

**SECTION 3.090. AIRPORT APPROACH ZONE, A-A**

**SECTION 3.090. AIRPORT APPROACH ZONE, A-A.** The A-A Zone is an overlay zone intended to restrict development in the vicinity of an airport. In an A-A Zone, the following regulations shall apply:

A. Uses Permitted Outright. In an A-A Zone, the following uses and their accessory uses are permitted outright:

1. Airport, including hangers, control facilities, aircraft maintenance and repair, and similar aircraft related commercial uses.
2. Farm use, excluding commercial livestock feed lot, livestock sales yard and excepting those uses set forth in subsection (2) of this section.

B. Conditional Uses. In an A-A Zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements of this section and Article 6 of this ordinance.

1. Farm accessory buildings and uses.
2. Mining, quarrying or other extraction activity, including the processing or refining of ore or other raw materials.
3. Utility facility necessary for public service.
4. Golf course.
5. Park, playground, other public recreation site or facility, or community service facility owned and operated by a governmental agency or non-profit community organization.
6. Veterinary clinic, animal pound, or kennel.
7. Private or public grounds and buildings for games, sports, riding arenas, race tracks, and similar activities.
8. Water supply and treatment facility

9. Sewage disposal and treatment facility.
10. Solid waste disposal site.
11. Manufacturing and warehousing.
12. Traveler's accommodation facilities.
13. Retail and wholesale trade facilities.
14. Residential use including mobile homes and development therefore.

C. Use Limitations. In an A-A Zone, the following limitations and standards shall apply to all uses permitted:

1. All uses shall only be permitted if found to be in compliance with the Airport Master Plan and the standards, criteria and guidelines thereof.
2. The height of any structure or part of a structure such as chimneys, towers, antennas, etc., shall be limited according to requirements established by the County or any governmental agency relative to uses in the vicinity of an airport, but in no case shall any building or structure exceed 35 feet.
3. In approach zones beyond the clear zone areas, no meeting place for public or private purposes which is designed to accommodate more than 25 persons at any one time shall be permitted, nor shall any residential use be permitted.
4. All parking demand created by any use permitted by this section shall be accommodated on the subject premises entirely off-street as provided in Article 4.
5. Access to sites and uses shall be permitted as provided in Article 4 and applicable provisions of the Transportation System Plan.

6. Any use permitted under the provisions of this section that is determined to be incompatible with an existing or planned use adjacent thereto or across the street from shall be screened from such incompatible uses by densely planted trees and shrubs or sight-obscuring fencing.

7. Mining or quarry operation permitted by subsection B.2 of this section may not be permitted if such use will allow or cause ponding which is likely to attract birds.

8. No use permitted by subsection B.3 of this section shall permit any power lines to be located in clear zones and any power lines located within an approach zone shall be in conformance with designated approach slope ratios.

9. No use permitted by this section shall be allowed if such use is likely to attract an unusual quantity of birds, particularly birds which are normally considered high flight.

10. No structure or object shall be erected, altered, allowed to glow or be maintained in such a manner as to penetrate any of the imaginary surfaces consistent with Federal Aviation Regulation (FAR), part 77.

D. Dimensional Standards. In an A-A Zone, the following dimensional standards shall apply.

1. The minimum lot size shall be determined in accordance with the provisions of this section relative to setback requirements, off-street parking and loading requirements, lot coverage limitations, and as deemed necessary by the Commission to maintain air, land and water resource quality, to protect adjoining and area land uses, to insure resource carrying capacities are not exceeded, and more specifically, to protect the airport; except that residential lot size standards shall comply with standards set forth in the SR Zone.

2. No non-residential use permitted by this section which is located adjacent to or across the street from an existing residential use or platted lot shall exceed more coverage than 70% of the land area designed or intended for such use, including buildings, storage and loading areas.

3. No residential use permitted by this section shall be permitted to exceed 30% lot coverage by buildings and accessory structures.

