

# APPENDIX D

## LAND DEVELOPMENT CODE ARTICLE 11 – AIRPORT ENVIRONS

**Disclaimer:** This is an unofficial reproduction of Article 11 (Airport Environs) of the Escambia County Land Development Code and is intended to be for general information only. To access the official (codified) Escambia County Code of Ordinances, go to [www.myescambia.com](http://www.myescambia.com); click departments, click Planning and Zoning, click Land Development Code for instructions.

### 11.00.00. Findings.

The Board of County Commissioners of Escambia County has considered, among other things, the character of the operations conducted and proposed to be conducted at the various airports and airfields of Escambia County, the nature of the terrain and the character of the land within airport/airfield hazard areas, the current uses of property within and around such hazard areas and the uses that are appropriate and the recommendations of the 2003 Joint Land Use Study (JLUS) addressing military airfield encroachment, and the Board finds as follows:

There exist airports and airfields within Escambia County and in proximity to Escambia County that are vitally important to the county, but whose operations are potentially harmful to the health, safety and general welfare of the citizens of Escambia County;

Airport/airfields create hazards that endanger the lives and property of users of the airports/airfields and the occupants and owners of property in their vicinity;

Airports/airfields produce noise that is not compatible with residential uses and certain commercial and industrial uses;

Obstructions reduce the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of airports/airfields and the public investment therein;

The creation, establishment, enlargement, or intensification of airport/airfield hazards injures the community served by such facilities; and

Airport/airfield hazards should be prevented in the interest of the long-term viability of airports/airfields within the county and the public health, safety and general welfare.

*11.00.01. Applicability.* This section is adopted pursuant to the authority conferred by F.S. chs. 125, 163, and 333. It is hereby found that incompatible land uses have the potential for being hazardous to aircraft operations as well as to the persons and property on the ground in the vicinity of the incompatible land use. Incompatible land use reduces the size of areas available for the landing, taking off and maneuvering of aircraft, thus, tending to destroy or impair the utility of Pensacola Regional Airport, NAS Pensacola Airfield, Ferguson and Coastal airports, and NOLF Saufley, NOLF Site 8, and Navy Hospital heliport and the public investment therein. Accordingly, it is declared:

That the creation or establishment of incompatible land uses around airports and/or airfields is a nuisance and injurious to the region served by the Pensacola Regional Airport, Ferguson and Coastal airports and NAS Pensacola, NOLF Saufley, and NOLF Site 8 Airfields, and the Navy Hospital heliport.

The regulations on land uses set forth herein are applicable to all lands designated as Airfield Influence Planning Districts (AIPD) and the Pensacola Regional Airport Planning District (PNSPD) on the official "Escambia County Airport/Airfield Zoning Map Series", and to all lands subject to land use regulation pursuant to the requirements of Florida Statutes. In addition, all of the property as designated on the "Height Limitations Maps" are regulated pursuant to the provisions of this Code for height limitations. The official maps shall be available for public inspection during regular office hours at the Planning and Zoning Department and the County Building Inspections Office.

At such time as any military airfield or outlying landing field permanently ceases military operations and is converted to civilian use, the applicable Airfield Environs regulations for the site and the surrounding properties will revert to the underlying zoning and its attendant regulations. If the airfield is converted to a civilian airport, the Board of County Commissioners shall determine if the airfield zoning overlay, including aviation easements, should be retained for the health, safety and welfare of the surrounding residents.

Any reverted parcel with a Public zoning designation must be rezoned before any non-public use or development can occur.

*11.00.02. Definitions, as pertain to Airport/Airfield Environs.*

*Abandoned/Discontinued.* As applies to Article 11, a cessation of use lasting for 365 days, or any structure that has not been used for business or residential purposes for 365 days. Military facilities will not be considered abandoned or discontinued until they have been officially decommissioned by an appropriate military authority.

*Absolute.* As used in Article 6 and 11, absolute pertains to the density restrictions in some Airport/Airfield Influence Planning District areas and means that the minimum lot size allowed is established as the inverse of the maximum density. For example, when the maximum density is three dwelling units per acre, the minimum lot size is one-third acre. When the maximum density is two dwelling units per acre, the minimum lot size is one-half acre.

*Accident potential zones (APZ).* As applied to military airfields, those areas which are identified as being significantly impacted by accident potential from aircraft. APZ-1 is an area normally beyond the clear zone that possesses a significant potential for accidents. APZ-2 is an area normally beyond APZ-1 that has a measurable potential for accidents.

*Airport.* Any area of land or water that is designed and set aside for the landing and taking off of civilian aircraft and utilized or to be utilized in the interest of the public for such purposes. The airports within Escambia County are Pensacola Regional Airport, Ferguson Airport, and Coastal Airport.

*Airfield.* Any area of land or water that is designed and set aside for the landing and taking off of military aircraft. The airfields within Escambia County are: NAS Pensacola, NOLF Saufley, NOLF Site 8, and Navy Hospital Heliport.

*Airport/Airfield elevation.* The highest point of an airport/airfield's landing area measured in feet above mean sea level (AMSL).

The established elevations for the airfields within Escambia County are:

- a. NAS Pensacola (Elevation 30 AMSL)
- b. NOLF Saufley (Elevation 85 AMSL)
- c. NOLF Site 8 (Elevation 110 AMSL)
- d. Navy Hospital Heliport (Elevation 25 AMSL)

The established elevations for the airports within Escambia County are:

- a. Pensacola Regional Airport (Elevation 121 AMSL)
- b. Ferguson Airport (Elevation 27 AMSL)
- c. Coastal Airport (Elevation 110 AMSL)

*Airport/Airfield environs.* The area that has been identified as being significantly impacted by any airport or airfield in Escambia County.

*Airport/Airfield hazard.* Any structure, tree or use of land which would exceed the Federal standards as contained in Title 14 C.F.R. Part 77 "Objects Affecting Navigable Airspace"; FAA Handbook 7400.2(x) [x = current version] "Procedures for Handling Airspace Matters", FAA Handbook 8260.3(x) "Terminal Instrument Procedures", and FAA Advisory Circulars 70/7460-2(x) "Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace," 70/7460-1(x) "Obstruction Marking and Lighting," and 150/5190-4A "Zoning and Grants," which obstructs the airspace required for the flight of aircraft taking off, maneuvering or landing and which has not previously obtained a permit or variance pursuant to FS 333.025 or 333.07.

*Airport/Airfield hazard area.* Any area of land or water upon which an airport/airfield hazard might be established if not prevented by this Code.

*Airport/Airfield land use administrator (Administrator).* The County Administrator or his duly appointed designee.

*Avigation Easement.* A form of right of way, i.e., an agreement that gives the owner of the easement

a clear property right to maintain flight operations in the airspace above the property, running with the land and in perpetuity. Military aviation easements will become null and void at such time as the facility reverts [is converted] to civilian use. (See Section 11.00.01.C).

*Clear zone (CZ).* An area extending outward from the end of each runway. The parameters of clear zones are unique to each installation, but all are considered an area of high accident potential. (See Section 11.04.02 for the parameters for each of the military installations in Escambia County.)

*Day-night average sound level (Ldn).* A basic measure for quantifying noise exposure. (See definition of Ldn.)

*Decibel (dB).* A unit for measuring the relative loudness of sound or sound pressure equal approximately to the smallest degree of difference of loudness or sound pressure ordinarily detectable by the human ear, the range of which includes about 130 decibels on a scale beginning with one for the faintest audible sound.

*dBA.* The unit of noise level measured in accordance with the "A-weighted scale" which replicates the response characteristics of the ear. This scale is a quantity, in decibels, read from a standard sound-level meter with A-weighting circuitry. The A-space weighting discriminates against lower frequencies according to a relationship approximating, and more accurately reflecting the auditory sensitivity and response of the human ear. The A-scale sound level measures approximately the relative "noisiness" or "annoyance" of common sounds.

*Decision height.* The height at which a decision must be made during an instrument approach, to either continue the approach or to execute a missed approach and regain altitude.

*Floor area ration (FAR).* A means for determining intensity of land use. FAR is calculated by adding all authorized floor levels minus setback, landscape and parking requirements and then dividing this total by the gross site area.

*Height (Airport/Airfield).* In the Airport/Airfield Environs, for purpose of determining the height of any structure, tree, or other object, including communication towers, the height is the elevation above mean sea level (AMSL). For calculation purposes, this is the sum of the elevation of the site and the height of the structure, including any appurtenances.

*Imaginary surface.* See definition for *surface*.

*Instrument runway.* A runway equipped with electronic and visual navigation aids for which a precision or non-precision approach procedure having straight-in landing minimums has been approved.

*Ldn.* A day/night average sound level obtained by averaging the 24-hour sound level, in decibels, after the addition of a ten decibel to night time (10:00 pm to 7:00 am) sound levels.

