

**CITY OF LA CROSSE, WISCONSIN  
CITY PLAN COMMISSION  
REPORT  
July 5, 2016**

➤ **AGENDA ITEM - 16-0413 (Lewis Kuhlman)**

AN ORDINANCE to amend Section 8-82 through 8-171 of the Code of Ordinances of the City of La Crosse - Airport Overlay Zoning District Ordinance for the City of La Crosse, Wisconsin.

➤ **ROUTING:** J&A Committee

➤ **BACKGROUND INFORMATION:**

This ordinance makes creates a ten-foot buffer to allow for administrative review. Building over height limit requires a permit and triggers an aeronautical study by the FAA and Airport. The ten-foot buffer allows permitting and studies to be done by the zoning administrator, who makes sure all requirements are met prior to issuing a permit. This would not affect approach surfaces, since they are all over eleven feet.

Minor corrections include labeling the airport as a 'regional,' changing 'cell' to 'contour', using 'North American Vertical Datum 1988' instead of 'mean sea level', and changing the 'Manager' to 'Director.' It also requires compliance with the FAA's lighting and marking regulations. Lastly, the Land Use Compatibility Chart was amended so Utility Uses in Zone B would now require a permit rather than being allowed.

The City received a letter of objection (attached), to which the Airport Director has responded as follows. The EPA has no oversight of the Airport Overlay Zoning District. The Overlay District will likely have no impact on Dairyland Power's environmental assessment. Protecting scenic beauty is not part of its purpose either. The proposed ordinance provides more detailed protection of the airports approaches than the current Overlay District, resulting in improved oversight. There is no arrangement between the Airport and Dairyland Power. The proposed ordinance has been vetted through the FAA and WI Bureau of Aeronautics, and meets the intent of Federal grant assurances and the intent of protecting the airports approaches. BOZA appeals have historically been approved against the airports recommendations, so the proposed ordinance will give the City more certainty in protecting the Overlay District. With more detailed zoning, the process is simplified and does not require variances for towers that don't currently need them; variances have only been required in the past due to the ambiguity in the ordinance and heights themselves.

Airport officials have reviewed Dairyland's final proposed heights as well. Based on the proposed tower locations and heights and study data, there are no locations which would impact any existing or future approaches to the airport. Under the existing

ordinance, twenty-five variances would be required but would receive no objection from the Airport due to the data received. Under the new proposed ordinance seven variances would be required, again with no objection from the Airport due to the data received.

➤ **GENERAL LOCATION:**

Within a 3 mile radius around the airport runways, including parts of northern La Crosse, Onalaska, Campbell, Medary, and Holmen – see attached **MAP PC16-0413**.

➤ **RECOMMENDATION OF OTHER BOARDS AND COMMISSIONS:**

Not applicable

➤ **CONSISTENCY WITH ADOPTED COMPREHENSIVE PLAN:**

This Ordinance is consistent with the adopted Comprehensive Plan: “The City should work to implement the recommendations of the Airport Master Plan. This will include addressing land use issues related to airport noise impacts and safety issues.”

➤ **PLANNING RECOMMENDATION:**

**Planning staff recommends approval of this ordinance**