

Chapter 2.16 — Airport District (A)

Sections:

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2.16.100 Purpose

The purpose of the Airport District is to recognize the location of a privately-owned public use airport and to provide for the continued operation and vitality consistent with state law. The priority within the Airport Zone is to protect the safety of air travelers and the general public. Unobstructed visibility is essential to protect the safety of air travelers and the general public.

2.16.200 Uses

- A. Permitted uses.** Uses allowed in the Airport District are listed in Table 2.16.1 with a “P.” These uses are allowed if they comply with the development standards and other applicable regulations of this Code. The City of Sisters may authorize commercial, industrial, manufacturing and other uses in addition to 2.16.200 within the airport boundary where such uses are consistent with applicable provisions of the acknowledged comprehensive plan, statewide planning goals and LCDC administrative rules and where the uses do not create a safety hazard or otherwise limit approved airport uses.
- B. Special Provisions.** Uses that are either permitted or conditionally permitted in the Airport District subject to special provisions for that particular use are listed in Table 2.16.1 with an “SP.”
- C. Conditional uses.** Uses that are allowed in the Airport District with approval of a conditional use permit are listed in Table 2.16.1 with a “CU.” These uses must comply with the criteria and procedures for approval of a conditional use set forth in Chapter 4.4 of this Code.
- D. Similar uses.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 – Interpretations.

Table 2.16.1 Use Table for the Airport District

Land Use Category	Permitted/Special Provisions/Conditional
Residential	
Caretaker dwelling unit, security officer area	P
Pilot overnight accommodations, campground for pilots and flight groups, and emergency services overnight accommodations	P
Airport Facility and Operation Uses	
Aircraft takeoffs and landings	P
FAA mandated facilities, equipment and operations, including safety lighting and beacons, communication signals	P

Fixed based operator facility	P
Emergency medical flight services, operations and/or command facility including law enforcement, search and rescue, land management, and fire protection services	P
Hangars and tie-downs	P
Uses permitted by ORS 836.616 (2)	P
Expansion of existing uses including construction of additional hangars and tie-downs	P
Expansion/construction/maintenance/repair of existing runway, taxiways, service roads, maintenance areas, and related facilities	P
Air passenger and freight service	P
Fuel storage and sales	P
Pilot lounge and food services	P
Aviation service and repair, sales of aeronautic equipment and supplies	P
Aviation training and education services	P
Aeronautical recreation and sporting activities	P
Airplane Agricultural Services such as crop dusting	P
Aircraft rental and sales	P
Aviation compatible uses such as vehicle and equipment rental, storage, service and manufacturing	P
Commercial	
Aviation compatible office space for contractors, and research and development facilities for engineers	P
Information technology (IT) services	P
Corporate headquarter/office when co-located with a permitted or conditionally permitted use	P
Contractor storage, supplies, supply base, and sales	P
Direct retail sale of products produced on site to the public as an accessory use. Up to 25% of the total building floor area, may be used for retail sales. Up to 10% of the total building floor area may contain retail items that are not manufactured on site or related to the primary use on the site. The remainder of the allowable retail area must be used selling items that either are manufactured on site or directly relate to the primary activity occurring on site.	P
Industrial	
Aviation related industrial uses	P
Technology and technology hub including design, fabrication, testing, manufacture, maintenance, marketing, and sales	P

Engineering-type activities and base for engineering firms. Operations including design, testing, construction, shipping, and overhaul services to support engineered products, including renewable energy bio-gas and bio-mass facilities, and manufacture of engineered products.	P
Manufacture of products from natural and manmade materials such as wood, metal, plastics, stone, clay, leather, and glass	P
General contractor-type activities and supply base for subcontractors. Operations include storage and use of machinery, machine shop, welding services, carpentry, plumbing, concrete and asphalt, masonry, and construction supplies.	P
Communication facility with a height limit of 50 feet, as measured above grade.	CU/SP
Public and Institutional	
Forestry Activities	P
Government facilities where the public is generally not received (no point of service) and similar facilities	P
Utility Facility	P
Miscellaneous	
Accessory uses and structures	P/SP
Increase in additional aircraft and increases in flight Activity	P
Community garden, including greenhouse	P
Recreational Uses (Indoor)	P
Recreational Uses (Outdoor)	CU
Events – up to three events per calendar year no City permit needed. An event includes gatherings where the actual cumulative number is reasonably anticipated to be more than 150 persons; gatherings with less than 150 persons are exempt.	MCU

Key: P = Permitted CU = Minor Conditional Use Permit SP = Special Provisions

2.16.300 Development Standards

The following property development standards shall apply to all land, buildings and uses in the Airport District:

A. Lot Area, lot frontage, setbacks, lot coverage and building height.

Table 2.16.2 Development Standards for the Airport District

Development Standard	Airport District	Comments/Other Requirements
Minimum lot size	No minimum lot size	
Front yard setback	15 feet	

Interior side yard setback a. Abutting non-residential district b. Abutting residential districts	No minimum Minimum 20 feet	See Buffering
Exterior side yard setback	15 feet	
Rear yard setback c. Abutting non-residential district d. Abutting residential home	No minimum Minimum 20-feet	See Buffering
Lot coverage	No maximum lot coverage	Compliance with other sections of the Code i.e. landscaping, parking, pedestrian circulation, etc. may reduce 100 percent lot coverage for certain uses
Building height	35 feet	

B. Greater Setbacks. All developments shall meet applicable FAA, ODA, fire and building code standards, which may require greater setbacks than those listed.

C. Buffering. A 20-foot minimum buffer zone shall be required between development in the Airport District and any home in an abutting Residential District. The buffer zone shall provide landscaping to screen any abutting parking, services and delivery areas, and walls without windows or entries, as applicable and subject to applicable aviation standards. The buffer may contain pedestrian seating but shall not contain any trash receptacles, loading facilities or storage of equipment, materials, vehicles, etc. The landscaping standards in Chapter 3.2 may require buffering of other activities, as well.

D. Design Guidelines and Standards. A variety of architectural elements shall be used on the front of the building and shall be incorporated side and rear elevations when visible to a street. Architectural features include windows, projections, building off-sets, detailing, and change in materials, paint, or similar devices. The Airport District is exempt from the 1880's architectural and design theme.

E. Outside Operations, Display and Storage. Outdoor operations, display and storage are permitted so long as related to the principal use. All materials stored on site shall be stored in a neat and orderly manner. Material may not be stored or displayed within clear vision areas, landscaped areas, parking areas or pedestrian or other ingress/egress areas.

F. Paving

1. The following areas shall be paved for properties located within the Airport District.
 - a. Driveway Aprons.
 - b. Primary public-use driveways leading to primary public-use parking area.
 - i. 24' wide (minimum) paved width required.
 - c. Primary public-use parking area.

- d. ADA pathways.
- 2. Except for driveway aprons, which must always be paved, the City may allow compacted gravel as an alternative to on-site paving in the Airport District, in part or in full, upon a reasonable finding that pavement may not be suitable for the intended use of the site. Criteria for paving exemption consideration includes the following;
 - a. Nature of site usage (such as unusual driveway construction or maintenance costs due to heavy equipment usage and/or material handling).
 - a. Infrequent or no public access onto site such as service roads, runway perimeters, and other airport service areas.
 - b. Future site usage (such as future site development or modifications to the site that would conflict with pavement surface; future product inventory needs; other operational and/or development factors).

G. Screening and Landscaping. The screening standards address specific unsightly features which detract from the appearance of the airport.

- 1. Garbage and recycling collection areas. All exterior garbage cans, garbage collection areas, and recycling collection areas must be orientated away from the street and abutting homes. Trash enclosures shall be constructed of solid, durable and attractive walls/fences, a minimum of six (6) feet in height, with solid doors, and shall be visually consistent with project architecture. As an alternative, trash dumpsters may be located behind structures, or shielded in a manner to conceal them from public roads. Trash receptacles for pedestrian use are exempt. If constructed, trash enclosures shall be compliant with all applicable fire codes.
- 2. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of the airport use that are outside of an enclosed building, shall be located away from abutting residential zones, schools, parks and other non-airport zoned properties.
- 3. Landscaping. This Section supplements the landscaping requirements contained in Chapter 3.
- 4. Plant Materials. Fewer plant materials are necessary because airplanes need clear vision and no obstructions on the ground. Any ground level obstructions are hazards and are allowed only where necessary to serve the use.

Landscape requirements within the Airport District:

- a. Trees will not be planted on either end of the runway, including no street trees along Camp Polk Road;
- b. A landscaped island after every fifth parking space is not required;
- c. Plant materials that may attract wildlife and/or birds to the

runways are discouraged in the Airport District.

5. Open Space and Landscaping Amounts. The standard open space requirement typically required for commercial and industrial developments would result in more than five acres to be set aside within the airport. The airport could accommodate this but since airport and safety needs must take precedence, most of the open space will not be freely accessible to the general public. Thus, the landscaping and open space shown on the Airport Master Plan will be the maximum that will be required.