

**ORDINANCE NO. 2026-2**

**AN ORDINANCE OF THE TOWN OF EATONVILLE, WASHINGTON, REPEALING AND REENACTING EATONVILLE MUNICIPAL CODE SECTIONS 18.04.185 AND 18.04.187 AND ADOPTING CODES MORE CONDUCTIVE TO AIRPORT GROUND OPERATIONS SAFETY AND LAND USE COMPATIBILITY.**

**WHEREAS**, the current town codes regulating land use in the Aerospace District addresses hazards to navigable airspace via FAA FAR part 77 and other land use regulations, the town council believes that the current code does not appropriately address land use compatibility and airport ground operations.

**WHEREAS**, the revised code sections appropriately address airport ground operations and land use compatibility by creating an administrative permitting process that determines the safety of proposed land uses via updated definitions, more specific language regarding airport ground operations and the added regulatory authority of WSDOT Aviation's Emerging Aviation & Land Use Compatibility Division.

**WHEREAS**, the Council of the Town of Eatonville finds that the public health, safety, and welfare will be served by adopting revised versions of Eatonville Municipal Code sections 18.04.185 and 18.04.187

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE TOWN OF EATONVILLE AS FOLLOWS:**

**Section 1.** Eatonville Municipal Code Section 18.04.185 is hereby repealed. A new Eatonville Municipal Code Section 18.04.185 is hereby adopted to read as follows:

**18.04.185 AP – Aerospace District**

This district is intended to allow airport related activities such as runway, aircraft ground operations, flight operations, aircraft storage, aircraft repair and maintenance, aircraft modification, commercial land uses, industrial land uses, and residential land uses.

A. Permitted Uses. The following uses are permitted, provided they do not violate the restrictions identified and listed in EMC § 18.04.187.

1. Airport, heliport and aircraft tie-down areas;
2. Hangars, fuel depots, aircraft sales and repair facilities, and similar facilities pertaining to aircraft;
3. Single-family residential use as permitted in EMC § 18.04.010;
4. Commercial uses as permitted in EMC § 18.04.140;
  - a. Except marijuana retail outlets shall not be allowed in the AP – aerospace district.

b. Except, commercial or residential uses requiring penetration of the primary surface in order to reach areas in the transitional surface.

5. Industrial uses as permitted in EMC § 18.04.180;

a. Except marijuana producer and marijuana processor uses are prohibited in the AP – aerospace district.

6. Any structure customarily accessory to the above uses shall be permitted;

7. Flight instruction;

8. Aircraft rental;9. Air taxi service;

10. Aircraft and parts manufacturing; and

11. Electric vehicle battery charging stations, Levels 1, 2 and 3 subject to compliance with the development standards of EMC § 18.08.020.

B. Conditional Use. Conditional uses shall be processed in accordance with EMC § 18.09.030. Conditional uses are:

1. Public facilities and utilities and essential public facilities;

2. Other uses as determined by the board of adjustment to be of a similar and compatible nature are permitted upon application and approval of a conditional use permit. In reviewing and granting a conditional use permit, the board of adjustment shall follow the conditional use permit procedures outlined in EMC § 18.09.030.

C. Variances. The board of adjustment may grant a variance upon application and approval of a variance permit; provided, that the granted variance does not significantly endanger the operation of an aircraft while on the ground, taking off or landing and the lives and property in the aerospace district and its surrounding area. In reviewing and granting a variance, the board of adjustment shall follow the variance procedures outlined in EMC 18.09.040.

D. Restrictions. It is found that airport operations create a hazard that endangers the lives and property of users of the airport and of occupants of land or property in its vicinity. Therefore, it is necessary in the interest of the public health, public safety and general welfare that the creation or establishment of airport hazards be prevented by overlaying certain restrictions on development as specified below and further specified in EMC § 18.04.187, Airport overlay zone.

1. No use may be made of land within the aerospace district in such manner as to create electrical interference with radio communication between the aircraft and the airport and air traffic control, making it difficult for fliers using the airport, impair visibility in the vicinity thereof, or otherwise endanger the landing, taking off or maneuvering of aircraft.

