

## Chapter 18.50

### AO (AIRPORT OVERLAY) ZONING DISTRICT

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#### **18.50.010 Purpose.**

A chapter regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Taylor Airport by creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein, referring to the Taylor Airport height restriction and compatible land use overlay drawings attached to the ordinance codified in this chapter which are incorporated in and made a part of this title; providing for enforcement; establishing a board of adjustment; and imposing penalties. [Ord. 95, 2004. Code 1983 § 12-2-9.]

#### **18.50.020 Short title.**

This chapter shall be known and may be cited as the Taylor Municipal Airport overlay zoning chapter. [Ord. 95 § 1, 2004. Code 1983 § 12-2-9(1).]

#### **18.50.030 Definitions.**

As used in this chapter, unless the context otherwise requires:

“Airport” means the Taylor Municipal Airport.

“Airport elevation” means the highest point of an airport’s usable landing area measured in feet from mean sea level.

“Airport sponsor” means a public agency or tax-supported organization that is authorized to own and operate the airport, to obtain property interests, to obtain funds, and to be legally, financially and otherwise able to meet all applicable requirements of current laws and regulations.

“Approach surface” means a surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in TTC 18.50.050. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.

Approach, Transitional, Horizontal, and Conical Zones. These zones are set forth in TTC 18.50.040.

Board of Adjustment. The town of Taylor town council shall serve as the board of adjustment.

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

“Controlling jurisdiction” means the public agency or organization that is authorized to control land uses and implement zoning laws and regulations.

“Hazard to air navigation” means an obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

Height. For the purpose of determining the height limits in all zones set forth in this title and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

“Heliport primary surface” means the primary surface coincides in size and shape with the designated takeoff and landing area of a heliport. This surface is a horizontal plane at the elevation of the established heliport elevation.

“Horizontal surface” means a horizontal plane 150 feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

“Larger than utility runway” means a runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

NAVD 88 or North American Vertical Datum 1988. All elevations in this title are referenced to the 1988 North American Vertical Datum.

“Nonconforming use” means any pre-existing structure, object of natural growth, or use of property and which is inconsistent with the provisions of this title or an amendment thereto.

“Nonprecision instrument runway” means a runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned. It also means a runway for which a nonprecision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

“Obstruction” means any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in TTC 18.50.050.

“Person” means an individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

“Precision instrument runway” means a runway having an existing instrument approach procedure utilizing an instrument landing system (ILS), a precision approach radar (PAR) or a global positioning system (GPS). It also means a runway for which a precision approach system is planned and is so indicated on an approved airport layout plan or any other planning document.

“Primary surface” means a surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in TTC 18.50.040. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

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

“Structure” means an object, including mobile object, constructed or installed by man including,

but without limitation, buildings, towers, cranes, smokestacks, earth formations and overhead transmission lines.

**Transitional Surfaces.** These surfaces extend outward at 90-degree angles to the runway centerline and the runway centerline extended at a slope of seven feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at 90-degree angles to the extended runway centerline.

“Tree” means any object of natural growth.

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

“Visual runway” means a runway intended solely for the operation of aircraft using visual approach procedures. [Ord. 95 § 2, 2004. Code 1983 § 12-2-9(2).]

#### **18.50.040 Airport height restriction zones.**

In order to carry out the provisions of this title, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Taylor Airport. Such zones are shown on the Taylor Airport height restriction overlay zoning map which is made part of and attached to the ordinance codified in this chapter. Said map was prepared by Armstrong Consultants and is dated October 21, 2003.

An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

A. Precision Instrument Runway Approach Zone. The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach surface expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary

surface. The centerline of the approach zone is the continuation of the centerline of the runway.

B. Nonprecision Instrument Runway Approach Zone (Larger Than Utility Runway). The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

C. Nonprecision Instrument Runway Approach Zone (Utility Runway). The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

D. Visual Runway Approach Zone (Larger Than Utility Aircraft). The inner edge of this approach zone coincides with the width of the primary surface. The approach surface expands uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway.

E. Visual Runway Approach Zone (Utility Aircraft). The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach surface expands uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. The centerline of the approach zone is a continuation of the centerline of the runway.

F. Transitional Zones. The transitional zones are the areas beneath the transitional surfaces.

G. Horizontal Zones. The horizontal zone is established by swinging arcs of 5,000 or 10,000 feet radii from the center of each end of the primary surface of the primary runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

H. Conical Zone. The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of 4,000 feet. [Ord. 95 § 3, 2004. Code 1983 § 12-2-9(3).]