*Lot of record.* In Article 11, Airport/Airfield Environs, a lot of record for the purpose of

constructing one single-family dwelling shall be a parcel recorded on or prior to August 21, 2001.

*Minimum descent altitude.* The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is approved.

*Noise level reduction (NLR).* Amount of noise reduction required through construction and incorporation of sound attenuation material to reduce interior noise level.

*Non-precision instrument runway.* A runway having a non-precision instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in, non-precision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airfield planning document.

*Owner.* Any person, group of persons, firm or firms, corporation or corporations, Commanding Officer of any local military base, or any other legal entity having legal or equitable title to or sufficient proprietary interest in or to any property subject to this code.

*Precision instrument runway.* A runway having an instrument approach procedure utilizing an instrumented landing system (ILS) or a precision approach radar (PAR.).

*Runway.* A defined area on an airport or airfield prepared for landing and takeoff of aircraft along its length.

*Surface.* An imaginary geometric plane enclosing an area, penetration into which may be restricted, prohibited or controlled.

*Visual runway.* A runway intended solely for the operation of aircraft using visual approach procedures and no instrument designation indicated on a FAA approved airport layout plan, a military services approved military airfield layout plan, or by any planning document submitted to the FAA by competent authority.

#### **11.01.00. Airport/Airfield Environs.**

*11.01.01. Description of Environs.* Certain airport/airfield environs have been established around each of the airports/airfields within the County. These environs have been identified through data provided to the County from the United States Navy and City of Pensacola in studies completed by each of the entities, and by the Joint Land Use Study conducted by the County, for the airports/airfields that operate within Escambia County. Areas within the airport/airfield environs are subject to regulation beyond the other requirements of the Code. These additional restrictions provide an enhanced level of protection in support of the continued operations of the airports/airfields in the County.

11.01.02. *Administration.* The following administrative requirements apply to the airport/airfield environs.

- A. *Notification of Navy.* For any Rezoning, Conditional Use, Variance, Development Review Committee case, Administrative Appeal, Temporary Use of a Mobile Home for Medical Purposes, or Development Order Extension within the boundaries of any airfield environ area, Airfield Influence Planning District (AIPD-1 or AIPD-2), or any height-restricted area near NAS Pensacola, NOLF Saufley, NOLF Site 8, or the Navy Hospital heliport, mail and/or email notice shall be sent by the Planning and Zoning Department to:

Air Operations Officer  
Air Operations  
Naval Air Station Pensacola, Building 1852  
Pensacola, FL 32508-5217

And to:

Aviation/Community Planner  
JPATS Coordinator, Operations Code 31  
Naval Air Station Whiting Field  
7077 USS Lexington Court  
Milton, FL 32570-6016

for review and comment in the form of a recommendation to the final approving authority.

- B. *Notification of Pensacola Regional Airport.* For any Rezoning, Conditional Use, Variance, Development Review Committee case, Administrative Appeal, Temporary Use of a Mobile Home for Medical Purposes, or Development Order Extension within the boundaries of PNSPD, within any height-restricted area near Pensacola Regional Airport, or in excess of the Pensacola Regional Airport notification requirement surface, mail or e-mail notice shall be sent by the Planning and Zoning Department to:

Airport Director  
Pensacola Regional Airport  
2430 Airport Blvd, Suite 225  
Pensacola, FL 32504

for review and comment in the form of a recommendation to the final approving authority.

- C. *Development Review.* A representative from the Navy shall be designated as an *ex officio* member of the Development Review Committee (DRC) with the purpose of providing written recommendations to the DRC.

11.01.03. *Variances, Conditional Uses and Other Relief.*

A. *Variances and Conditional Uses.* No variances shall be granted to the requirements of the AIPDs or to the regulations regarding height within airfield height limitation surfaces. Variances to height restrictions, other than airfield height restrictions, shall follow the criteria outlined below. For all other variance or conditional use requests, Section 2.05.00 of the Land Development Code shall apply. When considering a variance under Section 2.05.02, proximity to the Overlay Zone boundary lines shall be considered an unusual physical condition.

1. *Variances to height.* Applicants seeking to erect, alter, or modify a structure so as to exceed the height limitations of this article must request a variance. In the event that federal obstruction standards as contained in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77) are more stringent than the height limitations of this article or zoning district height limitations, applicants seeking to erect, alter, or modify a structure so as to exceed the height limitations of 14 CFR Part 77 must request a variance. Unless otherwise noted below, variance requests shall be processed as outlined in Article 2 of the Land Development Code.

a. *Criteria.* In determining whether to grant a variance, the Board of Adjustment (BOA) shall consider the criteria in F.S. § 333.025(6). Per F.S. § 333.03(c)5, no variances shall be granted solely on the basis that a proposed structure will not exceed federal obstruction standards as outlined in 14 CFR Part 77. In addition, no variances will be granted unless the BOA finds that all the following conditions exist:

- (1) The request meets all applicable conditions in Section 2.05.02 of the Land Development Code.
- (2) The applicant provides documentation showing compliance with the federal requirement for notification of proposed construction and a valid aeronautical evaluation.
- (3) The applicant provides a Federal Aviation Administration (FAA) aeronautical study with a “Determination of No Hazard” for the proposed project.

b. *Notification requirements.* In addition to the notification requirements contained in Article 2 of the Land Development Code, all applicants requesting a variance to the height restrictions contained in this article shall submit a copy of the variance application by certified mail, return receipt requested, to the Florida Department of Transportation (FDOT), Aviation Office. Per F.S. § 333.07, the FDOT Aviation Office shall have 45 days to comment after receipt of the application; if FDOT does not comment within 45 days the right to comment is waived. The BOA shall not hear a height variance request until the 45-day period has expired.

- B. *Other Relief.* Any person who is denied a development order within the airport/ airfield environs areas because of the restrictions imposed herein may apply for relief through procedures described in Article 2 of the Land Development Code, which provides an administrative process for Appeals of Administrative Decisions.

11.01.04. *Nonconforming Uses, Structures or Objects.* Unless otherwise specified below, the requirements of Article 9 apply.

- A. *Alteration of Nonconforming Uses, Structures or Objects.* No permits shall be granted that will allow the establishment or creation of an airport/airfield hazard or would permit a nonconforming structure, object, or use to be made or become higher or to become a greater hazard to air navigation than it was when the applicable regulation was enacted or than it was when the application for a permit was made.
- B. *Destroyed or Abandoned Nonconforming Structures or Objects.* Whenever the Building Inspections Department determines that a nonconforming structure or object has been abandoned or is more than 80 percent torn down or destroyed no permit shall be granted that would allow said structure or object to exceed the applicable height limit or otherwise deviate from the requirements of this article. A structure or object will be considered 80 percent destroyed when the actual cost to repair the structure or object to its pre-damage condition would equal or exceed 80 percent of its market value before the destruction occurred.

11.01.05. *Single Family Dwelling Units Existing as of August 21, 2001.* Single-family dwelling units, including mobile homes as single-family dwelling units, existing as of August 21, 2001 shall be considered conforming uses regardless of the allowable density in the overlay district or the date of construction.

11.01.06. *Uses Interfering With Aircraft.* It is unlawful to establish, maintain or continue any use within the County in such a manner as to interfere with the operation of aircraft. The following requirements shall apply to all lawfully established uses within the County.

- A. *Dangerous Lighting.* All lights or illumination used in conjunction with street, parking, signs or use of land and structures shall be arranged and operated in such a manner that is not misleading or dangerous to aircraft operating from an airport/airfield or in a vicinity thereof as determined by the airport/airfield operator.
- B. *Smoke or Glare.* No operations of any type shall produce smoke, glare or other visual hazards within three statute miles of any usable runway or a designated airport/airfield.
- C. *Electronic Interference.* No operations of any type shall produce electronic interference with navigation signals or radio communication between the airport/airfield and the aircraft.
- D. *Sanitary Landfills.* Sanitary landfills will be considered as an incompatible use if located within areas established for the airport/airfield through the application of the following

criteria:

1. Sanitary landfills located within 10,000 feet of any runway used or planned to be used by turbojet or turboprop aircraft.
  2. Sanitary landfills located within 5,000 feet of any runway used only by piston type aircraft.
  3. Sanitary landfills located outside the above perimeters but within the imaginary surfaces described in *FAR Part 77*, and applied to an airport/airfield, will be reviewed on a case-by-case basis.
  4. Any sanitary landfill located so that it places the runways and/or approach and departure patterns of an airport/airfield between bird feeding, water or roosting areas.
- E. *Obstruction Marking and Lighting.* Notwithstanding the provisions of any other article of this ordinance or any other ordinance, the owner of any structure or obstruction over 200 feet above ground level shall install marking and lighting on the structure in accordance with the specific standards established by Chapter 14-60, Rules of the Department of Transportation (Appendix 1) and Federal Aviation Advisory Circular 70-7460-1 Series (Appendix 2) and amendments thereto. In addition, the owner shall install high intensity white obstruction lights on a structure which exceeds 800 feet above ground level, (AGL.) Towers less than 200' may require lighting after Navy evaluation.
- F. *Installation of Marking and Lighting.* In granting any permit or variance under this article, the Director or the Board of Adjustment may, if it deems such action advisable to effectuate the purposes of this Code and reasonable under the circumstances, so condition such permit or variance as to require the owner of the structure or tree in question to install, operate and maintain thereon, such markers and lights as may be necessary to indicate to aviators the presence of an obstruction to aeronautical operations.