2. The planning commission may attach any reasonable restrictions and requirements to any parcel of land within the aerospace district and any parcel of land adjacent to

or in the vicinity of the aerospace district as the planning commission deems necessary to protect the public health, safety and general welfare, the safe operation of aircraft while on the ground and to mitigate any adverse effects of proposed development that in the judgment of the planning commission is incompatible with the safe operation of the airport.

3. Any commercial use within the aerospace district shall provide for a six-foot-wide buffer on each side of the commercial use when it abuts residential property. If the adjacent residential properties are not as yet developed, the planning director may require, as a condition of issuing a building permit, a landscaping plan to be completed at a future date set by the planning commission. The planning commission shall have the authority to require a bond to secure performance of the future landscaping requirement.

4. No landscaping higher than one foot above ground shall be permitted in an area extending from the edge of the runway to a distance of 100 feet. Landscaping along streets and taxiways shall not exceed two feet in height in order to allow unobstructed taxiing of aircraft. Light poles, sidewalks and street signs are not permitted. Any lighting along streets and taxiways shall be at ground level, not exceeding one foot in height.

5. No building or structure in the aerospace district shall have a height greater than 28 feet for a residential structure and 38 feet for a commercial or industrial structure. No building or structure in the aerospace district is permitted to penetrate the height limitation set forth in EMC § 18.04.187 without approvals granted by the process set forth in 18.04.187 (E)(1) "General Development Requirements and Restrictions Applicable to All Zones."

E. Minimum Lot Size. No lot within the aerospace district shall be less than 21,500 square feet. The minimum lot width shall be 100 feet. All lots in this district shall abut a dedicated public street or shall have such other access as held suitable by the planning commission, meeting required road standards for private roads, or, if applicable, subdivisions.

F. Setback Requirements. Every front yard shall have a minimum setback requirement of 25 feet, and a minimum side yard setback of eight feet except for corner lots which shall have minimum side yard setback of 25 feet for the side yard facing another street. There shall be a minimum 25-foot setback from the rear property line. An accessory building which is detached and located within 10 feet of a rear or side property line provided said property line does not front on a street. All attached accessory structures shall comply with the setback requirements for the main structure.

G. Parking. All lots shall provide parking spaces in accordance with lot usage as set forth in Chapter 18.05 EMC. Hangars do not qualify as required parking spaces for automobiles.

H. Signs. No sign erected in the aerospace district shall exceed two feet in height, measured from ground level.

**Section 2.** Eatonville Municipal Code Section 18.04.187 is hereby repealed. A new Eatonville Municipal Code Section 18.04.187 is hereby adopted to read as follows:

**18.04.187 Airport overlay zone.**

A. Purpose and Intent.

The purpose and intent of this section is to establish an airport overlay zoning district on properties located on, adjacent to, and in the vicinity of Eatonville Airport (Swanson Field), Washington, in order to protect the health, welfare, safety, and quality of life of the general public, property owners, airport operators, and aviation community; and also to ensure compatible land uses in the runway surface area zone, approach and departure safety zones and vicinity of the affected environments of the airport overlay zoning district and runway environment.

B. Statutory Authority. This section is adopted pursuant to RCW 36.70A.547 and 36.70A.200 which requires a county, city or town to enact development regulations, to discourage the siting of incompatible land uses adjacent to general aviation airports.

The incompatible land use regulations presented in this section differ from the state of Washington Department of Transportation, Aviation Division, planning guidelines that identify a set of suggested incompatible land uses adjacent to general aviation airports. The departure, however insignificant, is necessitated by the fact that Eatonville Airport (Swanson Field) was built and later expanded before the incompatible land use regulations adjacent to general aviation airports came into existence. Residential development was permitted close to the airport runway and other developments, such as schools, were permitted to be built adjacent to the airport property. At the time, these developments were considered to coexist safely with the airport operations. Today, the view at the state level has changed. Many of the early permitted developments are now being judged unsafe by the state agencies. This section attempts to find a compromise that recognizes the federal regulations and state planning guidelines and protects the rights and values of property owners at and around the airport. By adopting this section, to prohibit further degradation of the runway primary surface area and airborne aircraft operating environments, the airport is safer than the alternative of doing nothing.