### **18.50.050 Airport zone height limitations.**

Except as otherwise provided in this chapter, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this chapter to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

A. Precision Instrument Runway Approach Zone. Slopes 50 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet and continues on for a distance of 40,000 feet at a slope of 40 feet outward for each foot upward along the extended runway centerline.

B. Nonprecision Instrument Runway Approach Zone (Larger Than Utility Runway). Slopes 34 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

C. Nonprecision Instrument Runway Approach Zone (Utility Runway). Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

D. Visual Runway Approach Zone. Slopes 20 feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

E. Transitional Zones. Slope seven feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation which is established at 5,820 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven feet outward for each foot upward beginning at the sides of and at the same elevation as the approach

surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

F. Horizontal Zone. Established at 150 feet above the airport elevation or at a height of 5,970 feet above mean sea level.

G. Conical Zone. Slopes 20 feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation. [Ord. 95 § 4, 2004. Code 1983 § 12-2-9(4).]

**18.50.060 Compatible land use regulations.**

A. Airport Compatible Land Use Overlay Zoning Districts Established. For the purpose of regulating the development of noise sensitive land uses to promote compatibility between the airport and the surrounding land uses, to protect the airport from incompatible development and to promote the health, safety, and general welfare of property users, the controlled area of Taylor Airport is divided into airport compatible land use overlay zoning districts. The airport compatible land use overlay zoning districts established herein shall be known as:

| <b>Abbreviated Designation</b> | <b>Zoning District Name</b> |
|--------------------------------|-----------------------------|
| AIZ                            | Airport influence zone      |
| TPZ                            | Traffic pattern zone        |
| AZ                             | Approach zone               |

B. Airport Compatible Land Use Overlay Zoning Map. The boundaries of the airport compatible land use overlay zoning districts set out herein are delineated upon the off airport land use drawing, said drawing being adopted by reference and made a part of this chapter as fully as if the same were set forth herein in detail.

C. Airport Compatible Land Use Overlay Zoning District Boundaries.

1. The airport compatible land use overlay zoning district boundary lines shown on the official airport compatible land use overlay zoning district map shall be located and delineated along contour lines established for the airport. Where uncertainty exists as to the boundaries of the airport compatible

land use overlay zoning districts as shown on the official map, the following rules shall apply:

- a. Boundaries shall be scaled from the nearest physical feature shown on the map.
- b. Boundaries may be scaled from the nearest platted lot line as shown on the map.
- c. Distances not specifically indicated on the original airport compatible land use overlay zoning district map shall be determined by a scaled measurement on the map.

2. Where physical features on the ground differ from the information shown on the official airport compatible land use overlay zoning district map or when there arises a question as to how or where a parcel of property is zoned and such questions cannot be resolved by the application of subsection (C)(1) of this section, the property shall be considered to be classified as the most restrictive airport compatible land use overlay zoning district.

3. Where a parcel of land lies within more than one airport compatible land use overlay zoning district, the zone within which each portion of the property is located shall apply individually to each portion of the development.

D. Use of Land and Buildings.

1. Within the airport compatible land use overlay zoning districts as defined herein, no land shall hereafter be used and no structure or other object shall hereafter be erected, altered, converted, or modified other than for those compatible land uses permitted by underlying comprehensive zoning districts, as specified in the local land use code. Additional land uses are prohibited in the airport compatible land use overlay zoning districts, regardless of underlying zoning, as set forth in the land use compatibility table included as Attachment A at the end of this chapter.

2. Where any use of prohibited land and buildings set forth in subsection (D)(1) of this section conflicts with any other allowed land use or structure set forth in this title, this chapter shall apply.

3. This subsection (D) does not apply to property within the official boundaries of the airport.

4. Where specified on the airport compatible land use table, the property owner shall dedicate, in advance of receiving a building permit, an aviation easement to the controlling jurisdiction. The purpose of this easement shall be to establish a maxi-



mum height restriction on the use of property and to hold the public harmless for any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft landing at, taking off from, or operating on, or at, public airport facilities.

E. Additional Land Use Regulations.

1. Within the controlling jurisdiction the more restrictive of local land use code or subsection (D)(1) of this section shall apply to the development of all property covered by the airport compatible land use overlay zoning district map.

