

**SPECIAL PURPOSE DISTRICTS –
DOWNTOWN DISTRICT (D),
SENSITIVE LANDS OVERLAY DISTRICT (SLO)
& AIRPORT OVERLAY DISTRICT (AO)**

1. DOWNTOWN DISTRICT (D):

Section 8101 – Purpose:

This Zoning District is provided to encourage a variety of commercial uses with accompanying development standards necessary to achieve the efficient uses of all land and structures located within the City's downtown area. To promote the goals and policies of the General Plan, improvements to the streetscape, building enhancements, and other improvements shall be provided to promote compatibility of uses and to promote the full economic value and benefits for the City and downtown area property owners.

Section 8102 – Use and Site Requirements:

Uses allowed in the Downtown District (D) are identified in the Table of Uses, Chapter 30, herein. The site design requirements and guidelines are identified in Chapter 18.

2. SENSITIVE LANDS OVERLAY DISTRICT (SLO):

Section 8201 – Purpose:

The purpose of the Sensitive Lands Overlay District (SLO) is to identify areas within the City that possess naturally occurring physical or environmental constraints while providing appropriate development opportunities for these areas. Environmentally sensitive areas may include, but are not limited to, floodplains, wetlands, drainage ways, natural slopes in excess of fifteen percent (15%), and habitat areas of endangered species. This District may be applied to lands within the City that includes any of these or other identified sensitive areas.

3. AIRPORT OVERLAY DISTRICT (AO):

Section 8301—Purpose:

The Airport Overlay District (AO) is provided to promote the health, welfare, and safety of users of the Richfield City Regional Airport and the owners and occupants of property in its vicinity.

Section 8302—Height Limiting Zones:

In order to carry out the purposes of this Chapter and this Zoning District, there are established height limiting zones, which include all the land lying within the instrument approach zones, non-instrument approach zones, transition zones, horizontal zones, and conical zones. These zones are identified on the Richfield City Regional Airport Map, which is incorporated herein by reference. The height limiting zones are established and defined as follows:

1. **Instrument Approach Zone:** An instrument approach zone is established at each end of the instrument runway for instrument landings and takeoffs. The instrument approach zone shall have a width of one thousand feet (1,000') at a distance of two hundred feet (200') beyond each end of the runway, widening thereafter uniformly to a width of sixteen thousand feet (16,000') at a distance of fifty thousand two hundred feet (50,200') beyond each end of the runway, its center line being the continuation of the center line of the runway. The instrument approach zone shall rise one foot (1') in height for each fifty feet (50') in horizontal distance beginning at a point two hundred feet (200') from and at the center line elevation of the end of the runway and extending to a distance of ten thousand two hundred feet (10,200') from the end of the runway; thence one foot (1') in height for each forty feet (40') in horizontal distance to a point fifty thousand two hundred feet (50,200') from the end of the runway.
2. **Noninstrument Approach Zone:** A noninstrument approach zone is established at each end of all runways for noninstrument landings and takeoffs. The noninstrument approach zone shall have a width of four hundred feet (400') at a distance of two hundred feet (200') beyond each end of the runway; widening thereafter uniformly to a width of two thousand four hundred feet (2,400') at a distance of ten thousand two hundred feet (10,200') beyond each end of the runway the center line being the continuation of the center line of the runway. The noninstrument approach zone shall rise one foot (1') in height for each thirty-four feet (34') in horizontal distance beginning at a point two hundred feet (200') from and at the centerline elevation of the noninstrument runway and extending to a point ten thousand two hundred feet (10,200') from the end of the runway.

3. **Transition Zone:** Transition zones are hereby established adjacent to each instrument and noninstrument runway and approach zone as indicated on the Richfield City Regional Airport Map. Transition zones symmetrically located on either side of the runways have variable widths as shown on the map. Transition zones extend outward from a line two hundred feet (200') on either side of the center line of the noninstrument runway, for the length of such runway plus two hundred feet (200') on each end; and five hundred feet (500') on either side of the center line of the instrument runway for the length of such runway plus two hundred feet (200') on each end; and are parallel and level with such runway center lines. The transition zone along such runway slope upward and outward one foot (1') vertically for each seven feet (7') horizontally to the point where they intersect the surface of the horizontal zone. Further, transition zones are established adjacent to both instrument and noninstrument approach zones for the entire length of the approach zone. These transition zones have variable widths, as shown on the Richfield City Regional Airport Map. Such transitions flare symmetrically with either side of the runway approach zone from the base of such zone and slope upward and outward at the rate of one foot (1') vertically for each seven feet (7') horizontally to the points where they intersect the surfaces of the horizontal and conical zones. Additionally, transition zones are established adjacent to the instrument approach zone, extending a distance of five thousand feet (5,000') measured horizontally from the edge of the instrument approach zone at right angles to the continuation of the centerline of the runway.
4. **Horizontal Zone:** A horizontal zone is hereby established as the area within a circle with its center at the Airport Reference Point and having a radius of eleven thousand five hundred feet (11,500') at one hundred fifty feet (150') above the airport elevation. The horizontal zone does not include the instrument and noninstrument approach zone and the transition zone.
5. **Conical Zone:** A conical zone is hereby established as the area that commences at the periphery of the horizontal zones and extends outward there from a distance of seven thousand feet (7,000'). The conical zone does not include the instrument and noninstrument approach zone and transition zone. The conical zone shall rise one foot (1') in height for each twenty feet (20') in horizontal distance beginning at the periphery of the horizontal zone, extending to a height of five hundred feet (500') above the airport elevation.