The federal regulations and state planning guidelines have been written to fit all airports, regardless of their size and geographic setting. What is good for Sea-Tac International Airport is unrealistic and unworkable in Eatonville. This section is designed to meet the state requirement that a town shall enact development regulations to discourage the siting of incompatible land uses adjacent to general aviation airports by taking into consideration the federal regulations, the state planning guidelines, rights of property owners, the safety of aircraft operators, the safety of persons residing at and near the airport, the operators and patrons of businesses, the past development history at and near the airport, and the size and characteristic of the airport itself.

C. Definitions. As used in this section, unless the context otherwise requires:

1. "Airport"

means Eatonville Airport (Swanson Field).

2. "Airport elevation"

means 843 feet above mean sea level.

3. "Airport overlay zoning district" shall include the runway protection zone 1, inner safety zone 2, inner turning zone 3, outer safety zone 4, sideline safety zone 5, and the traffic pattern zone 6 as depicted on Map A, Aircraft Accident Safety Zones, and numbered zones 1 through 6, respectively.

4. "Approach surface"

means a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and along the same slope as the approach zone height limitation slope set forth in subsection (D)(1) of this section.

5. Approach, Transitional, Horizontal, and Conical Zones.

These zones are set forth and defined in subsections (D)(1)(a) through (e) of this section.

6. "Conical surface"

means a surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 feet outward to one foot upward for a horizontal distance of 4,000 feet.

7. "Flammable and combustible liquids" shall be defined as the type and design of underground and above ground liquid storage tanks; the location and design of the fuel dispensers and dispenser nozzles; the design and specifications for related piping, valves and fittings; the location and classification of electrical equipment, including emergency fuel shutdown devices; and specifications for fuel storage and pressure-relief components, and shall be in accordance with Article 52 (5201.3.2.1 – Motor Vehicle Fuel-Dispensing Stations), Article 79 (Flammable and Combustible Liquids, specifically Special Options 7904), Standard of the International Fire Code and all other applicable codes.

8. "Hazard to air navigation"

means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the runway surface zone, runway or navigable airspace.

9. Height.

For the purpose of determining the height limits in all zones set forth in this section and shown on the airport overlay zoning district Map C, the datum shall be mean sea level elevation unless otherwise specified.

10. "Horizontal surface"

means a horizontal plane 150 feet above the established airport elevation reaching a height of 993 feet above sea level, extending outward from all points on the centerline of the primary surface a distance of 5,000 feet.

11. "Nonconforming use"

means any pre-existing structure, object of natural growth, or use of land, which is inconsistent with the provisions of this section.

12. "Obstruction"

means any structure, growth, or other object, including a mobile object (motor vehicles, construction equipment, etc.) which exceeds a limiting height set forth in subsection (D)(1) of this section.

13. "Person"

means an individual, firm, partnership, corporation, company, association, joint stock association or government entity. "Person" includes a trustee, a receiver, an assignee, or a similar representative.

14. "Primary surface"

means a surface longitudinally centered on a runway. The primary surface extends 200 feet beyond each end of that runway. The width of the primary surface is 250 feet, 125 feet on each side of the center of the paved runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

15. "Runway"

means a defined area on an airport prepared for landing and takeoff of aircraft along its length.

16. "Structure"

means an object, including a mobile object, constructed or installed by man, including but without limitation buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

17. "Transitional surfaces" begin at the edge of the primary surface, extending outward at 90 degrees to the center of the runway at a defined slope of seven feet outward for each one foot upward until it meets the horizontal surface which is 150 feet above the airport elevation of 843 feet, or 993 feet above sea level.

18. "Tree"

means any object of natural growth.

19. "Utility runway"

means a utility runway that is constructed for and intended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight or less.

20. "Visual runway"

means a runway intended solely for the operation of aircraft using visual approach procedures.

