



GREY AREA IS SUBJECT 160 ACRES ZONED AGRICULTURAL

CROSS HATCH AIRPORT INFLUENCE ZONE (AIZ)

BLUE LINE RESTRICTED AREA 2 (R2)

RED LINE RESTRICTED AREA I (R1)

3-33 AIRPORT INFLUENCE ZONE (AIZ)**3-33-01 PURPOSE**

The Airport Influence Zone Overlay District is intended to provide areas within the County suitable for the economical development and safe operation of air carrier and/or general aviation airports for public use without adversely affecting the activities upon surrounding properties.

The Airport Influence Zone is also intended to provide for notice and disclosure of the airport location to owners of residential and non-residential properties in areas which may be subjected to aircraft activities of such duration and frequency which would constitute a nuisance to residential and other uses.

3-33-02 BOUNDARIES

The Airport Influence Zone includes all land impacted by the location of the Front Range Airport and the noise created by low-flying aircraft. The general boundaries of the Airport Influence Zone are as follows: 80th Avenue on the north, Interstate 70 (County line) on the south, Harback Mile Road on the east, and Hayesmount Mile Road on the west.

The Airport Influence Zone also contains two Restriction Areas, which further restrict the land uses within the overlay zone district. The geographic extent of the Airport Influence Zone and the Restriction Areas are delineated on the official Adams County Zoning Map.

3-33-03 PERMITTED USES

All uses permitted by the underlying zone are permitted in the Airport Influence Zone unless specifically prohibited or restricted by Restriction Area One or Restriction Area Two, subject to building permit review and approval.

3-33-04 PROHIBITED USES

All uses: (1) not expressly identified as permitted uses in the underlying zone district; or (2) determined to be permitted by the Director of Planning and Development pursuant to Section 3-05-01 of these standards and regulations, are prohibited.

3-33-05 GENERAL SITE DESIGN AND PERFORMANCE STANDARDS

The following general site design and performance standards shall be met by all uses within an Airport Influence Zone Overlay District.

3-33-05-01 RESTRICTION AREA ONE

No structures designed for full or part-time occupation for residential, commercial, institutional, or industrial uses shall be permitted.

3-33-05-02 RESTRICTION AREA TWO

Prohibits the construction of residences, except existing residences may be occupied and new homes may be built on lots or parcels created prior to the adoption of the Airport Influence Zone, August 1, 1983 or on 35 acre parcels, which meet the requirements of the A-3 Zone District, regardless of creation date.

3-33-05-03 FEDERAL AVIATION ADMINISTRATION STANDARDS

All uses and building plans are subject to FAA Obstruction and Approach Zone Regulations (Part 77).

3-33-05-04 AFFIDAVIT REQUIRED TO OBTAIN SUBDIVISION OR BUILDING PERMIT

A signed “Aircraft Activity Covenant with Disclosure” must be filed prior to approval of a subdivision, if applicable, or the issuance of a building permit.

3-33-05-05 USES NOT TO INTERFERE WITH AVIATION

3-33-05-05-01 NO EMISSIONS

Uses must not produce steam, smoke, or otherwise pose a hazard to aviators.

3-33-05-05-02 NO GLARE

Uses must not emit glaring light or employ highly reflective surfaces which may impair the visibility of aviators, nor shall the use create interference with the electronic communication among aviators and ground control.

3-33-05-05-03 NOT ATTRACTIVE TO WILDLIFE

Uses must lack the potential of attracting birds and other wildlife species which may pose a hazard to flight operations.

**3-33-06 RELATIONSHIP TO DESIGN REQUIREMENTS AND
PERFORMANCE STANDARDS**

All design requirements and performance standards for specific uses contained in Chapter 4 of these standards and regulations shall apply in a Noise Overlay District unless inconsistent with a provision contained in Section 3-33, in which case the specific standard or requirement contained in Section 3-33 shall apply.

3-34 AIRPORT NOISE OVERLAY (ANO)

3-34-01 PURPOSE

The Airport Noise Overlay is intended to provide for protection of residential and non-residential land uses in areas which may be subjected to noise levels of such duration and frequency which would constitute a nuisance to residential and other uses.

