

CHAPTER 19.12-A A (AIRPORT) ZONE

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19.12-A.010 PURPOSE

1. The purpose of this chapter is to achieve the following:
 - (A) To define specific uses and development standards related to the unique needs and requirements of an international airport.
 - (B) Ensure compatibility with adjacent land uses.
 - (C) Provide an appropriate area for airport-related activities and uses.

2. The purpose of the (A) Airport Zone is as follows:
 - (A) Provide for the conversion, reuse and expansion of the existing airfield and related facilities into an air carrier airport.
 - (B) Provide for a regionally important land use which will offer employment opportunities for existing and future residents of the City and surrounding communities.
 - (C) Provide for a land use that will meet the needs of and attract users from throughout the region.

19.12-A.020 PERMITTED, DEVELOPMENT AND CONDITIONALLY PERMITTED USES

**TABLE 12-A.01
AIRPORT ZONE LIST OF PERMITTED USES ⁽¹⁾**

The following list represents those primary uses in the Airport Zone which are Permitted (P), subject to a Development Permit (D) or a Conditional Use Permit (C).

Land Use Activity "A" Zone

1.	Accessory structures and uses typically appurtenant to a principally permitted land use activity.	D
2.	Air cargo and air freight terminals.	D
3.	Aircraft associated activities.	
(a)	Aerial firefighting enterprises.	D
(b)	Aerial photo and surveying enterprises.	D
(c)	Air carrier, commuter, scheduled air taxi and air taxi operations.	D
(d)	Aircraft wash and wax operations.	D
(e)	Car rental.	D
(f)	Flying school or flying club administrative and classroom facilities.	D
(g)	Rental of hangar and tie-down space for aircraft storage.	D
(h)	Sale of aviation petroleum products.	D
(i)	Sale, rental or charter of aircraft.	D
(j)	Sale, rental or service of aircraft parts, avionics, instruments or other aircraft equipment.	D
(k)	Taxicabs, buses, limousines, rail and other ground transportation.	D
(l)	Training Facility.	D
4.	Aircraft manufacturing and assembly, including manufacture of aircraft component parts.	D
5.	Air freight warehousing with outside storage.	D
6.	Air Museum.	D
7.	Airport, airfield, helicopter field or port, landing and take-off runways and taxiways.	D
8.	Buildings, improvements and activities primarily related to the operation of the airport facility, such as hangars, passenger terminal, operation towers, parking lots, fuel storage and refueling facilities, maintenance, security and public safety facilities.	D
9.	Cellular and microwave communication facilities.	D
10.	Fire training facility.	D
11.	Field crops, truck gardening, berry and bush crops, flower gardening, wholesale nurseries and similar open agricultural uses.	P
12.	Hotel/Motel.	C
13.	Interim Uses ⁽²⁾	D
14.	Intermodal Cargo Transfer Facility.	D
15.	Offices.	C
16.	Packaging and packing of perishable products for air transport.	D
17.	Preparation of chemical fire retardants as required for aerial firefighting.	D
18.	Recreation uses such as park, golf course, golf driving range and similar recreational uses involving the open use of land without structures or improvements.	D
19.	Repair, maintenance, rebuilding, alteration or exchange of aircraft and aircraft engine components or other parts.	D

20.	Restaurant food service establishments including sale of alcoholic beverages, and retail sales as an accessory use within the terminal facilities.	D
21.	Temporary uses pursuant to Chapter 19.70, Temporary Use Permits, subject to approval by the Airport Authority Executive Director and the Director of Planning and Building Services.	T
22.	Truck Terminal including on-site maintenance.	C

Other similar uses which the Director finds to fit within the purpose/intent of the Airport Zone in compliance with Section 19.02.070(3). (MC 1393 12/2/13)

- (1) Permits or development applications shall be accepted for processing only with the written authorization from the Executive Director of the Airport Authority.
- (2) Interim Uses which are not airport or aviation related may be permitted on airport property for periods not to exceed 5 years. Interim uses shall be compatible with the airport operations and adjacent uses including those which may be located or planned off-site of the airport itself. Interim uses must be located within a fully enclosed structure.

19.12-A.030 DEVELOPMENT STANDARDS

1. GENERAL STANDARDS

- A. The following standards are minimum unless stated as maximum.

**TABLE 12-A.02
AIRPORT ZONE DEVELOPMENT STANDARDS ⁽¹⁾**

Minimum Parcel Site	1 acre
Building Separation	10 feet
Front Setback (external streets)	50 feet
Front Setback (internal streets)	10 feet
Side Street Setback	10 feet
Rear Setback	10 feet ⁽²⁾
Side Setback	10 feet ⁽²⁾

- (1) The maximum lot coverage and structure height shall be governed by Federal Aviation Administration (FAA) requirements and regulations.
- (2) These setbacks are only applicable to new construction on the landside area.

- B. Airport Zone Standards

1. For purposes of this section, the following definitions shall apply:
 - (a) **Airside:** Those land uses, activities and portions of building structures that fall on the airport operations side of a fenced boundary around the airport separating those operations from direct public access.
 - (b) **Landside:** Those land uses, activities and portions of buildings and/or structures that face an adjacent public street or frontage road and are outside of a fence boundary separating the airport operations area from public access.

2. The line which separates the airside area from the landside area shall, for the purposes of this section, be referred to as the airside boundary. This boundary is shown on a map on file with the Department. This boundary may be adjusted administratively by the Director over time as development occurs on airport-owned property fronting on adjacent public streets.
3. The following development standards shall be applicable to all development that occurs on the landside portion of the airside boundary.
 - (a) The provisions of Chapter 19.20 Property Development Standards shall apply.
 - (b) Setback - all structures shall be set back from Third Street and Del Rosa Avenue a minimum of 50 feet. A minimum of the first 25 feet adjacent to the street shall be landscaped. The remaining area may be used for automobile parking. The setback can be reduced to 25 feet where a frontage road is constructed on airport property adjacent to Third Street.
4. The regulations provided herein do not supersede or replace any regulations or limitations governing airport or airfields which have been enacted by State or Federal agencies, but are in addition to any such regulations or limitation. Where these regulations are in conflict, State and Federal regulations shall supersede the provisions of this chapter.
5. Security fencing to be installed on the airside boundary shall consist of eight (8) foot chain link with three (3) strands of barbed wire as approved by the FAA.

19.12-A.040 GENERAL PROVISIONS

1. Non-Conforming Structures – The existing structures within the boundaries of this district shall be exempt from the provisions of Section 19.62.020(7) of this Development Code for a period of 10 years, commencing on the effective date of this Chapter 19.12-A.
2. Off-Site or Shared Parking – Development on the airport shall have the ability for off-site or shared parking. Parking improvements shall be consistent with the provisions of this section.
3. All tenant identification and public information shall meet the provisions of Chapter 19.22, Sign Regulations, of this Development Code. (MC 932 1/23/95)