D. Airport Overlay Zoning District. In order to carry out the provisions of this section, there is hereby created an airport overlay zoning district that is composed of the following height restriction and aircraft accident safety zones. The zones cover a geographic area that is affected by airport activities and are defined on the basis of factors including, but not limited to, aircraft noise, aircraft flight patterns, airport safety zones, local circulation patterns and area development patterns. The boundaries of the airport height restriction and aircraft accident safety zones are shown on Aircraft Accident Safety Zones, Map A, and Height Restriction Zones, Map C, which are attached to the ordinance codified in this section and incorporated by reference, and which shall also be on file and open for inspection in the town of Eatonville public works department offices. The height restriction and aircraft accident safety zones are overlaid on top of the existing underlying zoning, which remains in full force and effect. Where the requirements imposed by the height restriction and aircraft accident safety zones conflict with the requirements of the underlying zoning, the more restrictive requirement shall be enforced.

1. Height Restriction Zones. In order to carry out the provisions of this section, there are created and established certain height restriction zones which include all of the land lying beneath the primary surface, approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to Eatonville Airport (Swanson Field) as promulgated in Title 14 of the Code of Federal Regulations (CFR) Part 77, Imaginary Surfaces, which establishes the boundaries, dimensions and configurations (airspace protection thresholds), to reduce airspace obstruction and hazard to aviation in proximity to an airport. Such zones are shown on Eatonville Airport (Swanson Field) Overlay Zoning Map C. Within each of the height restriction zones there are hereby established certain height restrictions for structures and trees. The height restriction zones are established and defined as follows:

a. Primary Surface Zone. Primary surface, as defined in subsection (C)(14) of this section, is a surface longitudinally centered on a runway. The primary surface zone extends 200 feet beyond each end of the runway. The width of the primary surface is 250 feet, 125 feet on each side of the center of the paved runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. No structure or roadway other than a runway and runway associated aprons can be constructed in the primary surface zone. Any landscaping outside the paved runway within the primary surface zone shall be limited to native or seeded grasses.

b. Approach Surface Zone. The 250-foot inner edge coincides with the width of the primary surface and slopes 20 feet outward for each one foot upward beginning at the end of and at the same elevation as the primary surface and expands to a horizontal distance of 1,250 feet at a horizontal distance of 5,000 feet along the

extended runway centerline. Its centerline is the continuation of the runway centerline as depicted on Map C.

c. Transitional Surface Zones. Beginning at the center of the paved runway and at the same elevation as the paved runway, extending outward at 90 degrees to the center of the runway, for 125 feet, then extending further outward at a defined slope of seven feet outward for each one foot upward until it meets the horizontal surface which is 150 feet above the airport elevation of 843 feet, or 993 feet above sea level.

d. Horizontal Surface Zone. The zone is established at 150 feet above the airport elevation or at a height of 993 feet above mean sea level. The zone begins at the terminus of the transitional zone and extends outward 5,000 feet and connects to the approach zone at the 150-foot elevation level. The horizontal zone does not include the approach and transitional zones.

e. Conical Surface Zone. The conical surface zone is established as the area that commences at the periphery of the horizontal zone and extends outward for a horizontal distance of 4,000 feet as depicted in Map C.

2. Safety Zones. In order to carry out the provisions of this section and to promote land use compatibility on lands within and adjacent to and in the vicinity of the Eatonville Airport (Swanson Field), there are created and established certain aircraft accident safety zones. Such aircraft accident safety zones are shown on Eatonville Airport (Swanson Field) Overlay Zoning District Map A. Within each of the aircraft accident safety zones certain land use limitations are established and certain development standards are imposed in addition to the land uses and development standards of the underlying zoning. Where the requirements imposed by these aircraft accident safety zones conflict with the requirements of the underlying zoning, the more restrictive requirement shall be enforced. The aircraft accident safety zones are established and defined as follows:

a. Runway Protection Zone 1. An area extending beyond the centerlines of runway as depicted on Map A. This zone begins from the outer boundaries of the primary surface, 250 feet from the ends of the runway, and extends out 900 feet to its widest point, which measures 450 feet across, 225 feet on either side of the runway centerline.

b. Inner Safety Zone 2. An area extending beyond the centerline of the runway as depicted in Map A. This zone begins at the end of the runway protection zone 1 and extends out 1,600 feet. The zone measures 550 feet across, 225 feet on either side of the runway centerline.