#### **11.02.00. Airfield Influence Planning Districts (AIPD).**

##### *11.02.01. Airfield Influence Planning District Characteristics.*

- A. *Description of Airfield Influence Planning Districts.* Airfield Influence Planning Districts (AIPD) include the established accident potential and noise zones of an airfield and extend outward from those zones at varying distances specific to the installation and its use. AIPDs also include areas that lie between the boundaries of an installation and its respective accident potential zones. AIPDs include and define areas that are close enough to the installation to impact or to be impacted by the mission of the airfield. Because of the relationship of these areas to airfields, they are subject to additional restrictions on development. The regulations and densities adopted herein are based on the Air Installation Compatible Use Zone (AICUZ) findings, the recommendations in OPNAV Instruction 11010.36B, AICUZ Program Procedures and Guidelines for Department of the Navy Air

Installations, (19 DEC 2002) and the recommendations of the Joint Land Use Study. The AIPD overlays, which incorporate and replace the regulations adopted in Ordinance No. 2002-8, and the AIPD overlay maps, including Noise Zones, which replace the aerial map approved by Ordinance No. 2001-44, are hereby established as follows:

1. *Airfield Influence Planning District –1 (AIPD-1):* An area that includes the current Accident Potential Zones and noise contours of 65 Ldn and higher, as well as other areas near and, in some cases, abutting the airfields. Included are areas designated as Area “A” (A) and Area “B” (B).
2. *Airfield Influence Planning District –2 (AIPD-2):* An area that lies outside the AIPD-1 boundary but is close enough to the airfield to impact or be impacted by airfield operations.

B. *General Requirements for all AIPD areas.*

1. *Avigation Easements.* All applications for subdivision approval and/or building permits for any structure requiring plan approval shall include the dedication of an avigation easement to the County. *[Attachment A was not set out; it is attached to the original recorded as filed in the office of the Escambia County Clerk of the Court.]* If the parcel on which the structure is to be built has a dedicated avigation easement on record, this requirement is waived. The dedicated avigation easement allows property owners to develop land in accordance with the applicable zoning district and regulations. However, military airfields receive a clear right to maintain flight operations over the parcel. The easement is recorded with the deed to a property and runs in perpetuity with the land. (See 11.00.01.D, Reversion Clause)
2. *Noise Zones.* Permitted and conditional uses in the Noise Zones that are outside of APZ areas are based upon the underlying zoning along with recommended land uses as contained in “Table 2, Air Installations Compatible Use Zones, Suggested Land Use Compatibility in Noise Zones,” OPNAV INST11010.36B, AICUZ Program Procedures and Guidelines for Department of the Navy Air Installations. The primary consideration for construction in the Noise Zones is Noise Level Reduction/Sound Attenuation measures.

| <i>Noise Zones</i> | <i>Maximum Density/acre</i> |
|--------------------|-----------------------------|
| Noise zone 3       | 3                           |
| Noise zone 2       | 3                           |
| Noise zone 1       | 3                           |

- a. *Noise reduction standards, methods and construction list.* All new buildings shall be constructed with sound protection based on the level of noise exposure, which can be determined by the location of the building within the adopted noise contour maps. Sound attenuation is not required if the site is located outside the 65Ldn noise contour. The provisions of this subsection

shall apply to new construction and the moving of buildings (including mobile homes/manufactures homes) into noise zones 1, 2 and 3 located within the airport/airfield environs overlay zones. Noise reduction standards, construction and methods are specified in Appendix G of the Airport FAR Part 150 Study adopted by the City of Pensacola in 1990, which is available for review in the County Building Inspections Office and the Planning and Zoning Department.

- 1) *Noise Zone 1.* Appendix G of the Part 150 Study recommends a sound reduction of 25 decibels (dB) for residential construction within the 65-70 Ldn noise contour. The standards specified in Appendix G for a reduction of 25 dB are recommended in Noise Zone 1.
  - 2) *Noise Zone 2.* Appendix G of the Part 150 Study recommends a sound reduction of 30 (dB) for residential construction within the 70-75 Ldn noise contour. The standards specified in Appendix G for a reduction of 30 dB are required in Noise Zone 2.
  - 3) *Noise Zone 3.* Residential construction is discouraged in Noise Zone 3. The standards specified in Appendix G for a reduction of 35 dB are required in Noise Zone 3.
- b. *Existing residences.* Any existing residence may be added to, structurally altered, or repaired without conforming to the referenced specifications provided the property owner signs a waiver that he/she was notified of said specifications.
  - c. *Mobile homes/ manufactured homes.* Where state or federal law preempts the imposition of the noise attenuation construction standards of this section, mobile homes/manufactured homes not conforming to the referenced specifications, but meeting all other Land Development Code requirements, are allowed provided the property owner signs a waiver that he/she was notified of said specifications.
  - d. *Enforcement.* It shall be the duty of the building official to administer and enforce the noise reduction standards, construction and methods specified in Appendix G of the Part 150 Study.
3. *Real estate disclosure form.* All real estate transactions shall include a form disclosing the proximity of the site to the military airfield. The form shall be affixed to all listing agreements, sales and rental contracts, subdivision plats, and any individual marketing materials, such as brochures, etc. Disclosure is required as soon as practicable, but must be before the execution of a contract, i.e., before the making or acceptance of an offer.

4. *Split parcels.* For purposes of regulating parcels split by the AIPD lines, only that portion of a parcel that falls within the AIPD shall be subject to the conditions of the AIPD.
- C. *Subdivision of Land for Commercial Use.* Land within the AIPD Overlay Zones may be subdivided for commercial use subject to all other provisions of this code and to underlying zoning. Parcels limited to one single family dwelling unit per lot of record as of August 21, 2001 may be subdivided for commercial use if the one dwelling unit per lot of record requirement is not exceeded.
- D. *Off-Site Transfer of Development Rights.* At such time as the County develops a comprehensive program for off-site transfer of development rights, the AIPD areas will not be included in that program as receiving parcels.

#### 11.02.02. AIPD-1.

- A. *AIPD-1 regulations.* Areas within the AIPD-1 overlay are subject to the following additional restrictions:
  1. *Prohibited concentrations of population.* No use is allowed in AIPD-1 that concentrates, within a structure on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheaters, auditoriums, clubhouses, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area “A” and 0.22 in APZ-2 and Area “B”, whichever is less. (See 11.04.00 for Height Limitations.)
  2. *Parks and recreational facilities.* Outdoor sports facilities, parks and recreation areas are permitted. However, any structure located thereon shall be restricted to those that are ancillary to the outdoor sports facility, park, or recreation area. Such ancillary structures shall include, but shall not be limited to, bleachers, backstops, picnic tables, public restrooms, concession stands, etc.
  3. *Other allowed uses.* Certain recreational, agricultural, manufacturing, service, trade, and industrial uses are allowed. (see Section 11.02.02.D)
  4. *Restrictions on residential development.* Residential development is limited to detached single-family dwellings, including mobile homes if allowed in the underlying zoning district, at maximum densities defined by the areas within the AIPD and the specific airfield as provided herein below. No attached, multi-family, or multi-dwelling unit structures or complexes are permitted in any area of AIPD-1. Clustering is prohibited, including mobile home parks.

5. *Density limitations.* Density limits established in the areas designated as AIPD-1 are absolute, meaning that the minimum size for any lot is the inverse of the maximum permitted density, except that density limits in AIPD-1 Area "B" are not absolute, i.e., no minimum lot size is required.
6. *Rezoning.* Rezoning to a commercial district to obtain a higher density is not permitted. Rezoning is allowed, but density is limited to the maximum density allowed in the APZ, Area or AIPD in which the property is located. The overlay density takes precedence and shall be determined by the following chart, regardless of the zoning district in which the property is located. (See Article 6 for new zoning categories that allow mixed commercial and residential at a lower density.)