4. The minimum setback between a structure and the right-of-way of an arterial shall be 50 feet. The minimum setback of a structure from the right-of-way of a collector shall be 30 feet, and from all lower class streets the minimum setback shall be 20 feet.

5. The minimum setback between a non-residential structure and a property line abutting a residential use or lot shall be 50 feet; the same setback shall be required for a residential structure and a property line abutting a non-residential use or lot.

6. The minimum lot frontage shall not be less than 50 feet.

7. The minimum side setback between a structure and a property line shall be three feet, and the total of both side setbacks shall be twelve feet. (H) The minimum rear setback between any structure and a rear property line shall be 25 feet.

E. Sign Limitations. In addition to standards set forth by this ordinance, by applicable Sign Codes, or by regulations set forth by any other appropriate agency, in an A-A Zone, the following sign limitations shall apply:

1. For any use permitted by this section, the total area of all signs shall not exceed 200 square feet, no free-standing sign shall exceed 80 square feet and a height of 20 feet, no sign

exceeding 50 square feet of area and 6 feet in height shall be located upon the roof of any building, no sign shall exceed 15% of the area of the wall it is attached to, no sign shall be located within or protrude into a street right-of-way, and no sign shall flash or move, or be illuminated between the hours of 11:00 P.M. and 7:00 A.M., except as approved by the Commission.

F. Off-Street Parking and Loading. In an A-A Zone, off-street parking and loading shall be provided in accordance with the provisions of this section and Article 4.

G. Site Design. In an A-A Zone, the site design of any permitted use shall make the most effective use reasonably possible of the site topography, existing landscaping, and building placement so as to preserve existing trees and natural features, preserve vistas and other views from public ways, minimize visibility of parking, loading and storage areas from public ways and neighboring residential uses, and to minimize intrusion into the character of existing developments and land uses in the immediate vicinity of the proposed use. The State Aeronautics Division shall be included as a reviewing "affected party" for use applications in this Zone.

H. Design and Use Criteria. In the consideration of an application for a proposed use in an A-A Zone, the Commission shall take into account the impact of the proposed use on nearby residential and commercial uses, on resource carrying capacities, on the capacity of transportation and other public facilities and services, and on the appearance of the proposal. In approving a proposed use the Commission shall find that:

1. Proposal is in compliance with the applicable State and Federal Aviation Compatibility guidelines.
2. Proposal is in compliance with the Comprehensive Plan and the Airport Master Plan.

3. Proposal is in compliance with the intent and provisions of this ordinance and more particularly this section.

4. The Planning Commission may require establishment and maintenance of screenings, the use of glare resistant materials in construction and landscaping, or may attach other similar conditions or limitations that will serve to reduce hazards to airport operations.

I. Additional Requirements. As a condition of approval of any use proposed within an A-A Zone, the Commission may require:

1. An increase in required setbacks.
2. Additional off-street parking and loading facilities and building standards.
3. Limitations on signs or lighting, time of operations, points of ingress and egress, and building heights.
4. Additional landscaping, screening and other improvements.
5. Additional limitations on building heights.
6. Additional sound insulation requirements.
7. Any other conditions considered necessary to achieve compliance with the intent and purposes of this ordinance, policies of the Comprehensive Plan, and to protect the airport.

J. Transportation Impacts

1. Traffic Impact Analysis (TIA). In addition to the other standards and conditions set forth in this section, a TIA will be required for all projects generating more than 400 passenger car equivalent trips per day. Heavy vehicles – trucks, recreational vehicles and buses – will be defined as 2.2 passenger car equivalents. A TIA will include: trips generated by the project,

trip distribution for the project, identification of intersections for which the project adds 30 or more peak hour passenger car equivalent trips, and level of service assessment, impacts of the project, and, mitigation of the impacts. If the corridor is a State Highway, use ODOT standards. (MC-C-8-98)