c. Inner Turning Zone 3. A fan-shaped area extending beyond the centerline of runway as depicted on Map A. This zone begins at the primary surface, 200 feet from the end of the runway centerline, and extends out with a 60-degree radius arc on either side of the runway centerline to 2,500 feet and connects to the centerline of the inner safety zone with sweeping arcs.

d. Outer Safety Zone 4. Area extending beyond the centerline of the runway as depicted on Map A. This zone begins at the end of the inner safety zone and extends out 2,500 feet. The zone measures 550 feet across, 225 feet on either side of the runway centerline.

e. Sideline Zone 5. An area adjacent to the runway as depicted on Map A. This zone begins from the outer boundaries of the primary surface, extends out 500 feet perpendicular to the primary surface and connects to the 60-degree sector of the inner turning zone.

f. Traffic Pattern Zone 6. This zone is depicted on Map A and begins from the outer boundaries of the sideline zone and extends out to 4,000 feet perpendicular to the primary surface and at an arc 4,000 feet radius from the end of the runway, connecting to the outer safety zone.

#### E. Uses, Development Requirements and Restrictions.

##### 1. General Development Requirements and Restrictions Applicable to All Zones.

a. Underlying Zoning Requirements. In addition to the airport overlay zoning district development requirements and restrictions set forth in subsection (E)(2) of this section and in Table 1, all uses and activities are at all times subject to the requirements of the underlying zoning district. Where the requirements and restrictions imposed by the airport overlay zoning district height restriction and aircraft accident safety zones conflict with the requirements of the underlying zoning district, the more restrictive requirement shall be applied.

b. Height. All uses shall be subject to the height restrictions set forth in subsection D of this section. An applicant for proposed structures or objects, including motor vehicle roadways likely to result in penetration of FAR 77 imaginary surfaces zones as identified in subsections (D)(1)(a) through (e) of this section may be granted a building or land development permit if they have contacted the Washington State Department of Transportation Aviation Division and received a written statement of approval that describes why the development proposal will not pose a hazard to aircraft ground or air operations. The applicant must also have received written notice of filing a Form 7460-1 with the Federal Aviation Administration and have received a written statement that the applicant's proposal would not be a hazard to air navigation.

c. If one or more hazards to air navigation are identified by the reviewing entities, the proposal shall be denied. This decision may be appealed according to the process set forth in EMC 18.09.060.

d. The administration shall also receive a written recommendation from the Eatonville Airforce Manager to consider during review.

**Section 3.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted

by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 4.** This ordinance shall take effect after publication of a summary, consisting of the title, pursuant to RCW 35.27.300.

1ST READING: February 23, 2026

2ND READING: March 9, 2026

**PASSED** by the Town Council of the Town of Eatonville and attested by the Clerk in authentication of such passage this \_\_\_\_ day of \_\_\_\_\_, 2026.

---

Emily McFadden  
Mayor

ATTEST:

---

Miranda Doll  
Town Clerk

APPROVED AS TO FORM:

---

Oskar Rey  
Town Attorney

Pierce County, Washington

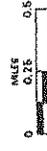


### Eatonville Airport Area Of Influence Aircraft Accident Safety Zone Diagram

- 1 Runway Protection Zone
- 2 Inner Safety Zone
- 3 Inner Turning Zone (60 Degree Sector)
- 4 Outer Safety Zone
- 5 Slideline Safety Zone
- 6 Traffic Pattern Zone