3-34-02 BOUNDARIES

The Airport Noise Overlay includes all land heavily impacted by the noise created by low-flying aircraft, and lying within the sixty (60) Ldn or greater noise contour area. The extent of this area is determined based upon the measurements of sound computed by the methods contained in Title 14 of the Code of Federal Regulations, Subchapter I, Federal Aviation Regulations (F.A.R., hereafter) Part 150, “Airport Noise Compatibility Planning”. These computations are based upon the fleet mix that forms the “worst case scenario” for the type and volume of aircraft activity proposed at full build-out of the facility. The geographic extent of the noise overlay for each aviation facility affecting Adams County is delineated on the official Adams County Zoning Map.

3-34-03 PERMITTED USES

All uses permitted by the underlying zone as permitted uses or conditional uses are permitted in the Airport Noise Overlay unless specifically prohibited, subject to building permit review and approval.

3-34-04 PROHIBITED USES

All uses: (1) not expressly identified as permitted uses in the underlying zone district; or (2) determined to be permitted by the Director of Planning and Development pursuant to Section 3-05-01 of these standards and regulations, are prohibited. In addition, the following uses are specifically prohibited in an Airport Noise Overlay Zone:

1. Neighborhood Indoor Uses
2. Institutional Care
3. Universities

3-34-05 GENERAL SITE DESIGN AND PERFORMANCE STANDARDS

The following general site design and performance standards shall be met by all uses within an Airport Noise Overlay District.

3-34-05-01 RESIDENTIAL USES**3-34-05-01-01 *NO NEW RESIDENTIAL ZONING***

No residential rezoning shall be considered or approved.

3-34-05-01-02 *EXISTING LOTS DEVELOPABLE*

One single family dwelling may be constructed per lot in existence at the effective date of these standards and regulations, or as may be created per Article 28, Title 30, Section 101 (10) of the Colorado Revised Statutes, as amended.

3-34-05-01-03 *EXISTING RESIDENTIAL USE NON-CONFORMING*

Existing residential uses may continue, but shall be limited by the non-conforming use provisions of these standards and regulations.

3-34-05-01-04 *APPROVED RESIDENTIAL USES*

Residential uses allowed in accordance with an approved Site Specific Development Plan, or building permit effective at the time airport construction commences may be allowed if the use conforms with the performance standards listed below

3-34-05-01-05 *NOISE REDUCTION REQUIRED*

All newly established residential uses must incorporate noise level reduction measures sufficient to achieve an interior noise level of 45 dB on the A-weighted scale. Assurance that these measures have been incorporated into the structure is illustrated by submission of noise reduction plans certified by a registered professional engineer at the time of application for a building permit, and implemented prior to issuance of a Certificate of Occupancy.

3-34-05-02 *AFFIDAVIT REQUIRED TO OBTAIN BUILDING PERMIT*

A signed “Aircraft Activity Covenant with Disclosure” must be filed prior to issuance of a building permit.

3-34-05-03 COMMERCIAL AND INDUSTRIAL USES TO INCORPORATE NOISE REDUCTION

The portions of the commercial or industrial structures devoted to office uses, or occupied by members of the public must incorporate noise level reduction measures sufficient to achieve an interior noise level of 45 dB on the A-weighted scale. The noise reduction measures cited above are described in Chapter 35 of the Appendix of the Uniform Building Code, and as adopted by Adams County. Assurance that these measures have been incorporated into the structure is illustrated by submission of noise reduction plans certified by a registered professional engineer at the time of application for a building permit, and implemented prior to issuance of a Certificate of Occupancy.

3-34-05-04 USES NOT TO INTERFERE WITH AVIATION

3-34-05-04-01 NO EMISSIONS

Uses must not produce steam, smoke, or otherwise pose a hazard to aviators.

3-34-05-04-02 NO GLARE

Uses must not emit glaring light or employ highly reflective surfaces which may impair the visibility of aviators, nor shall the use create interference with the electronic communication among aviators and ground control.

3-34-05-04-03 NOT ATTRACTIVE TO WILDLIFE

Uses must lack the potential of attracting birds and other wildlife species which may pose a hazard to flight operations.

3-34-06 RELATIONSHIP TO DESIGN REQUIREMENTS AND PERFORMANCE STANDARDS

All design requirements and performance standards for specific uses contained in Chapter 4 of these standards and regulations shall apply in a Noise Overlay District unless inconsistent with a provision contained in Section 3-33, in which case the specific standard or requirement contained in Section 3-33 shall apply.