2. On property within the off airport land use drawing boundary, but outside the jurisdictional limits of the airport sponsor, subsection (D)(1) of this section shall apply to formulate land use recommendations or responses to land use comment requests from other jurisdictions.

3. When a provision of this section conflicts with any airport height hazard restrictions, the most restrictive provision shall apply.

4. Notwithstanding any other provisions of this chapter or other chapter of the local land use code, no use may be made of land, water, or structures within any zone established by this chapter in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, or result in glare in the eyes of pilots using the airport; impair visibility in the vicinity of the airport; create bird strike hazards, or otherwise in any way endanger or interfere with the landing, taking off, or flight operations of aircraft utilizing the airport.

5. When a subdivision plat is required for any property within an airport compatible land use overlay zoning district or within an area shown on the airport height restriction overlay zoning map for the controlling jurisdiction, the property owner shall dedicate an aviation hazard easement to the controlling jurisdiction over and across that property. This easement shall establish a height restriction on the use of the property and hold the public harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or other effects that may be caused by the operation of aircraft taking off, landing, or operating on or near the airport. [Ord. 95 § 5, 2004. Code 1983 § 12-2-9(5).]

**18.50.070 Nonconforming uses.**

A. Regulations Not Retroactive. The regulations prescribed by this chapter shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of the ordinance codified in this chapter, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of the ordinance codified in this chapter, and is diligently prosecuted.

B. Marking and Lighting. Notwithstanding the preceding provision of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the town of Taylor council to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the town of Taylor. [Ord. 95 § 6, 2004. Code 1983 § 12-2-9(6).]

**18.50.080 Permits.**

A. Future Uses. Except as specifically provided in subsection (A)(1) of this section, no material change shall be made in the use of land, no structure shall be erected or otherwise established, and no tree shall be planted in any zone hereby created unless a permit therefor shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the regulating use, structure, or tree would conform to the regulations herein prescribed. An FAA Form 7460-1, Notice of Proposed Construction or Alteration, shall accompany each application. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this chapter shall be granted unless a variance has been approved in accordance with subsection (D) of this section.

1. In the area lying within the limits of the approach zones, transition zones, horizontal zone and conical zone, no FAA Form 7460-1 shall be

required by this chapter for any tree or structure less than 200 feet above ground level which is also lower than an imaginary surface extending outward and upward at a slope of 100 feet horizontal for each one foot vertical beginning at the closest point of the closest runway.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this chapter.

B. Existing Uses. No permit shall be granted that would allow the establishment or creation of any obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of the ordinance codified in this title or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

C. Nonconforming Uses Abandoned or Destroyed. Whenever the town of Taylor determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.

D. Variances. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this chapter, may apply to the board of adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of a proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this chapter.

Additionally, no application for variance to the requirements of this chapter may be considered by the board of adjustment unless a copy of the application has been furnished to the airport manager or FBO for advice as to the aeronautical effects of the

variance. If the airport manager or FBO does not respond to the application within 15 days after receipt, the board of adjustment may act on its own to grant or deny said application.

E. Obstruction Marking and Lighting. Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this chapter and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as conditions may require in accordance with FAA provisions. [Ord. 95 § 7, 2004. Code 1983 § 12-2-9(7).]

#### **18.50.090 Enforcement.**

It shall be the duty of the zoning administrator to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to town of Taylor upon a form published for that purpose. Applications required by this chapter to be submitted to the zoning administrator shall be promptly considered and granted or denied. Application for action by the board of adjustment shall be forthwith transmitted by the zoning administrator. [Ord. 95 § 8, 2004. Code 1983 § 12-2-9(8).]

#### **18.50.100 Board of adjustment.**

A. There is hereby created a board of adjustment to have and exercise the following powers:

1. To hear and decide appeals from any order, requirements, decision, or determination made by the zoning administrator in the enforcement of this chapter;

2. To hear and decide special exceptions to the terms of this chapter upon which such board of adjustment under such regulations may be required to pass; and

3. To hear and decide specific variances.

B. The board of adjustment shall consist of seven members, those members being the town council of the town of Taylor as required by this title.

C. The board of adjustment shall adopt rules for its governance and in harmony with the provisions of this chapter and the requirements of this title.

D. The board of adjustment shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions

from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this chapter.

E. The concurring vote of a majority of the members of the board of adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the zoning administrator or decide in favor of the application on any matter upon which it is required to pass under this chapter, or to effect variation to this chapter. [Ord. 95 § 9, 2004. Code 1983 § 12-2-9(9).]