### Map A AIRPORT OVERLAY ZONING DISTRICT Eatonville Airport Swanson Field "Safety Zones"

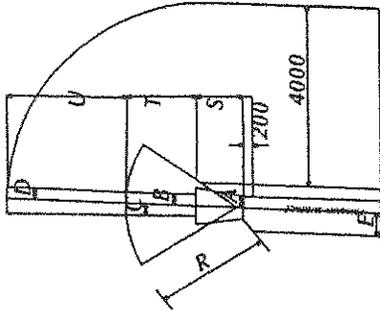
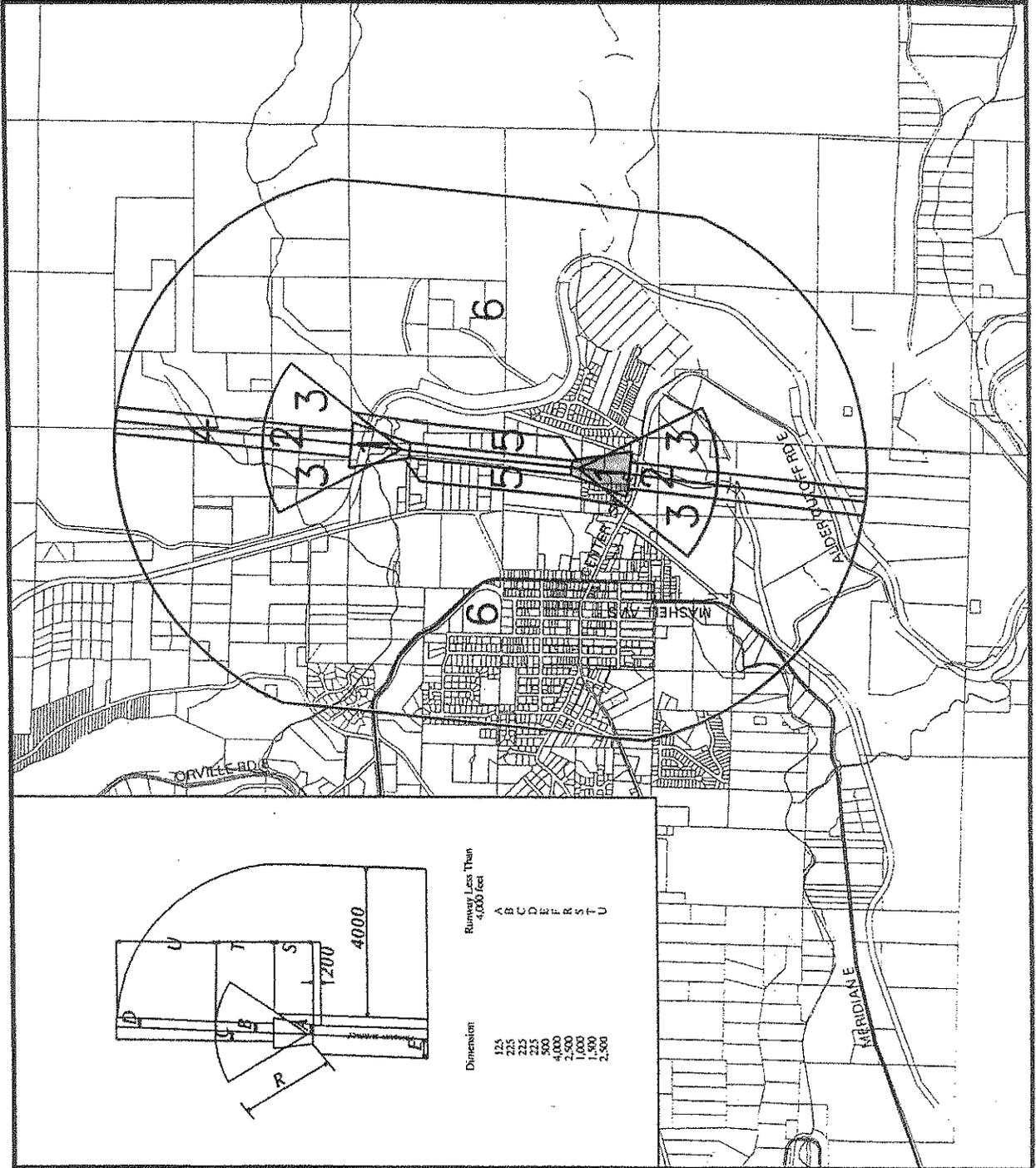
22 February 2007



