

SECTION 3.076 AIRPORT LIGHT INDUSTRIAL ZONE, ALI

Purpose. The ALI zone is intended to permit airport-compatible light industrial uses and other airport-compatible uses on existing industrial land near the Boardman airport. Light industrial uses are manufacturing, assembly, processing, packaging and other industrial uses that do not generate noise, odor, dust, glare, or vibration in amounts that might otherwise be objectionable to nearby land uses. Airport-compatible uses are uses that do not create glare, light, smoke, dust, steam, bird attractants or electrical interference in amounts that could interfere with airport operations and airport safety.

- A. Airport Safety and Compatibility. Uses permitted within the ALI zone that are also located within the Airport Safety and Compatibility Overlay Zone shall comply with applicable standards in the Airport Safety and Compatibility Overlay Zone.
- B. Notice: Timely notice of applications for permits in the ALI zone shall be provided to the Oregon Department of Transportation, the Oregon Department of Aviation, and the United States Department of Navy.
- C. Uses Permitted Outright. In the ALI zone, the following uses are permitted outright:
 - 1. All uses permitted outright in the Air/Industrial Park Zone, AI.
 - 2. Data Center.
 - 3. Storage buildings and warehouses.
 - 4. Utility structures.
- D. Uses Permitted under Prescribed Conditions. In the ALI zone, the following uses are permitted upon demonstration of compliance with the standards in this section.
 - 1. Solar energy projects. Where the United States Department of Navy indicates that the location of solar panels would impact Navy flight operations, consideration shall be given to any design recommendations offered by the Navy.
 - 2. Light industrial uses, where the Department of Aviation does not provide evidence demonstrating that such activity would create a safety hazard or limit approved airport uses.
 - 3. Agricultural processing, where the Department of Aviation does not provide evidence demonstrating that such activity would create a safety hazard or limit approved airport uses.
 - 4. Speedway uses, subject to compliance with the standards in the Speedway Limited Use Overlay Zone.
- E. Dimensional Requirements. In the ALI zone, the following dimensional standards shall apply:

1. Minimum lot size. No limitation.
 2. Minimum lot coverage. No limitation.
 3. Minimum lot frontage. Minimum lot frontage shall be 300 feet on an arterial or collector street and 200 feet on a local street.
 4. Minimum setbacks.
 - a. Front yard setbacks. The minimum front yard setback between a structure and a street right-of-way shall be 50 feet for an arterial street, 30 feet for a collector street, and 20 feet for a local street. Structures on corner lots shall observe the minimum front yard setback for both streets.
 - b. Side and rear yard setbacks. There is no side or rear yard setback except as may be required by the Building Code or other siting requirements. Where so required, the requirements may be waived on common lot lines when adjoining lot owners enter into a joint agreement for coordinating vehicular access and parking. Party wall or adjoining building walls must meet fire separation requirements of the State of Oregon Structural Specialty Code and Fire and Life Safety Code. The joint development agreement must be approved by the Port of Morrow as to form and content and recorded in the Morrow County Clerk's office, and a copy must be provided to the Planning Department.
 - c. Railroad spur. There is no structure setback from a railroad spur where the spur will be utilized by the permitted use. Otherwise the setback shall be 20 feet.
 5. Maximum building height: No maximum height. However, no structure shall be allowed to penetrate an airport imaginary surface.
- F. Transportation Impacts. Upon request by ODOT or Morrow County, a Traffic Impact Analysis (TIA) shall be required when projects on lands zoned ALI, cumulatively, have generated more than 400 passenger car equivalent trips per day on the local street network. Heavy vehicles – trucks, recreational vehicles and buses – will be defined as 2.2 passenger car equivalents. The TIA shall include: daily vehicle trips generated by existing projects and projects that are reasonably likely to occur within the ALI zone during the planning period, peak hour trip distribution at affected intersections, analysis of compliance with applicable roadway performance standards, recommended mitigation measures necessary to achieve or retain compliance with applicable roadway performance standards, and identification of triggers addressing the timing of future mitigation.