

## **Article 33 – Airport Development Zone (AD)**

### **ARTICLE 33 – AIRPORT DEVELOPMENT ZONE (AD)**

#### **Section 33.10 - Purpose and Intent**

The purpose of this zone is to protect airport facilities from incompatible uses; to provide for future airport expansion; and to preserve lands adjacent to airports for future commercial and light industrial uses which will be directly dependent on air transportation.

#### **Section 33.15 - Uses Permitted**

The following uses are permitted subject to issuance of a land use permit:

- A. Accepted Farming Practices; including crop dusting and associated activities, such as chemical storage. Marijuana production subject to Article 53.
- B. Customary and usual aviation-related activities including but not limited to takeoffs, landings, aircraft hangars, tiedowns, construction and maintenance of airport facilities, fixed-base operator facilities, a residence for an airport caretaker or security officer, and other activities incidental to the normal operation of an airport. Residential, commercial, industrial, manufacturing, and other uses, except as provided in this ordinance, are not customary and usual aviation-related activities and may only be authorized pursuant to Section 33.20.
- C. Air cargo terminals.
- D. Aircraft and aviation recreational vehicle sales, repair, service, rental, storage and flight schools relating to aircraft and aviation recreational vehicle operations; and construction and maintenance of airport facilities on the airport property essential for the operation of airports, such as fuel storage, hanger use, fixed-base operator offices, etc.
- E. Public and semi-public buildings, structures and uses essential to the welfare of an area, such as fire stations, pump stations, and water storage.
- F. Taxi and bus terminals.
- G. Snack-shop for airport clientele with a total floor area of no larger than 1,000 square feet.
- H. Other uses where the ongoing operations and the use must be directly dependent upon and directly associated with the Airport.
- I. Emergency medical flight services; law enforcement and firefighting activities.

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- J. Air passenger and air freight terminals and services at levels consistent with the classifications and needs identified in the State Aviation System Plan.
- K. Aviation recreation and sporting activities, as defined in Section 34.15.
- L. Antique Aircraft and Automobile Museum and related uses such as food service and gift shop specifically intended to accommodate museum visitors.
- M. Communication Facilities and Towers, subject to Article 74

### **33.20 - Uses Subject to a Conditional Use Permit**

The following conditional uses will be permitted by the Planning Director, providing they meet all the criteria outlined in Section 33.25 and meet the requirements of Article 60:

- A. Light industrial, as permitted in the M-2 zone. Marijuana business, subject to Article 53.
- B. Truck terminals
- C. Communication Facilities and Towers, subject to Article 74

### **Section 33.25 - Conditional Use Criteria**

The Planning Director may grant a Conditional Use Permit for uses described in Section 33.20 if each of the below criteria is met, as determined by the Planning Director. The ongoing operations or the use must be directly dependent upon and directly associated with the airport. The use shall not create a safety hazard or otherwise conflict with any present or planned airport uses.

### **Section 33.30 - Limitations of Use**

In an AD zone, the following conditions shall apply.

- A. Liquid and Solid Wastes: Storage of animal, vegetable, or other wastes which attract insects, rodents, or birds or otherwise create a health hazard shall be prohibited.
- B. Discharge Standards: There shall be no emission of smoke, fly ash, dust, vapor, gases, or other forms of air pollution that may cause nuisance or injury to human, plant or animal life, or to property, or that may conflict with any present or planned operations of the airport.
- C. Lighting:

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1. Sign lighting and exterior lighting shall not project directly into an adjoining residential zone.
2. Unless necessary for safe and convenient air travel, sign lighting and exterior lighting shall not project directly into the runway, taxiway, or approach zone.

### **D. Landscaping:**

1. Site plan submitted with an application for a land use permit must include a landscaping plan, which shows the location and type of plant materials.
2. New uses, which abut a residential zone, shall provide and maintain a dense evergreen landscape buffer, sight obscuring fence, or landscaped berm which attains a (mature) height of at least six (6) feet. Should evergreen landscaping be used to meet this standard, only varieties with a mature height limit less than the elevation of the imaginary airspace shall be used.
3. All unused property shall be maintained in native or existing vegetative ground cover or planted grass, shrub and barkdust, or other suitable ground cover in an uncluttered manner.
4. Responsibility for establishment and maintenance of landscaping rests with the property owner.

### **E. Parking:**

1. Site plan(s) submitted with application for a land use permit must include a parking plan which shows the location and number of parking spaces, circulation patterns, and ingress and egress provisions.
2. All industrial uses within an Airport Development zone shall provide at least two parking spaces for every three employees on the major shift during normal season.
3. All Commercial Uses shall follow the Zoning Ordinance for the required number of parking spaces.
4. All parking lots shall have an all weather surface.
5. Adequate provisions for safe and convenient circulation, ingress, and egress shall be provided.

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### F. Glare and Electro-magnetic Interference:

1. Building materials shall not produce glare which may conflict with any present or planned operations of the airport.
2. No use may produce electro-magnetic interference, which may conflict, with any present or planned operation of the airport.

### **Section 33.35 - Dimensional Standards**

- A. Minimum street frontage of lots: Fifty (50) feet.
- B. Vision clearance setback from all street intersections: Thirty-five (35) feet.
- C. Minimum front yard setback: Twenty (20) feet from the edge of right-of-way.
- D. No building shall be constructed closer to a residential or farm zone than the height of the building.
- E. All new buildings must be set back at least 30' from Cedar Creek.
- F. Maximum height:
  - i. For a building or structure not equipped with a sprinkler system: Two (2) stories or 30 feet, whichever is less, unless otherwise restricted pursuant to the height limitations of the Airport Height Combining Zone.
  - ii. For a building or structure equipped with a sprinkler system approved by the County Building Official and/or Fire Marshal: Three (3) stories or 45 feet, whichever is less, unless otherwise restricted pursuant to the height limitations of the Airport Height Combining Zone.
  - iii. Unless otherwise exempt pursuant to Section 34.60(K), structures on the airport property necessary for the operation of the airport may be higher than the above height limitations, subject to submitting a FAA Form 7460-1 to and receiving approval from the Oregon Department of Aviation and Federal Aviation Administration.