Department of Planning and Land Services

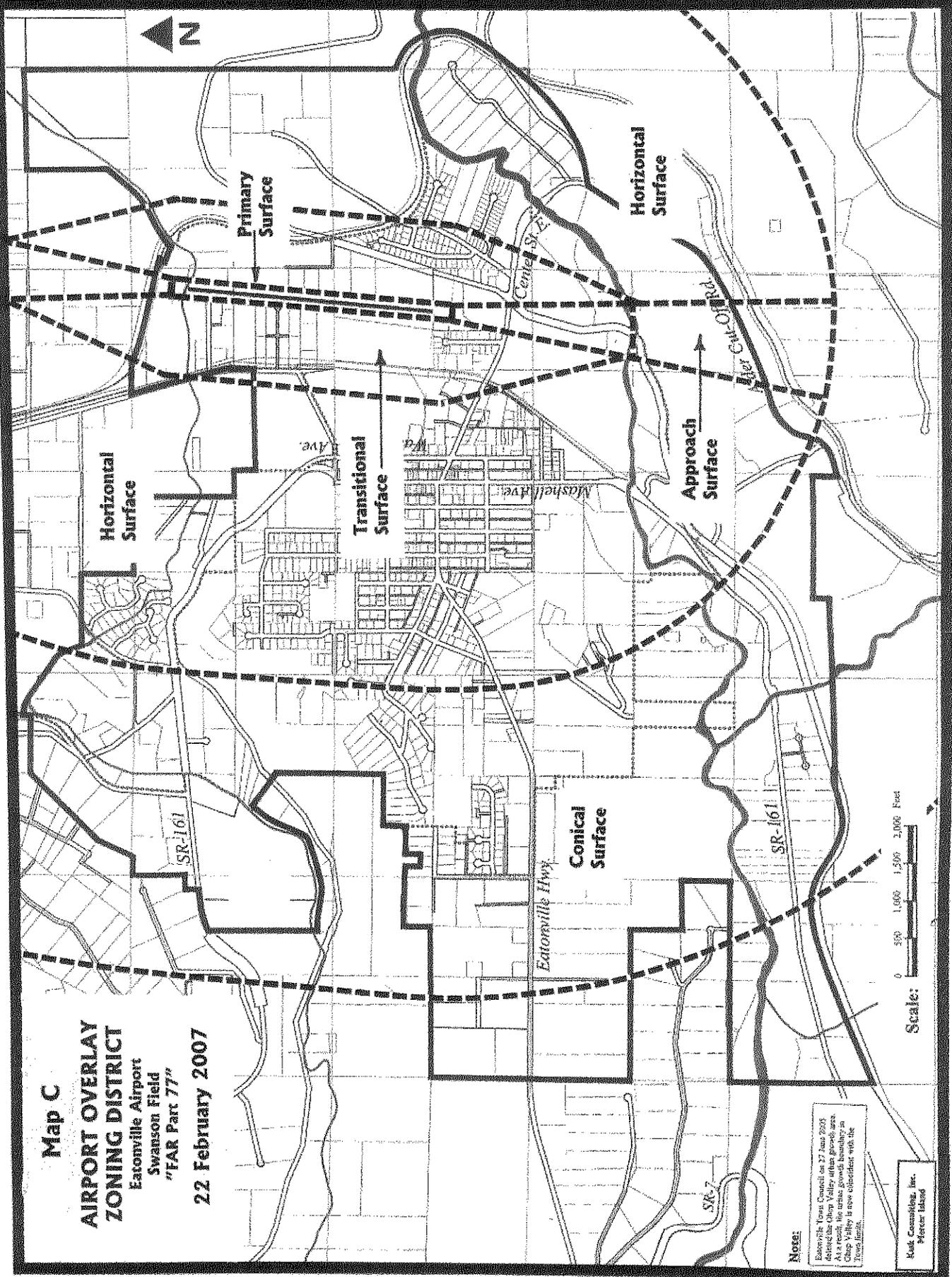
Plot Date: January 11, 2005

## City of Eatonville Airport



Dimension	Runway, Less Than 4,000 feet
A	125
B	225
C	225
D	225
E	4,000
F	2,500
G	1,000
H	1,500
I	2,500

**Map C**  
**AIRPORT OVERLAY**  
**ZONING DISTRICT**  
 Eatonville Airport  
 Swanson Field  
 "FAR Part 77"  
 22 February 2007



**Note:**  
 Eatonville Town Council on 27 Jan 2005  
 deleted the Chip Valley urban growth area.  
 As a result, the urban growth boundary in  
 the Chip Valley is now coincident with the  
 1:250,000.

K&K Consulting, Inc.  
 Mercer Island