3-32 **AIRPORT HEIGHT OVERLAY (AHO)**

3-32-01 **PURPOSE**

The Airport Height Overlay is intended to provide for protection of residential and non-residential land uses in areas which may be subjected to frequent overflights by aircraft flying low to the ground upon an approach to landing, upon takeoff, or operating in a traffic pattern at an aviation facility. Within this area, the hazards of natural and man-made objects may create severe hazards to aviation and must be regulated accordingly.

3-32-02 **BOUNDARIES**

The Airport Height Overlay area includes all land where the height of structures, or natural features may obstruct or otherwise influence aviation activities. The extent of this area is determined by applying the standards and criteria listed in Title 14 of the Code of Federal Regulations, Subchapter E, F.A.R. Part 77 entitled “Objects Affecting Navigable Airspace”. Figure 3-2 illustrates how the geographic extent of the navigable airspace is determined. The geographic extent of the Airport Height Overlay for each aviation facility affecting Adams County is drawn to the nearest quarter-section of land lying outside the Airport Height Overlay as illustrated on the Adams County Zoning Map.

3-32-03 **PERMITTED USES**

All uses permitted by the underlying zone as permitted uses or conditional uses are permitted in the Airport Height Overlay unless specifically prohibited, subject to building permit review and approval.

3-32-04 **GENERAL SITE DESIGN AND PERFORMANCE STANDARDS**

The following general site design and performance standards shall be met by all uses within an Airport Height Overlay District.

3-32-04-01 **PROPOSED DEVELOPMENT TO COMPLETE AERONAUTICAL STUDY**

Applicants requesting zone changes, conditional uses, temporary and special uses, certificates of designation, site plans, site specific development plans, and building permits must complete an FAA aeronautical study on obstructions to determine if the proposed development could be a hazard to air navigation. If no

hazard is determined, the proposed development may proceed, pending compliance with other County requirements. If a hazard to air navigation is found to exist by the FAA, then:

1. The applicant may alter the proposal in a manner which does not present a hazard to air navigation and may proceed subject to compliance with other County requirements; or
2. If alternative designs or locations do not pose compelling reasons to allow the use or structure within the Airport Height Overlay District, the County will prepare Findings of Fact, to be entered in the application record by the Director of Planning and Development citing the reasons why the use is compatible with the intent of the Airport Height Overlay District. Factors to consider in these findings include the importance of services provided by the proposed facility to the community, and the compatibility of the proposed use with the airport layout plan, and the Adams County Comprehensive Plan. The Director of Planning and Development or Manager of the pertinent aviation facility shall be notified of the denial.

3-32-04-02 PROPOSED DEVELOPMENT TO DOCUMENT ELEVATIONS

Applicants for development shall fully document site elevations in relation to the F.A.R. Part 77 height restrictions. Documentation of site elevations shall consist of a topographic map of the site showing contours for every five (5) feet of elevation change to illustrate the elevation above mean sea level; the location and height of any proposed buildings or structures, as well as natural features that impinge upon the Part 77 surfaces; and the elevation of the aviation facility affecting the applicant's property.

3-32-04-03 LANDOWNERS TO INSTALL MARKERS

Landowners may be required to install, operate, and maintain, at the owner's expense, such markers and lights which may be necessary to indicate to flyers the presence of a hazard which affects the aviation facility. This marking and lighting requirement may also extend to objects of natural growth (trees, primarily) on site.

3-32-04-04 AIRPORT MANAGER GIVE OPPORTUNITY TO REVIEW APPLICATIONS

Applications for zone changes, conditional uses, temporary and special uses, certificates of designation, site plans, and site specific development plans will be forwarded to the director of the aviation facility(ies) for review and comment concerning the impact of the proposal on aviation operations.

3-32-04-05 EASEMENT REQUIRED TO OBTAIN BUILDING PERMIT

A signed and recorded avigation easement must be filed prior to issuance of a building permit.

3-32-05 RELATIONSHIP TO DESIGN REQUIREMENTS AND PERFORMANCE STANDARDS

All design requirements and performance standards for specific uses contained in Chapter 4 of these standards and regulations shall apply in an Airport Height Overlay District unless inconsistent with a provision contained in Section 3-32, in which case the specific standard or requirement contained in Section 3-32 shall apply.