B. *AIPD-1 zones.*

1. *NAS Pensacola Airfield Influence Planning District-1.* The area between the connected outermost lines of the established accident potential zones and including all areas between the APZs and the installation boundary. All densities are absolute unless otherwise noted.

| <i>AIPD-1</i>                               | <i>Aviation Characteristics</i>   | <i>Maximum Density/acre</i> |
|---|---|-----------------------------|
| CZ (Clear zones)                            | Areas at the end of the airfield runways  | 0                           |
| Area A                                      | An area of special concern between the West and North runways that abuts the NASP property line and includes a portion of APZ-2 south of Bayou Grande.          | 0                           |
| APZ-1 (NASP)<br>[accident potential zone 1] | Immediately in line with NAS Pensacola North and West runways. (Includes a small area of APZ-2 in Garcon Swamp abutting the APZ-1 off the West runway of NASP.) | 0                           |
| APZ-1<br>[Accident potential zone 1]        | All other APZ-s   | 0.4<br>(1 du/2.5 ac)        |
| B (Area B)                                  | West of NAS Pensacola between the base boundary and the southerly curve of APZs 1 and 2.  | 3<br>Not Absolute           |
| APZ-2 (NASP)<br>[Accident potential         | Immediately in line with Sherman Field North & West runways   | 2                           |

|  |                  |   |
|--|------------------|---|
| zone 2]<br>APZ-2<br>[Accident potential<br>zone 2] | All other APZ-2s | 3 |
|--|------------------|---|

2. *NOLF Saufley*. NOLF Saufley AIPD-1 connects the outermost lines of the existing APZs. The district encloses land between the APZs and the boundary of the installation and includes the following:

| <i>AIPD-1</i>                        | <i>Aviation Characteristics</i>   | <i>Maximum Density/acre*</i> |
|--------------------------------------|---|------------------------------|
| CZ<br>(Clear zones)                  | Areas at the end of the<br>airfield runways   | 0                            |
| APZ-1(Accident<br>potential zone-1)  | All APZ-1s  | 0.4(1d.u/2.5 ac)             |
| APZ-2 (Accident<br>potential zone-2) | All APZ-2s  | 3                            |
| B<br>(Area B)                        | An area that does not fall under a<br>AICUZ APZ or noise contour, but<br>is close enough to the installation<br>to affect airfield operations; Area B<br>includes land on all sides of the<br>NOLF Saufley boundary | 3<br><i>Not Absolute</i>     |

\*All densities are absolute unless otherwise noted.

3. *NOLF Site 8*. Due to the flight characteristics of the helicopters using the NOLF Site 8, the clear zones and accident potential zones for this installation are wholly contained within its' boundary. However, concern for the health, safety and welfare of residents living in proximity to the installation has resulted in the establishment of an AIPD-1 area that extends 1,000 ft. from the installation boundary and contains only Area B, with its attendant regulations:

| <i>AIPD-1</i> | <i>Aviation Characteristics</i>  | <i>Maximum Density/acre</i> |
|---------------|--|-----------------------------|
| B (Area B)    | An area that does not fall under an<br>AICUZ APZ or noise contour, but is<br>close enough to the installation to affect<br>or be affected by airfield operations;<br>Area B includes land abutting all sides<br>of the NOLF Site 8 boundary. | 3<br><i>Not Absolute</i>    |

C. *Airfield Influence Planning District-1, Permitted, Prohibited, and Conditional Uses.* Listings of allowed uses in the various zoning categories when they lay beneath AIPD-1 overlay zones are detailed below. Permitted and conditional uses are based upon the underlying zoning along with recommended land uses in accident potential zones as contained in “Table 3, Air Installations Compatible Use Zones, Suggested Land Use Compatibility in Accident Potential Zones,” OPNAV INST11010.36B, or the most current edition of the “AICUZ Program Procedures and Guidelines for Department of the Navy Air Installations”.

1. *AG, Agricultural, and VAG, Villages Agricultural Districts.* Where the underlying zoning is AG, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) One single-family dwelling per lot of record existing as of August 21, 2001. Mobile homes are allowed as single-family dwellings, subject to the other relevant provisions of this code. New subdivisions or developments are subject to the density limits in 11.01.01.A.
- (2) Agricultural, livestock grazing and agricultural-related activities and customary accessory buildings, excluding feedlots and intensive animal husbandry, i.e., herds of sufficient size to cause the accumulation of manure within the pen or pasture and/or such that a vegetative cover cannot be maintained within the enclosure. Open lots used for feeding and rearing of poultry, and barns, dairy farms, swine facilities, beef lots and barns, horse stalls (more than 4), mink ranches, zoos and exotic animals shall be considered to be animal feedlots. These activities attract concentrations of birds creating a hazard to aircraft operations. Pastures shall not be considered animal feedlots. Maximum FAR of 0.28 in APZ-1; 0.56 in APZ-2 – no activity that produces smoke, glare or involves explosives.
- (3) Silviculture.
- (4) Mariculture and aquaculture.
- (5) Public utility. (No above ground transmission (high-tension) lines in APZ-1. Distribution lines of normal height, such as are found in subdivisions, are permitted.)
- (6) Stables, private and public. Facilities must be low intensity (4 or fewer horses). Buildings shall have a maximum FAR of 0.11 in APZ-1 and 0.22 in APZ-2.

- (7) Kennels.
- (8) Display and sale of fruit, vegetables and similar agricultural products.
- (9) Public utility and service structures, excluding communication towers.
- (10) Feed and farm equipment stores.
- (11) Animal Hospitals and veterinarian clinics.
- (12) Other rural area related commercial uses meeting the locational requirements of Comprehensive Plan Policies 7.A.4.13 and 8.A.1.13.
- (13) Golf courses, tennis centers, swimming clubs, and customary attendant facilities and accessory buildings with a maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2. Facilities such as meeting places, auditoriums, large classes, etc. are not permitted. Clubhouses that meet the FAR above, or that house no more than 25 people per acre, whichever is less, are permitted in recreational areas.
- (14) Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)

b. *Conditional Uses.* The Board of Adjustment must consider whether the proposed use is consistent with military operations within Airfield Influence Planning District-1.

- (1) Wastewater treatment facilities, electric power generation facilities or substations that distribute power to customers via distribution lines (normal power lines) as opposed to transmission (high-tension) lines.
- (2) Oil wells/mineral extraction (See 11.02.00 for height limitations).
- (3) Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)
- (4) Solid waste transfer stations, collection points, and/or processing facilities.
- (5) Junkyards, salvage yards, and waste tire-processing facilities.

c. *Prohibited Uses.*

- (1) Permanent outside storage, excluding farm equipment.
- (2) Auto sales, new or used.
- (3) Restaurants, bars, nightclubs or any eating or drinking establishment.
- (4) Any use that may produce electronic interference, attract large concentrations of birds, have explosive characteristics or produce air-pollution or potential glare.
- (5) The raising of exotic animals, such as alpacas, llamas, bison, ostriches, emus, or any other animal not native to this planning area.
- (6) No use is allowed in AIPD-1 that concentrates, within a structure on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheaters, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area "A" and 0.22 in APZ-2 and Area "B", whichever is less. (See 11.02.00 for height limitations.)
- (7) Landfills.

2. *RR, Rural Residential or VR-2, Villages Rural Residential Districts.* Where the underlying zoning is RR or VR-2, the permitted and conditional uses are as follows:

- a. *Permitted Uses.* Any use permitted in the preceding district except as noted below.
- b. *Conditional Uses.*
  - (1) Public riding stables. Facilities must be low intensity (4 or fewer horses). Buildings shall have a maximum FAR of 0.11 in APZ1 and 0.22 in APZ-2.
  - (2) Kennels.
  - (3) Home occupations with employees.

- (4) Country clubs, golf courses and tennis clubs. Maximum FAR of 0.28 in APZ-1; 0.56 in APZ-2 – no activity that produces smoke, glare, or involves explosives. Buildings shall have a maximum FAR of 0.11 in APZ-1 and 0.22 in APZ-2. Clubhouses that meet the FAR above, or that house no more than 25 people per acre, whichever is less, are permitted.
- (5) Any conditional use permitted in the preceding district with the exception of junkyards, salvage yards, and waste tire processing facilities.

c. *Prohibited Uses.*

- (1) Any use prohibited in the AG district.
- (2) Commercial communication towers.
- (3) Junkyards, salvage yards, and waste tire-processing facilities.

3. *R-1 and R-2, Single Family; V-2A, Villages Single Family; R-3, One- and Two-Family; R-4, Multi-family Districts.* Where the underlying zoning is R-1, R-2, V-2A, R-3 or R-4, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) One single family dwelling per lot of record existing as of August 21, 2001. New subdivisions or developments are subject to the density limits in 11.01.01.A.
- (2) The growing of vegetables or other food crops for personal consumption by the residents. The raising of crops or other plants for commercial purposes is prohibited.
- (3) Public utility. (No above ground transmission (high-tension) lines in APZ-1.)
- (4) Marina (private).
- (5) Residential dock or pier.
- (6) Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)

b. *Conditional Uses.*

- (1) Home occupations with employees.
- (2) Golf courses, tennis centers, swimming clubs with customary attendant facilities and accessory buildings. Maximum FAR of 0.28 in APZ-1; 0.56 in APZ-2 – no activity that produces smoke, glare, or involves explosives. Buildings shall have a maximum FAR of 0.11 in APZ-1 and 0.22 in APZ-2. Clubhouses that meet the FAR above, or that house no more than 25 people per acre, whichever is less, are permitted in recreational areas.
- (3) Covered boathouses and covered boat docks as accessory uses.
- (4) Stables accessory to a principal structure for private, non-commercial use only. Minimum lot size 100,000 square feet.
- (5) Public utility and service structures, excluding communication towers.

c. *Prohibited Uses.* Any use not listed in subparts B or C above.