Section 8303—Height Limitations:

No structure, vegetation, tree, or use of land shall be erected, altered, allowed to grow, or maintained in any height limiting zone created by this Chapter to a height greater than the height limit established for each of the zones, provided by this Chapter, as follows:

1. **Instrument Approach Zone:** One foot (1') in height for each fifty feet (50') in horizontal distance beginning at a point two hundred feet (200') from and at the

center line elevation of the end of the instrument runway and extending to a distance of ten thousand two hundred feet (10,200') from the end of the runway; thence one foot (1') in height for each forty feet (40') in horizontal distance to a point fifty thousand two hundred feet (50,200') from the end of the runway.

2. **Noninstrument Approach Zone:** One foot (1') in height for each thirty-four feet (34') in horizontal distance beginning at a point two hundred feet (200') from and at the centerline elevation of the end of the noninstrument runway and extending to a point ten thousand two hundred feet (10,200') from the end of the runway.
3. **Transition Zone:** One foot (1') in height for each seven feet (7') in horizontal distance beginning at any point two hundred feet (200') normal to and at the elevation of the center line of noninstrument runways, extending two hundred feet (200') beyond each end thereof, and five hundred feet (500') normal to and at the elevation of the center line of the instrument runway, extending two hundred feet (200') beyond each end thereof, extending to a height of one hundred fifty feet (150') above the airport elevation. In addition, there are established height limits of one-foot (1') vertical height for each seven feet (7') horizontal distance measured from the edges of all approach zones for the entire length of the approach zone and extending upward and outward to the points where they intersect the horizontal or conical surfaces. Further, where the instrument approach zone projects through and beyond the conical zone, a height limit of one foot (1') for each seven feet (7') of horizontal distance shall be maintained beginning at the edge of the instrument approach zone and extending a distance of five thousand feet (5,000') from the edge of the instrument approach zone measured normal to the center line of the runway extended.
4. **Horizontal Zone:** One hundred fifty feet (150') above the airport elevation.
5. **Conical Zone:** One foot (1') in height for each twenty feet (20') of horizontal distance beginning at the periphery of the horizontal zone, extending to a height of five hundred feet (500') above the airport elevation.
6. **Most Restrictive Limitation Prevails:** Where a zone is covered by more than one height limitation, the more restrictive limitation shall prevail.

Section 8304—Use Regulations:

1. Notwithstanding any other provisions of this Ordinance, no structure, vegetation, tree, or use of land may be established within any height limiting zone, provided by this Chapter, in any manner as to do any of the following:
 - 1.1. Create electrical interference with radio communication between the airport and aircraft.
 - 1.2. Make it difficult for pilots to distinguish between airport lights and other lights.

- 1.3. Result in glare in the eyes of pilots using the airport.
 - 1.4. Impair visibility in the vicinity of the airport; or
 - 1.5. Otherwise endanger the landing, taking off, or maneuvering of aircraft.
2. Notwithstanding any other provisions of this Chapter, no places of public assembly, including, but not limited to, apartments, churches, hospitals, hotels, mobile home parks, multiple-family dwellings, recreational vehicle parks, schools and theaters, shall be erected or otherwise located within any of the areas established as an approach zone by this Chapter for a distance of ten thousand two hundred feet (10,200') from the end of the runway.

Section 8305—Permits:

1. Future Uses.

- 1.1. Except as specifically provided by this Section, no change shall be made to any structure or use of land, and no structure, vegetation, tree, or use of land shall be erected, altered, planted or otherwise established in any zones created by this Chapter until the necessary Applications have been made and the necessary permits have been approved, as required by this Ordinance.
- 1.2. For areas lying within the limits of any horizontal or conical zone, no permit shall be required for any vegetation or tree less than seventy-five feet (75') of vertical height above the ground.
- 1.3. For areas lying within the limits of the instrument and noninstrument approach zone but at a horizontal distance of not less than four thousand two hundred feet (4,200') from each end of the runways, no permit shall be required for any vegetation or tree less than seventy-five feet (75') of vertical height above the ground.
- 1.4. For areas within the limits of the transition zone beyond the perimeter of the horizontal zone, no permit shall be required for any vegetation or tree less than seventy-five feet (75') of vertical height above the ground.

2. Existing Uses.

- 2.1. No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming structure, vegetation, tree, or use of land to become higher, or become a greater hazard to air navigation, than it was on the effective date of this Chapter.

3. Hazard Marking and Lighting.

3.1. Any permit may, if such action is deemed advisable to achieve the purpose of this Chapter, be conditioned to require the owner of the structure, vegetation, tree, or use of land to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of any airport hazard.