

## NOTES TO TABLE II

- (A) Measurement from front property line.
- (B) Measurement from average elevation of finished grade within 20 feet of the structure.
- (C) Measurement in units per gross acre.
- (D) Measured as a percent of total lot area.
- (E) 6,000 square feet for single-family dwelling (unit); 4,000 square feet for each additional dwelling unit.
- (F) 5 feet on one side only, except on lots adjacent to a residential zone, where a setback equal to the one required by the residential zone shall be provided along the line separating the two. Where a side setback, not required, is provided, it shall be not less than 3 feet wide.
- (G) 10 feet; except on lots adjacent to residential districts, where the minimum setback shall be 40 feet.
- (H) 20 feet; except on lots adjacent to residential districts, where the minimum setback shall be 40 feet.
- (I) Allowing lot sizes one-half acre in the RD District where public water and are available provided the lot fronted on a public street, and meet all other minimum requirements.
- (J) Allowed lot sizes less than minimum where approved as Family Exemption under Section 8-8.3.



## **ARTICLE III**

### **SPECIAL PURPOSE DISTRICT**

#### **Section 3-1. APD, Airport Protection District.**

##### **Section 3-1.1. Permitted Uses**

This is an "overlay" zone. As such, permitted uses are determined by the "underlying" or primary zone. These regulations temper and modify the development standards of the primary district to the extent necessary to achieve the objectives of 3-1. They do not determine or regulate the use of property. However, primary zone use regulations notwithstanding, no use may be made of land or water within the Airport Protection District 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, 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, takeoff, or maneuvering of aircraft intending to use the airport.

##### **Section 3-1.2. Height Limitations**

Except as otherwise provided by this Ordinance, no structure or tree shall be erected, altered, allowed to grow, or be maintained within the APD, Airport Protection District to a height in excess of the applicable height limits herein established for the following described areas within the APD.

(1) **Utility Runway Visual Approach Surface Area**

This area begins at, corresponds with the width of the primary surface (runway), and is 250 feet wide. Within this area, the height limitations rise uniformly at a 20:1 slope (20 feet horizontally to 1 foot vertically) to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface along the extended runway centerline.

(2) **Runway Larger than Utility Visual Approach Surface Area**



This area begins at, corresponds with the width of the primary surface area, and is 250 feet wide. Within this area the height limitations rise uniformly at a 20:1 slope to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface along the extended runway centerline.

(3) Runway Larger than Utility Non-Precision Approach Surface Area

This area begins at, corresponds with the width of the primary surface area, and is 500 feet wide. Within this area the height limitations rise uniformly at a 34:1 slope to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface along the extended runway centerline.

(4) Precision Instrument Runway Approach Area

This area begins at, corresponds with the width of the primary surface, and is 1,000 feet wide. Within this area the height limitations rise uniformly at a 50:1 slope for a horizontal distance of 10,000 feet, and then at 40:1 slope for a horizontal distance of 16,000 feet. The centerline of this area is the continuation of the runway centerline.

(5) Horizontal Area

This area is established 150 feet above the airport elevation by swinging arcs of 10,000 feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs.

(6) Conical Area

The conical area slopes upward and outward from the periphery of the horizontal area at a 20:1 slope for a horizontal distance of 4,000 feet.

(7) Transitional Area



The transitional area slopes upward and outward 7 feet horizontally for each foot vertically 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.

### **Section 3-1.3. Measurements and Maps**

Measurements to determine the above shall be calculated using the Airport Layout Plan, on file in the office of the Building Official.

### **Section 3-1.4. Relationship of APD to Sanitary Landfills**

Various studies and observations have resulted in the conclusion that sanitary landfills attract birds, and that birds in the vicinity of airports create potential hazards to aircraft operations. Aircraft accidents have resulted when aircraft collided with low-flying birds, particularly during takeoff and landing. In order to prevent such an occurrence in Fairfield County, the following regulations shall apply with regard to location of landfills:

- (1) No landfill shall be located within 10,000 feet of the airport runway.
- (2) Landfills located further than 10,000 feet from the runway, within the conical surface previously described, will be reviewed for permitting on a case-by-case basis by the County Council in consultation with the Airport Commission.

### **Section 3-1.5. 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 section may apply to the Board of Zoning Appeals for a variance from these regulations. The application for a variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace.

Such variance shall be allowed where it is 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 Article. Additionally, no application for a variance to the requirements of this Section may be considered by the Board of Zoning Appeals unless a copy of the application has been furnished to the Fairfield County Airport Commission for advice as to the aeronautical effects of the variance. If the Airport Commission does not respond to the application

within thirty (30) days after receipt, the Board may act on its own to grant said variance.

## **Section 3-2. PDD Planned Development District**

### **Section 3-2.1. Establishment of PDD**

A PDD shall be established on the official Zoning map by the same procedure as for amendments generally (Article 10) and in accord with the requirements of this Section.

Additionally, each PDD shall be identified by a prefix and number indicating the particular district, as for example "PDD - 99 - 1" (Zone - Year - Number), together with whatever other identification appears appropriate.

### **Section 3-2.2. Permitted Uses in PDD**

Any use or combination of uses meeting the objectives of this section may be established in a PDD upon review and recommendation of the County Planning Commission and approved amendatory action by County Council. Once approved, the proposed use(s) and no others shall be permitted. Said uses shall be identified and listed on the basis of classification, i.e. retail, office, wholesale, residential multi-family, residential single-family detached, manufacturing, etc. The list approved uses shall be binding on the applicant and any successor in title so long as the PDD Zoning applies to the land, unless otherwise amended by Ordinance.

### **Section 3-2.3. Development Standards**

- (1) Minimum Area Required



Minimum area requirements for establishing a PDD shall be five acres.

(2) Density

Residential density, setbacks, impervious surface ratios, floor area ratios, and building heights shall be determined by the scale of the project in relation to its surroundings and its impact on existing and proposed support facilities, i.e. transportation, water, and sewage systems, recreation facilities, fire and police protection, etc.

(3) Overall Site Design

Overall site design shall be harmonious in terms of landscaping, enclosures of principal and accessory uses, size of structures, street patterns, and use relationships. Variety in building types, heights, facades, setbacks, and size of open spaces shall be encouraged.

(4) Parking and Loading

Off-street parking and loading spaces for each PDD shall comply with the requirements of Table II, as applicable for the uses proposed for the PDD, and the requirements of Article 7.

(5) Streets and Street Improvements

Private streets may be permitted in a PDD provided such streets meet the design and construction standards promulgated for public streets; further provided that an acceptable maintenance plan is submitted to an approved as part of the PDD plan.

(6) Landscaping and Common Open Space

Landscaping and open space requirements for each PDD shall comply with the provisions of Section 6.2 and 6.3 of this Ordinance.