4. *R-5, Residential and Limited Office District.* Where the underlying zoning is R-5, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) Any use permitted in the preceding district.
- (2) One single family dwelling per lot of record existing as of August 21, 2001. Mobile homes are allowed as single-family dwellings, subject to the other relevant provisions of this code. New subdivisions or developments are subject to the density limits in 11.01.01.A.
- (3) Professional offices, as listed below, are permitted in APZ-2: Maximum FAR of 0.22.
  - (a) Finance, insurance and real estate
  - (b) Professional services, such as architects, engineers, lawyers, tax consultants and accountants.
- (4) Public utility and service structures, excluding communication towers.

b. *Conditional Uses.*

- (1) Any conditional use allowed in the previous R-1, R-2, V-2A, R-3 & R-4 districts.
- (2) Cemeteries, mausoleums and crematoriums. No chapels or churches are allowed in AIPD-1, AIPD-1 Area "A", or AIPD-1 Area "B"
- (3) Enclosed animal hospitals and veterinary clinics

c. *Prohibited Uses.* -Any use not listed in subparts B or C above.

5. *R-6, Neighborhood Commercial and Residential District.* Where the underlying zoning is R-6, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) Any use permitted in the preceding district.
- (2) Retail sales & services such as food and drugstores, personal service shops, hardware, home furnishings and appliances, specialty shops, bakeries, florists, etc. in APZ-2 (gross floor area of building not to exceed 6,000 sq. ft. and Maximum FAR of 0.22) No permanent outdoor storage allowed.
- (3) Nonconforming commercial uses legally existing as of August 21, 2001 shall continue as nonconforming uses subject to the provisions of Article 9, i.e., expanding a nonconforming use, etc.
- (4) Appliance repair shops (no outside storage or work permitted. In APZ-2 only. Maximum FAR of 0.22)
- (5) Fortunetellers, palm readers, psychics, etc. in APZ-2. Maximum FAR of 0.22.
- (6) Public utility and service structures.
- (7) Other uses that are similar or compatible to the uses permitted herein that would promote the intent and purposes of this District. Determination on other permitted uses shall be made by the Planning Board (LPA.)

b. *Conditional Uses.*

- (1) Any conditional use allowed in the preceding districts.

- (2) Any building exceeding 120 feet height. See 11.02.00 Height Limitations.
- (3) Neighborhood commercial uses that do not exceed 35,000 sq. ft. of floor area (Comprehensive Plan Policy 7.A.4.13.A.)
- (4) Automobile service operations, including repair and restoration (not including painting), and sale of gasoline (and related service station products), gross floor area not to exceed 6,000 square feet. Outside repair and/or storage and automotive painting is prohibited. Maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2.
- (5) Mini-warehouses meeting the following standards: Maximum FAR of 1.0 in APZ-1 and 2.0 in APZ-2.
  - (a) One acre or less in size (building and accessory paved area.)
  - (b) Three foot hedge along any right-of-way line.
  - (c) Dead storage use only.
- (6) Motorcycle rental service; outside storage and outside vehicle repair is prohibited.

c. *Prohibited uses.*

- (1) Permanent outside storage.
- (2) Auto sales, new or used.
- (3) Restaurants, bars, nightclubs or any eating or drinking establishment.
- (4) Any use that may produce electronic interference, attract large concentrations of birds, have explosive characteristics or produce air-pollution or potential glare.
- (5) No use is allowed in AIPD-1 that concentrates, within a structure on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheatres, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this

density requirement or have a FAR of 0.11 in APZ-1 and Area “A” and 0.22 in APZ-2 and Area “B”, whichever is less. (See 11.02.00 for Height Limitations.)

6. *C-1, Retail Commercial District.* Where the underlying zoning is C-1, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) Any use permitted in the preceding district
- (2) One single-family dwelling per lot of record existing as of August 21, 2001.
- (3) Nonconforming commercial uses legally existing as of August 21, 2001 shall continue as non conforming uses subject to the provisions of Article 9, e.g., expanding a non conforming use, etc.
- (4) Automobile repair shops for ignition, fuel, brake and suspension systems or similar uses. Maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2.
- (5) Automobile service stations including minor auto repairs. Maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2.
- (6) Automobile washing facility. Maximum FAR of 0.11 in APZ-1; 0.22 in APZ-2.
- (7) Off-premise signs, billboards and other sign structures erected, located and maintained as provided for in Article 8 of this code.
- (8) Convenience stores, including the incidental sale of gasoline. Maximum FAR of 0.14 in APZ-1 and 0.28 in APZ-2.
- (9) Printing, bookbinding, lithography and publishing companies. Maximum FAR of 0.28 in APZ-1 and 0.56 in APZ-2.
- (10) Interior decorating, home furnishing, and furniture stores. Maximum FAR of 0.28 in APZ-2, not allowed in APZ-1.
- (11) Music, radio and television shops.
- (12) Mortuary and funeral homes. No Chapels are allowed within APZ-1 or APZ-2.

- (13) Wholesale warehousing (if less than 10,000 square feet). Maximum FAR of 1.0 in APZ-1; 2.0 in APZ 2
- (14) Mini-warehouses. Maximum FAR of 1.0 in APZ-1; 2.0 in APZ 2
- (15) Recreational and commercial marinas.
- (16) Other uses that are similar or compatible to the uses permitted herein that would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the Planning Board (LPA.)

b. *Conditional Uses.*

- (1) Any conditional use permitted in the preceding district.
- (2) Any permitted use that requires minor outside storage only in the rear yard and only if covered and adequate screening is provided.
- (3) Used automobile sales. Maximum FAR of 0.14 in APZ-1 & 0.28 in APZ-2. In addition to other Conditional Use criteria, parcel must be one acre or less in size; there must be a 3 foot tall hedge along the right-of-way line; and it cannot be a C-1 parcel fronting on “gateway” arterial streets which are specified as Sorrento Road/Gulf Beach Highway/ Barrancas Avenue (SR 292), Blue Angel Parkway (SR 173), Pine Forest Road from I-10 to SR 173, Navy Boulevard (SR 295 and US 98), and Scenic Highway (SR 10A).
- (4) Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)

c. *Prohibited Uses.*

- (1) Restaurants, bars, nightclubs and other eating or drinking establishments
- (2) Any use that may produce electronic interference, attract large concentrations of birds, have explosive characteristics, or produce air-pollution or potential glare.
- (3) No use is allowed in AIPD-1 that concentrates more than 25 people per acre within a structure on a regular basis. This limitation applies to: sports stadiums, amphitheaters, auditoriums, churches, schools,

hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area “A” and 0.22 in APZ-2 and Area “B”, whichever is less. (See 11.02.00 for Height Limitations.)

- (4) Landfills, solid waste transfer stations, collection points, and/or processing facilities.
- (5) Junkyards, salvage yards, and waste tire-processing facilities.

7. *C-2, General Commercial District.* Where the underlying zoning is C-2, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

- (1) Any use permitted in the preceding district.
- (2) One single-family dwelling per lot of record existing as of August 21, 2001.
- (3) Nonconforming commercial uses legally existing as of August 21, 2001 shall continue as nonconforming uses subject to the provisions of Article 9, i.e., expanding a non-conforming use, etc.
- (4) Distribution warehousing. (Max. FAR of 1.0 in APZ-1 & 2.0 in APZ-2)
- (5) New and used car sales, mobile home and motorcycle sales and mechanical services. No such activities are permitted on a public right-of-way. (Max. FAR of 0.14 in APZ-1 & 0.28 in APZ-2)
- (6) Automobile repairs, including bodywork and painting services. (Max. FAR of 0.11 in APZ-1 & 0.22 in APZ-2)
- (7) Commercial food freezers and commercial bakeries in APZ-2. (Max. FAR of 0.22)
- (8) Building trades or construction office and warehouses with outside on-site storage. (Max. FAR of 0.11 in APZ-1 & 0.22 in APZ-2)
- (9) Marinas, all types including industrial. (Max. FAR of 0.28 in APZ-1 and 0.56 in APZ-2)

- (10) Cabinet shops. (Max. FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
- (11) Manufacturing, fabrication and assembly type operations listed below which are contained and enclosed within the confines of a building and do not produce excessive noise, vibration, dust, smoke, fumes or excessive glare.
  - (a) Food and kindred products in APZ-2 only. (Max FAR of 0.56)
  - (b) Textile mill products in APZ-2 only. (Max FAR of 0.56).
  - (c) Lumber & wood products (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
  - (d) Furniture and fixtures (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
  - (e) Paper and allied products (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
  - (f) Printing (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
  - (g) Publishing and allied industries in both APZ-1 and APZ-2. (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2)
- (12) Taxicab companies
- (13) Boat sales and service facilities. (Max. FAR of 0.14 in APZ-1 & 0.28 in APZ-2)
- (14) Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)
- (15) Other uses similar to those permitted herein. Determination on other permitted uses shall be made by the Planning Board (LPA.)

b. *Conditional Uses.*

- (1) Kennels.
- (2) Solid waste transfer stations, collection points, and/or processing facilities.

