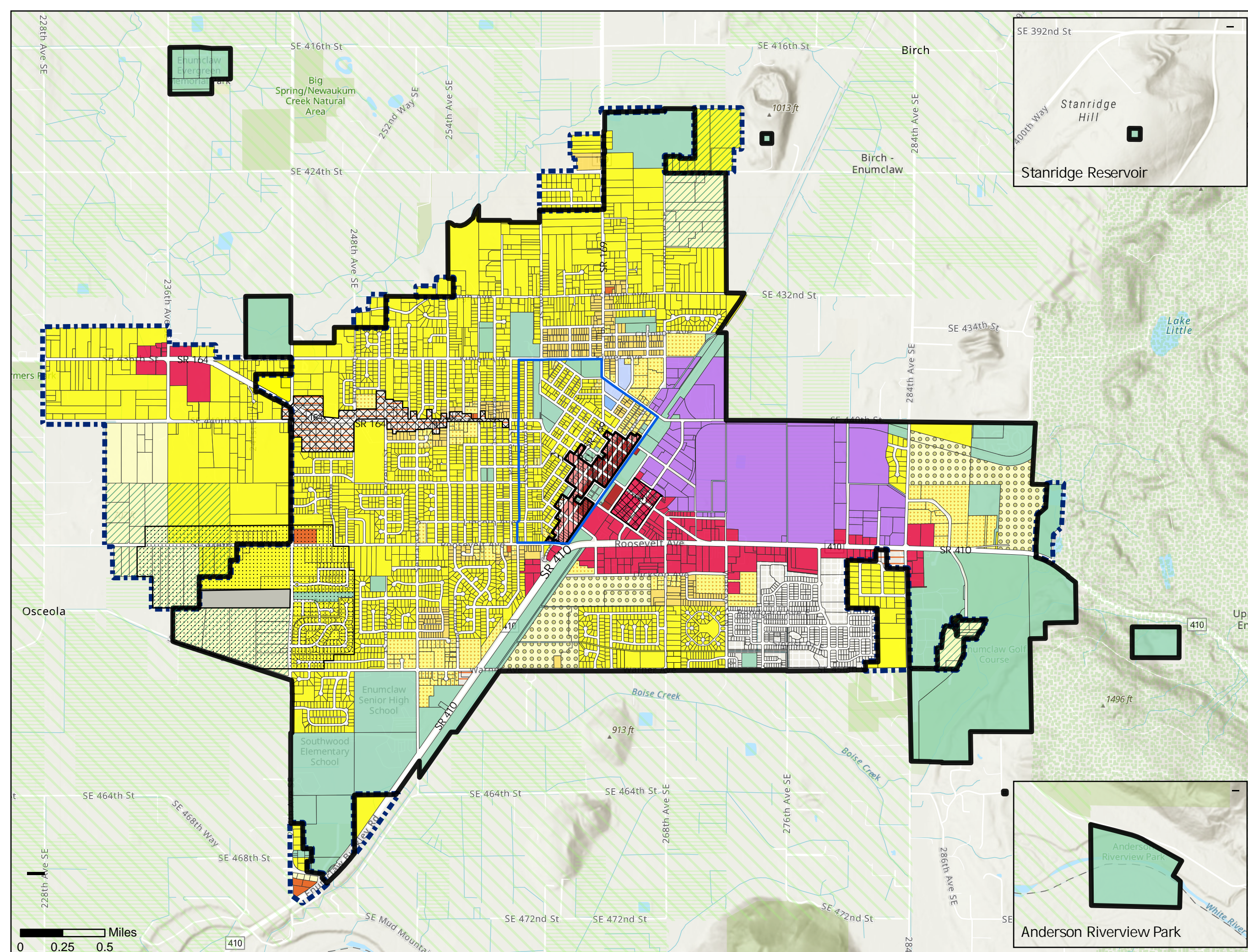
CITY OF ENUMCLAW ZONING MAP DRAFT

- Residential 1 (15,000 sq. ft.)
- Residential 2 (8,400 sq. ft.)
- Residential 3 (6,200 sq. ft.)
- Residential 4 (6,200 sq. ft.)
- Residential Mobile Home Park
- Planned Unit Development
- Central Business 1
- Central Business 2
- Neighborhood Business
- Highway and Community Business
- General Office
- General Office-Hospital
- Hospital
- Light Industrial
- Public
- Airport (Proposed)
- Airport Overlay (Proposed)
- Downtown Commercial Overlay
- Old Town Overlay
- Mixed Use Overlay
- Urban Rural Transition Overlay
- King County Farmland Preservation Program
- King County Agricultural Production District
- King County Forest Production District
- Urban Growth Area (UGA)
- City Limits



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FINDINGS AND CONCLUSIONS:

Airport Zoning Code and Zoning map Amendments

Title 15 outlines the findings required to approve comprehensive plan amendments/code amendments. EMC section 15.32.038 outlines three general requirements and six consistency statements to be used when evaluating the merits of the proposals.