#### **18.50.110 Appeals.**

A. Any person aggrieved, or any taxpayer affected, by any decision of the zoning administrator made in the administration of this chapter, may appeal to the board of adjustment.

B. All appeals hereunder must be taken within a reasonable time as provided by TTC 18.70.030.

C. An appeal shall stay all proceedings in furtherance of the action appealed from unless the zoning administrator certifies to the board of adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the zoning administrator cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the board of adjustment on notice to the zoning administrator and on due cause shown.

D. The board of adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

E. The board of adjustment may, in conformity with the provisions of this chapter, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances. [Ord. 95 § 10, 2004. Code 1983 § 12-2-9(10).]

#### **18.50.120 Judicial review.**

Any person aggrieved, or any taxpayer affected, by any decision of the board of adjustment may appeal to the superior court of Navajo County as

provided for in TTC 18.75.100. [Ord. 95 § 11, 2004. Code 1983 § 12-2-9(11).]

#### **18.50.130 Penalties.**

Each violation of this chapter or of any regulations, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punishable by a fine of not more than \$50.00 or imprisonment for not more than 10 days or both; and each day a violation continues to exist shall constitute a separate offense. [Ord. 95 § 12, 2004. Code 1983 § 12-2-9(12).]

#### **18.50.140 Conflicting regulations.**

Where there exists a conflict between any of the regulations or limitations prescribed in this chapter and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirements shall govern and prevail. [Ord. 95 § 13, 2004. Code 1983 § 12-2-9(13).]

**ATTACHMENT A  
LAND USE COMPATIBILITY TABLE**

| LAND USE CATEGORY  | AIRPORT<br>INFLUENCE<br>ZONE (AIZ) | TRAFFIC<br>PATTERN<br>ZONE (TPZ) | APPROACH<br>ZONE (AZ) |
|--|------------------------------------|----------------------------------|-----------------------|
| <b>RESIDENTIAL</b>   |                                    |                                  |                       |
| Single-Family, Nursing Homes, Mobile Homes,<br>Multifamily, Apartments, Condominiums | +                                  | o <sup>(3)</sup>                 | _(1, 3)               |
| <b>PUBLIC</b>  |                                    |                                  |                       |
| Schools, Libraries, Hospitals  | +                                  | o <sup>(3)</sup>                 | _(3)                  |
| Churches, Auditoriums, Concert Halls   | +                                  | o <sup>(3)</sup>                 | _(3)                  |
| Transportation, Parking, Cemeteries  | ++                                 | ++                               | ++                    |
| <b>COMMERCIAL AND INDUSTRIAL</b>   |                                    |                                  |                       |
| Offices, Retail Trade  | ++                                 | +                                | o <sup>(3)</sup>      |
| Service Commercial, Wholesale Trade, Warehousing,<br>Light Industrial                | ++                                 | +                                | o <sup>(3)</sup>      |
| General Manufacturing, Utilities, Extractive Industry                                | ++                                 | ++                               | o <sup>(3)</sup>      |
| <b>AGRICULTURAL AND RECREATIONAL</b>   |                                    |                                  |                       |
| Cropland   | ++                                 | ++                               | ++                    |
| Livestock Breeding   | ++                                 | ++                               | ++                    |
| Parks, Playgrounds, Zoos, Golf Courses, Riding Stables,<br>Water Recreation          | ++                                 | ++                               | ++                    |
| Outdoor Spectator Sports   | ++                                 | +                                | _(3)                  |
| Amphitheaters  | o                                  | _(4)                             | --                    |
| Open Space   | ++                                 | ++                               | ++                    |

++ Clearly Acceptable + Normally Acceptable o Marginally Acceptable - Normally Unacceptable

-- Clearly Unacceptable

Note: Development projects which are wildlife attractant, including sewerage ponds and landfills, within 10,000 feet of the airport are unacceptable. (Ref.: FAA AC 150/5200-33)

Conditions:

1. If allowed, avigation easements and disclosure must be required as a condition of development.
2. Any structures associated with uses allowed in the RPZ must be located outside the RPZ.
3. If no reasonable alternative exists, use should be located as far from extended centerline as possible.
4. If no reasonable alternative exists, use should be located as far from extended runway centerline and traffic patterns as possible.
5. Transportation facilities in the RPZ (i.e., roads, railroads, waterways) must be configured to comply with Part 77 requirements.

[Ord. 95, 2004. Code 1983 § 12-2-9.]