(3) Junkyards, salvage yards, and waste tire-processing facilities.

c. *Prohibited Uses.*

(1) Eating and drinking establishments, including restaurants, bars and nightclubs.

(2) No use is allowed in AIPD-1 that concentrates, within a structure on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheaters, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area "A" and 0.22 in APZ-2 and Area "B", whichever is less. (See 11.02.00 for Height Limitations.)

8. *SDD, Special Development District.* Where the underlying zoning is SDD, the permitted and conditional uses are as follows:

a. *Permitted Uses.*

(1) One single family dwelling per lot of record existing as of August 21, 2001. Mobile homes are allowed as single-family dwellings, subject to the other relevant provisions of this code. New subdivisions or developments are subject to the density limits above.

(2) Home occupations.

(3) Horticulture, floriculture and greenhouses.

(4) Mariculture and aquaculture.

(5) Areas for display and sale of fruit, vegetables and similar agricultural products.

(6) The growing of crops and plants.

(7) The keeping of horses and private stables for personal use only.

(8) Silviculture.

(9) Public utility. (No major above ground transmission (high-tension) lines in APZ-1.)

- (10) Reclamation of borrow pits that existed prior to September 16, 2004 (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)
- (11) Other uses that are similar or compatible to the uses permitted herein and would promote the intent and purposes of this district. Determination on other permitted uses shall be made by the Planning Board (LPA).

b. *Conditional Uses.*

- (1) Public riding stables. Facilities must be low intensity (4 or fewer horses). Buildings shall have a maximum FAR of 0.11 in APZ -1 and 0.22 in APZ-2.
- (2) Public utility and service structures, excluding communication towers.

c. *Prohibited Uses.*

- (1) Permanent outside storage.
- (2) Auto sales, new or used.
- (3) Restaurants, bars, nightclubs or any eating or drinking establishment.
- (4) Any use that may produce electronic interference, attract large concentrations of birds, have explosive characteristics, or produce air-pollution or potential glare.
- (5) No use that concentrates, within a structure on a regular basis, more than 25 people per acre is allowed in AIPD-1. This limitation applies to: sports stadiums, amphitheatres, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area "A" and 0.22 in APZ-2 and Area "B", whichever is less. (See 11.02.00 for Height Limitations.)

9. *ID-CP, Industrial Commerce Park District.* Where the underlying zoning is ID-CP, the permitted and conditional uses are as follows:

- a. *Permitted uses.* Any use permitted in the preceding C-2 district, except as provided in Subsection D below.
- b. *Conditional uses:*
  - (1) Any conditional use allowed in preceding districts.
  - (2) Commercial businesses with outside storage when such storage is adequately screened and/or buffered in accordance with section 7.01.06E.
  - (3) Borrow pits and reclamation activities thereof (subject to local permit and development review requirements per Escambia County Code of Ordinances, Part I, Chapter 42, Article VIII, and performance standards in Part III, the Land Development Code, Article 7.)
  - (4) Solid waste transfer stations, collection points, and/or processing facilities.
  - (5) Junkyards, salvage yards, and waste tire-processing facilities.
- c. *Prohibited uses.*
  - (1) Residential uses.
  - (2) New and used car sales, mobile home and motorcycle sales and mechanical services.
  - (3) Restaurants, bars, nightclubs or any eating or drinking establishment.
  - (4) No use is allowed in AIPD-1 that concentrates more than 25 people per acre within a structure on a regular basis, This limitation applies to: sports stadiums, amphitheaters, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area “A” and 0.22 in APZ-2 and Area “B”, whichever is less. (See 11.02.00 for Height Limitations.)
- d. *Performance standards.*
  - (1) All work and/or operations must be conducted within buildings

except temporary outside storage may be allowed if adequately buffered and screened from adjacent uses. All waste material must be stored while on the property in a screened enclosure.

- (2) Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection and the U.S. Environmental Protection Agency.
- (3) Operations creating excessive noise, vibration, dust, smoke or fumes, which are a nuisance to persons off of the lot or parcel, are not permitted.
- (4) Operations creating glare shall be shielded.
- (5) Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by any applicable federal or state regulatory entities.

10. *ID-1, Industrial District.* Where the underlying zoning is ID-1, the permitted and conditional uses are as follows:

a. *Permitted uses.*

- (1) Any non-residential use permitted in the preceding district.
- (2) Research and development operations, commercial communication towers 150 feet or less in height (see 11.02.02.A.3), light manufacturing, processing or fabricating uses, enclosed storage structures and accessory structures. All activities are subject to the performance standards in sections 7.03.00 and 7.06.00.
- (3) Commercial businesses with outside storage when such storage is adequately screened and/or buffered in accordance with section 7.01.06E.
- (4) Permitted industrial uses are production of lumber & wood products, furniture and fixtures, paper and allied products, printing and publishing and allied industries in both APZ-1 and APZ-2 (Max FAR of 0.28 in APZ-1 and 0.56 in APZ-2).
- (5) Uses permitted in APZ-2 but not permitted in APZ-1 are production of food and kindred products, textile mill products, stone, clay and glass products, primary metal products and fabricated metal products. (Max FAR of 0.56)

b. *Conditional uses.* Any conditional use allowed in preceding districts.

c. *Prohibited Uses*

- (1) Residential uses.
- (2) New and used car sales, mobile home and motorcycle sales and mechanical services.
- (3) Restaurants, bars, nightclubs or any eating or drinking establishment.
- (4) No use is allowed in AIPD-1 that concentrates, within a structure on a regular basis, more than 25 people per acre. This limitation applies to: sports stadiums, amphitheatres, auditoriums, churches, schools, hospitals, assisted living and other medical facilities, hotels and motels, restaurants and other eating and drinking establishments built to such a scale that gatherings of more than 25 people per acre would be expected on a regular basis. All such facilities must meet this density requirement or have a FAR of 0.11 in APZ-1 and Area "A" and 0.22 in APZ-2 and Area "B", whichever is less. (See 11.02.00 for Height Limitations.)

d. *Performance standards.*

- (1) All work and/or operations must be conducted within buildings except temporary outside storage may be allowed if adequately buffered and screened from adjacent uses. All waste material must be stored while on the property in a screened enclosure.
- (2) Any process that creates smoke shall meet all standards as required by the Florida Department of Environmental Protection and the U.S. Environmental Protection Agency.
- (3) Operations creating excessive noise, vibration, dust, smoke or fumes, which are a nuisance to persons off of the lot or parcel, are not permitted.
- (4) Operations creating glare shall be shielded.
- (5) Disposal of industrial or other wastes, gaseous, liquid or solid, must be approved by any applicable federal or state regulatory entities.

D. *Density limitations.* In all areas of AIPD-1, except for Area "B", density limits are absolute, meaning that the minimum lot size is established as the inverse of the maximum density for each overlay zone, exclusive of any required infrastructure. For example, when the maximum density is three dwelling units per acre, the minimum lot size is one-third acre. When the maximum density is two dwelling units per acre, the minimum lot size is one-half

acre. Clustering of residential lots or dwellings whether by density transfers, planned unit development or other means, is prohibited on-site in AIPD-1. Density limits in AIPD-1 Area “B” are not absolute, meaning clustering, planned unit development and density transfers, when such a program is developed, are permitted. Density limits in AIPD-1 are as follows:

|                            |                  |
|----------------------------|------------------|
| CZ (Clear Zone)            | 0 d.u./acre      |
| APZ-1 (NASP)               | 0 d.u./acre      |
| APZ-1 (All Others)         | 1 d.u./2.5 acres |
| AIPD-1 Area "A"(NASP Only) | 0 d.u./acre      |
| AIPD-1 Area "B"            | 3 d.u./acre      |
| APZ-2 (NASP)               | 2 d.u./acre      |
| APZ-2 (All Others)         | 3 d.u./acre      |

11.02.03. *AIPD-2.*

- A. *AIPD-2 regulations.* AIPD-2 requirements are the same for all airfields and installations.
- B. *Density.* Densities are controlled by the underlying zoning category. Density limits in AIPD-2 are not absolute, meaning clustering, planned unit development and density transfers, when such a program is developed, are permitted. There are no additional regulations regarding density except the following:  
 Rezoning is allowed only to a zoning district that allows 3 d.u./acre or less. An alternative mixed-use zoning category that allows commercial uses and limits density to 3 d.u./acre is offered in place of the current high density commercial zoning districts. (See Article 6, Zoning Districts – AMU-1 and AMU-2.) Properties that currently have density of less than 3 d.u./acre can apply for an up-zoning to AMU-1, AMU-2 or V-2A, which have a maximum density of 3 d.u./acre.