The code states (in part) under EMC 15.32.038 that the planning commission may recommend, and the city council may approve, the proposed amendment[s] to the comprehensive plan only if the following general criteria are met:

1. The amendment will not result in development that will adversely affect the public health, safety and general welfare.

Staff response: Staff and the Planning Commission find the amendment to the development regulations and zoning map will not adversely affect the public health, safety and general welfare. The regulations will allow the existing airport to be a conforming use within the code and will adopt specific development standards for other uses located within the airport overlay area as well as requiring notices regarding airport noise and operations on title for new residential development within the overlay area.

2. The amendment is based upon new information that was not available at the time of adoption of the comprehensive plan, or that circumstances have changed since the adoption of the plan that warrant an amendment to the plan.

Staff response: Staff and the Planning Commission find that there has been a change in circumstances since the adoption of the last comprehensive plan, the required adoption of the 2024 Comprehensive Plan.

3. The amendment is consistent with other goals and policies of the comprehensive plan, and that the amendment will maintain concurrency between the land use, transportation, and capital facilities elements of the plan.

Staff response: Staff and the Planning Commission find that the proposed development regulations and zoning map will be consistent with the goals and policies of the comprehensive and will maintain concurrency between the land use, transportation and capital facilities elements of the plan. The 2024 Comprehensive Plan includes the following policies:

Goal LU-14: Maintain the viability of the Enumclaw Airport by reducing conflicts with incompatible land use and allowing for appropriate related development such as parking areas, terminal, hangers, and accessory uses.

Goal LU-6: Promote diverse, equitable and inclusive neighborhoods.

Policy LU-14.3 Limit places of assembly such as churches, schools; or those with vulnerable communities, such as day care and adult family homes; within ¼ mile of the airport.

A. Consider developing a specific airport zone addressing parking areas, terminal hangers, and other accessory uses.

B. Consider development standards allowing residential airpark development with taxi ways to individual residences.

The code states (in part) under EMC 15.32.038 that the planning commission shall use the

following detailed criteria in evaluating the merit of a proposal:

1. The amendment should address an existing, significant need for a public necessity or convenience.

Staff response: Staff and the Planning Commission find that the development regulation and zoning map amendment will address the need for the airport to remain in operation and expand operations (if needed) as opposed to being an existing non-conforming use. The development regulations will also adopt regulations specific to certain uses surrounding the airport.

2. The amendment[s] should be in the public's best interest.

Staff response: Staff and the Planning Commission find that the amendments to the development regulations and zoning map are in the public best interest as it will allow the airport to maintain its operations and limit certain incompatible uses adjacent to the airport as well as notification for neighboring properties.

3. The amendment should be compatible with all adjacent comprehensive plan and zoning map designations.

Staff response: Staff and the Planning Commission find that the development regulations and zoning map amendment are compatible with the adjacent land use and zoning map designations. The properties zoned R-1 to the south can taxi planes from private hangers onto the airport site as well as adding protections to the neighboring residential homes adjacent as well as adding requirements that preclude certain sensitive uses.

4. The amendment should be compatible with all elements of the comprehensive plan and zoning code.

Staff response: Staff and the Planning Commission find that the proposed development regulations and zoning map amendments are compatible with all elements of the 2024 Comprehensive Plan.

5. The amendment[s] should be compatible with and should not adversely impact related ordinances, regulations and development standards.

Staff response: Staff and the Planning Commission find that the proposed development regulations and zoning map amendments is compatible with and should not adversely impact related ordinances, regulations and development standards. The regulations will allow the existing airport operation to continue and will preserve this into the future as well as implement Comprehensive Plan Goal 14.

6. The amendment should not adversely impact the health, safety and general welfare of the public; the city design; development interests; neighborhoods; environmentally sensitive areas; and historic areas.

Staff response: Staff and the Planning Commission find that the development regulations and zoning map amendment should not adversely impact the health, safety and general welfare of the public. The regulations will better regulate the neighboring uses and not permit certain sensitive uses adjacent to the airport. The airport is currently in operation and this change will not affect the city design, development interests or neighborhoods. The amendments will not adversely affect environmentally sensitive areas or historic areas. There are not any documented environmentally sensitive areas or known historic areas near the airport.

7. If a comprehensive map/zoning map amendment is proposed, the criteria of

EMC 15.32.010 must also be used in evaluating the proposal.

15.32.010 Rezones. A “rezone” is a change to the city’s zoning map. Site-specific rezones are quasi-judicial, and may be initiated by planning commission, council, or anyone with ownership interest in the land. Site-specific rezones are Type IV permit actions in which the hearing examiner makes a recommendation to council, who makes the final decision (Chapter 15.24 EMC). Area-wide rezones are legislative, and may be initiated by planning commission or council. Most rezone requests also require amendment of the comprehensive plan map; such requests are addressed both as legislative actions and Type IV permit actions.

Staff response: Staff and the Planning Commission find that the proposal is legislative and is initiated by the planning commission as part of the revised 2024 Comprehensive Plan. The proposal is legislative because the amendment include a new zoning designation as well as a zoning overlay around the airport area.

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