

### **SECTION 3.071. AIR/INDUSTRIAL PARK ZONE, AI**

**SECTION 3.071. PURPOSE.** The AI Zone is intended to recognize those areas devoted to or most suitable for the immediate operational facilities necessary for commercial and non-commercial aviation. It is intended to provide areas for those activities directly supporting or dependent upon aircraft or air transportation when such activities, in order to function, require a location within or immediately adjacent to primary flight operations and cargo service facilities.

An airport related use is defined as an activity or use directly servicing the airport, employees working on the airport property or air service patrons. Direct service businesses include such uses as fueling stations, repair facilities, hangars, air charter services, and the like. Employee or patron service businesses include such uses as restaurants, motels and hotels, travel agencies, gift shops, car rental agencies and the like.

An airport dependent use or activity is defined as requiring a location at or adjacent to an airport to be economically viable. Economic viability is measured by determining whether the use or activity would suffer an economic disadvantage if not located at or adjacent to an airport. One method of authorization is to determine an industry to be eligible by evaluating its airport dependence through the percentage of its business done with air-cargo; its dependence on air transportation by staff, management, sales personnel, vendors, or clientele, its site size requirements; and, its interest in locating in a non-metropolitan area of the state.

The August 2002 Boardman Airport - Airport Layout Plan Report will direct location of all development at the Boardman Airport. Location of all development at the Lexington Airport will be directed by the Lexington Airport Layout Plan.

In the AI Zone, the following regulations shall apply:

- A. Uses Permitted Outright. In an AI Zone, the following uses are recognized as airport related and

dependent uses which are permitted outright in the AI Zone:

1. Uses and buildings which are necessary for airport operation, including aircraft hangars, fuel storage facilities, control tower, passenger and air freight terminals, aircraft runways, taxiways and tie-down areas, and other airport operation uses.
2. Retail sales and commercial services for air passengers or airport connected activities.
3. Air cargo warehousing and distribution facilities.
4. Aerial mapping and surveying.
5. Aircraft or aircraft component manufacturing or assembly.
6. Aircraft related research and testing.
7. Aircraft sales, repair, service and storage.
8. Schools relating to aircraft operations.
9. Aircraft or air transportation business.
10. Aviation clubs.
11. Auto rental agencies, restaurants, lounges, food preparation and food service establishments, hotels, motels and traveler service and convenience facilities.
12. Taxi, bus and truck terminals.
13. Environmental monitoring and enforcement agencies.
14. Farm use.

15. Accessory buildings normally required in connection with a use as specified in this paragraph.

16. Fire fighting equipment and facilities.

B. Conditional Uses Permitted. In an AI Zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements set forth by this section and Article 6 of this ordinance:

1. Other airport related and airport dependent uses similar to those identified as outright uses and meeting the definition under the purpose statement of this section.

C. Dimensional Standards. In an AI 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 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.

2. 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.

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

4. 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.

5. The minimum rear setback between any structure and a rear property line shall be 25 feet.

#### D. 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)