**11.03.00 Pensacola Regional Airport Planning District (PNSPD).**

- A. *PNSPD regulations.* The Pensacola Regional Airport Planning District is defined as the area within the unincorporated portion of Escambia County that lies within the noise zones, educational facility restriction zone, or real estate disclosure area of Pensacola Regional Airport. Due to the close proximity of these lands to the Pensacola Regional Airport, they are subject to additional restrictions on development. The area is depicted on the “Pensacola Regional Airport Planning District” map which is adopted by reference, located in the Department of Planning and Zoning offices, and is available for review during normal business hours. A generalized map of the Pensacola Regional Airport Planning District is depicted in Figure 1; however, it is not the official zoning map and should be used only for preliminary determination of the applicability of the PNSPD.
- B. *Density.* Densities are controlled by the underlying zoning category. Density limits in PNSPD are not absolute, meaning clustering, planned unit development and density transfers, when such a program is developed, are permitted.

- C. *Educational Restriction Zone.* No educational facilities of public or private schools as described in F.S. 333.03(3), or of kindergartens as defined in Article 3 of this Code, may be constructed within the educational facility restriction zone for Pensacola Regional Airport. The construction of childcare centers and family day care homes are not restricted. Exceptions to this provision shall only be granted when the Planning Board makes specific findings detailing how the public policy reasons for allowing construction of an educational facility outweigh health and safety concerns prohibiting such a location. The Planning Board’s findings shall be forwarded by recommendation to the Board of County Commissioners for a final determination. However, this provision shall not be construed to require the removal, alteration, sound conditioning, or other change or to interfere with the continued use or adjacent expansion of any educational structure or site in existence on July 1, 1993.

The educational facility restriction zone includes all parcels in the unincorporated portion of Escambia County within an area that extends five miles in a direct line along the centerline of each runway and has a width measuring one-half the length of the runway, and all parcels within noise zone C. The area is depicted on the “Pensacola Regional Airport Educational Facility Restriction Zone” map which is adopted by reference, located in the Department of Planning and Zoning offices, and is available for review during normal business hours.

- D. *Noise Zones and Sound Attenuation.* All new buildings shall be constructed with sound protection based on the level of noise exposure, which can be determined by the location of the building within the adopted noise contour maps. Sound attenuation is not required if the site is located outside the 65Ldn noise contour.

1. *Pensacola Regional Airport Established Noise Zones.* There are hereby created and established three noise zones for the Pensacola Regional Airport: zone A, zone B and zone C. Noise zones for Pensacola Regional Airport are based on the Airport FAR part 150 Study, adopted by the City of Pensacola in 1990. Such zones are shown on the “Pensacola Regional Airport Noise Zones” map which is adopted by reference, located in the Department of Planning and Zoning offices, and is available for review during normal business hours. Airport noise zones, as defined by day-night average sound level (Ldn) noise exposure, are hereby established as follows:

| <i>Ldn Values</i> | <i>Noise Zone</i> |
|-------------------|-------------------|
| 65 - 70           | A                 |
| 70 - 75           | B                 |
| 75+               | C                 |

For Pensacola Regional Airport noise zones and for the land use objective and limitations applicable thereto within the corporate boundaries of the City of Pensacola, refer to City of Pensacola Ordinance #43-82, or an approved successor, known as the Comprehensive Airport Ordinance.

2. *Noise reduction standards, methods and construction list.* The provisions of this

subsection shall apply to new construction and the moving of buildings (including mobile homes/manufactured homes) into noise zones A, B and C located within the PNSPD. Nothing in this subsection shall be construed to require the removal, alteration, sound conditioning or other change, or to interfere with the continued use or adjacent expansion of any educational facility or site in existence on July 1, 1993. Noise reduction standards, construction and methods are specified in Appendix G of the Airport FAR Part 150 Study adopted by the City of Pensacola in 1990, which is available for review in the County Building Inspections Office and the Planning and Zoning Department.

- a. *Noise Zone A.* Appendix G of the Part 150 Study recommends a sound reduction of 25 decibels (dB) for residential construction or construction of an educational facility within the 65-70 Ldn noise contour. The standards specified in Appendix G for a reduction of 25 dB are recommended in Noise Zone A.
  - b. *Noise Zone B.* Appendix G of the Part 150 Study recommends a sound reduction of 30 (dB) for residential construction or construction of an educational facility within the 70-75 Ldn noise contour. The standards specified in Appendix G for a reduction of 30 dB are required in Noise Zone B.
  - c. *Noise Zone C.* Residential or educational facility construction is prohibited in Noise Zone C. *Note: As of September 13, 2005 Noise Zone C is located entirely within the boundary of the Pensacola Regional Airport.*
3. *Existing residences.* Any existing residence may be added to, structurally altered, or repaired without conforming to the referenced specifications provided the property owner signs a waiver that he/she was notified of said specifications.
  4. *Mobile homes/ manufactured homes.* Where state or federal law preempts the imposition of the noise attenuation construction standards of this section, mobile homes/manufactured homes not conforming to the referenced specifications, but meeting all other Land Development Code requirements, are allowed provided the property owner signs a waiver that he/she was notified of said specifications.
  5. *Enforcement.* It shall be the duty of the building official to administer and enforce the noise reduction standards, construction and methods specified in Appendix G of the Part 150 Study.
- E. *Real Estate Disclosure Area.* All real estate transactions within the Pensacola Regional Airport Real Estate Disclosure Area shall include a form disclosing the proximity of the site to the airport. The form shall be affixed to all listing agreements, sales and rental contracts, subdivision plats, and any individual marketing materials, such as brochures, etc. Disclosure



#### **11.04.00. Airport/Airfield Height Limitations.**

In order to carry out the height limitation provisions of this Code, there are hereby created and established certain airport/airfield zones and surfaces. When a lot is divided into sections, the more restrictive height limitations shall apply. An area located in more than one of the described zones and surfaces is considered to be only in the zone and surface with the more restrictive height limitation. Note: Per F.S. 193.501, the owner may apply to the Property Appraiser for the sending parcel's tax assessment to be based on the restricted use and not the potential use. Except as otherwise provided, no structure shall be constructed or altered in such a way as to exceed the height limitations established herein, unless a variance is first obtained in accordance with the requirements of Section 11.01.03.

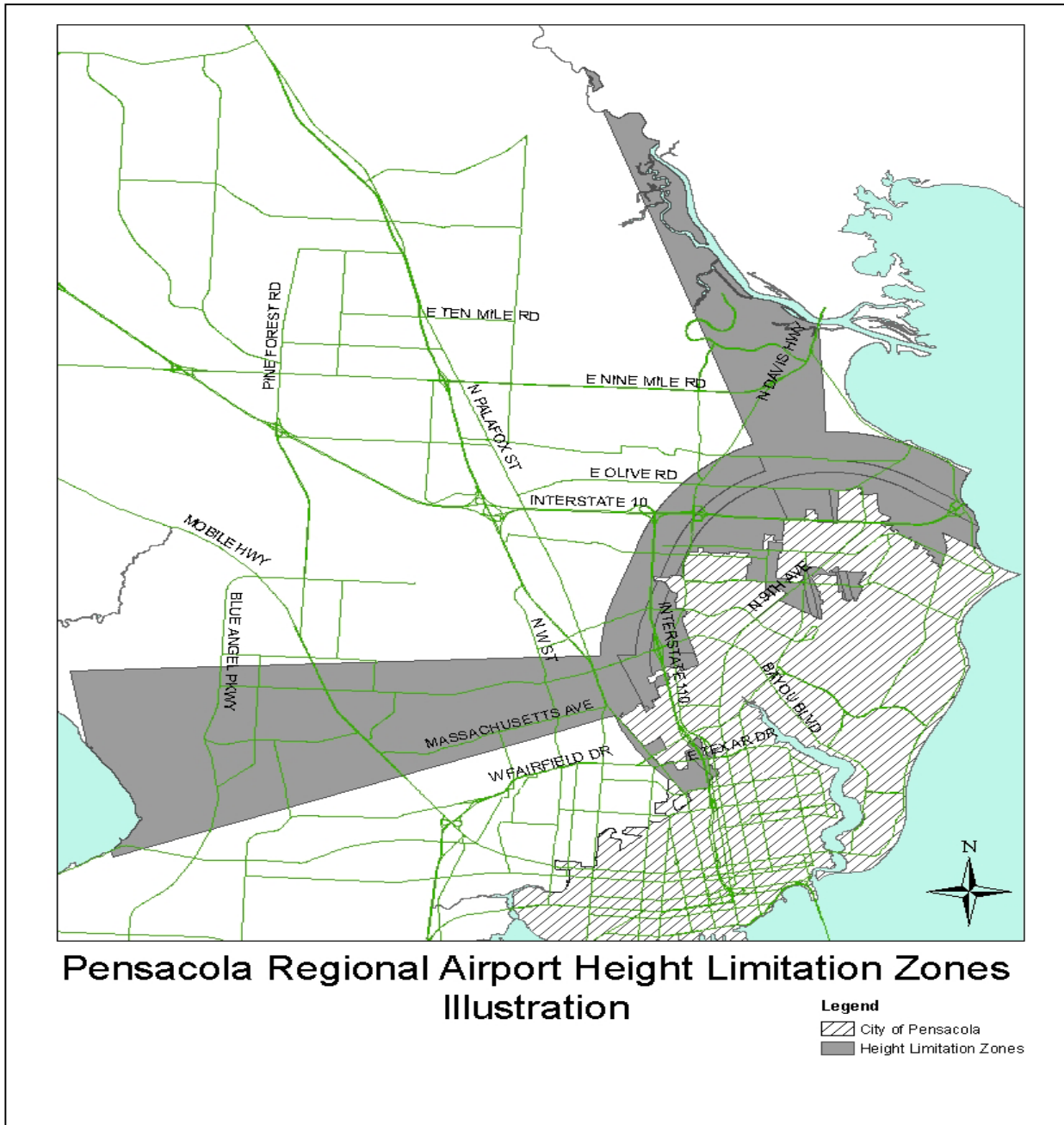
##### *11.04.01. General Height Restrictions.*

