

CHAPTER 18

AIRPORT VICINITY OVERLAY DISTRICT (AV)

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9-18-1: PURPOSE:

This District is established to prevent encroachment on air space, to prevent interference from the light and electromagnetic sources on runway approaches and to prevent intensive human use of runway approaches. (Ord. 77-5, 3-28-77, eff. 4-7-77)

9-18-2: DEFINITIONS:

The Airport Vicinity Overlay District for noninstrument airports (such as Friedman Field, Gimlet Airport and the Picabo Airport) shall be geometrically defined as:

A. A rectangle (the runway proper) whose width is five hundred feet (500') and whose length (L) is the maximum planned or foreseeable length of the runway. Unpaved, noninstrument airstrips may allow for a lesser width, with a minimum of two hundred fifty feet (250').

B. A primary safety zone, or that portion of the approach area to the runway measuring in length $\frac{2}{3}L$, and a width flaring on both sides from five hundred feet (500') (immediately adjacent to the runway proper), at a rate of one lateral foot for every ten feet (10') in length.

C. A secondary safety zone on both extremities of the primary safety zone, measuring in length $\frac{1}{3}L$, and flaring in width in the same manner.

Where topographic features near an airport indicate, the alignment of these components may be altered slightly in accordance with topography. Where approaches and takeoffs are restricted to the same direction, the primary and secondary zones shall be defined accordingly, in the same direction alone.

(Ord. 77-5, 3-28-77, eff. 4-7-77)

9-18-3: DEVELOPABLE DENSITY:

A. Primary Safety Zone: Within the primary safety zone, the base density and maximum PUD bonus shall be the same as that assigned to the underlying district. However, no residential building permits will be issued within this zone; all density accumulated by ownership of these lands must be transferred to land outside this zone to contiguous property.

B. Secondary Safety Zone: Within the secondary safety zone, the base density and maximum PUD bonus shall be the same as that assigned to the underlying district. (Ord. 77-5, 3-28-77, eff. 4-7-77)

9-18-4: PERMITTED USES:

A. For The Runway Proper: Only those uses necessary for the operation of the airport.

B. Within The Primary Safety Zone: Agricultural purposes, recreational uses without structures, parks, golf courses, cemeteries or water impoundments.

C. Within The Secondary Zone: Agricultural purposes, recreational uses and residential uses. (Ord. 77-5, 3-28-77, eff. 4-7-77)

9-18-5: ACCESSORY USES:

A. In The Runway Proper: None.

B. In The Primary Safety Zone: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use.

C. In The Secondary Safety Zone: Additional buildings or uses on the same premises which are clearly and customarily incidental to the principal permitted use. (Ord. 77-5, 3-28-77, eff. 4-7-77)

9-18-6: ADDITIONAL RESTRICTIONS:

In any portion of the Airport Vicinity Overlay District that following additional restrictions apply:

A. Prohibited Lighting:

1. Any moving, pulsating, flashing, rotating or oscillating light.

2. Flood lights, spot lights or other lighting device shall be so arranged or shielded as not to cause illumination in an upward direction.

3. Any light which constitutes "misleading light" within the meaning of regulations adopted by the Federal Aviation Administration.

B. Glare: No glare-producing building materials shall be allowed on any structure.

C. Electromagnetic Influences: No use may be made of land which results in electromagnetic radiation which interferes with radio communication between aircraft and airport or interferes with established radio navigation aids. (Ord. 77-5, 3-28-77, eff. 4-7-77)