- A. *Hazards to air navigation prohibited.* In addition to the height limitations imposed in this Code, no structure or obstruction shall be constructed or altered in such a way as to cause a minimum obstruction clearance altitude, a minimum descent altitude or a decision height to be raised, or be considered a hazard to air navigation by a Federal Aviation Administration aeronautical study (7460-1) or conflict with Title 14 of the Code of Federal Regulations Part 77.
- B. *Structures in excess of 200 feet above ground level (AGL).* Any new structure or obstruction in excess of 200 feet AGL shall receive an airspace evaluation from the FAA prior to development approval, by filing an FAA Form 7640-1. (See *Federal Aviation Administration (FAA) Advisory Circular 70/7460-1* and *Federal Aviation Regulations (FARs) Parts 71, 77, 93, 95, 152, and 157* for further information on FAA structure permits. To determine height limits in all environs, surfaces and zones set forth in this Code, the datum shall be above mean sea level elevation (AMSL) or above airport/airfield elevation, as the case may be, unless otherwise specified in this Article.

*11.04.02. Public civil airports.* The various zone, surfaces and height limitations are hereby established for public civil airports.

##### A. *Pensacola Regional Airport*

- 1. *Airspace height limitation zones.* There are hereby created and established airspace height limitation zones that include all areas of land lying beneath aircraft navigational routes applicable to Pensacola Regional Airport. Such zones are shown on the "Pensacola Regional Airport Height Limitation Zones" map which is adopted by reference, located in the Department of Planning and Zoning offices, and is available for review during normal business hours. Existing structures depicted on the "Pensacola Regional Airport Height Limitation Zones" map may be utilized as a controlling obstacle. In the event of an existing controlling obstacle (original), a structure may be placed within a 300-foot radius at the same elevation or a lower height. Only the original structure can dictate the 300-foot radius.



2. *Notification requirement surface.* Any proposed structure or obstruction, or any alteration of an existing structure or obstruction that would exceed the height of an imaginary surface, the slope of which is 1 foot vertically for every 100 feet horizontally, measured from the nearest point of the nearest runway at Pensacola Regional Airport, shall notify the FAA of the proposed action by filing an FAA Form 7640-1

B. *Coastal and Ferguson Airports.*

1. *Primary surface.* An area longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at the end of the runway. The width of the primary surface of a runway will be that width prescribed for the most precise approach existing or planned for that runway end. Except as provided in the permitted use sections, no structure or obstruction will be permitted within the primary surface, that is not part of the landing and take-off area, and is of a greater height than the surface measured at the nearest point on the runway centerline. The width of the primary surface is 250 feet.
2. *Horizontal surface.* A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each airport's runway and connecting the adjacent arcs by lines tangent to those arcs. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. The radius of each arc is 5,000 feet.
3. *Conical surface.* The area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. Height limitations for structures in the conical surface are 150 feet above airport elevation at the inner boundary with permitted elevation increasing one foot vertically for every 20 feet of horizontal distance measured outward from the inner boundary to a height of 350 feet above airport height at the outer boundary.
4. *Approach surface.* An area longitudinally centered on the extended runway centerline and extending outward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for that runway end. The inner edge of the approach surface is the same width as the primary surface and it expands uniformly to a width of 1,250 feet. The approach surface extends for a horizontal distance of 5,000 feet. The outer width of an approach surface to an end of a runway will be that width prescribed in this subsection for the most precise approach existing or planned for that runway end. Permitted height within the approach surfaces is the same as the inner edge and increases with horizontal distance outward from the inner edge; permitted height increases one foot vertically for every 20 feet of horizontal distance for all utility and visual runways. The slope starts at the runway ends.
5. *Transitional surface.* The area extending outward from the sides of the primary surfaces and approach surfaces connecting them to the horizontal surface. Height limits of the transitional surface are the same as the primary surface or approach surface at the boundary line where it adjoins and increases at a rate of one foot vertically for every seven feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height matches the height of the horizontal surface or conical surface or for a horizontal

distance of 5,000 feet from the side of the part of the precision approach surface that extends beyond the conical surface.

*11.04.03. Military airfields.* The various zones, surfaces and height limitations are hereby established for military airfields.

A. *NAS Pensacola.* Runways 07L/25R, 07R/25L and 01/19.

1. *Primary surface.* The area located on the ground or water, longitudinally centered on each runway extending 200 feet beyond the runway end and 1,500 feet wide (750 feet each side of the runway centerline). No structure or obstruction that is not part of the landing and take-off area is permitted in the primary surface.
2. *Clear zone.* A fan shaped area extending outward 3,000 feet from the end of each runway. The inner boundary is the same width as the primary surface and commencing 200 feet from the threshold, expands at an angle of 7 degrees 58 minutes and 11 seconds to a width of 2,284 feet. The Type I clear zone is the first 1,000 feet adjacent to the end of runway. The Type II clear zone is 500 feet wide and extends outward from the Type I clear zone on the extended centerline. The type III clear zone is laterally adjacent to the Type II clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I, Type II, or Type III clear zones.
3. *Inner horizontal surface.* The area encompassing the runways, primary surface and clear zone with an outer perimeter formed by swinging arcs 18,000 feet (3.4 miles) radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction within the boundaries of the inner horizontal surface will exceed 200 feet. Any structure that is either:
  - a. Less than 18,000 feet from the end of any runway at NAS Pensacola, which is between 100 and 200 feet in height above airport elevation, or
  - b. In the region from 18,000 and 35,000 feet from the end of any runway at NAS Pensacola, which is up to 100 feet greater in height than the height of the conical surface, but not to exceed a height of 500 feet,requires Conditional Use approval, including NAS Pensacola review which shall be an additional criterion considered by the Board of Adjustment in determining whether to issue a conditional use permit.
4. *Conical surface.* The area extending outward from the periphery of the inner horizontal surface for a distance of 24,000 feet (4.6 miles.) Height limits in the conical surface commence at a height of 100 feet above airfield elevation at the inner

boundary and increase at a rate of one foot vertically for every 60 feet horizontally until it reaches a height of 500 feet above airfield elevation at the outer boundary.

5. *Outer horizontal surface.* The area extending outward from the outer periphery of the conical surface for a distance of 2,500 feet. The height limit within the outer horizontal surface is 500 feet above airport elevation.
6. *Approach surface.* The area longitudinally centered on each runway extended centerline, with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach clearance surfaces commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airfield elevation to the outer boundary.
7. *Transitional surface.* The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

B. *Navy Outlying Landing Field (NOLF) Saufley.* Runways 5/23 and 14/32.

1. *Primary surface.* The area located on the ground or water, longitudinally centered on each runway and extending 200 feet beyond the runway end, with a width of 1,000 feet. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the primary surface.
2. *Clear zone.* The area adjacent to the runway end extending outward for 3,000 feet with a width of 1000 feet centered on the extended runway centerline. The Type I clear zone is the first 1,000 feet adjacent to the end of the runway. The Type III clear zone is the same width, and extends outward 2,000 feet from the Type I clear zone on the extended centerline. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted in the Type I clear zone. Except as provided for in the permitted use sections contained herein, no structure or obstruction shall penetrate the approach departure surface in the Type III clear zone.

3. *Inner horizontal surface.* The area encompassing the runways and primary surface, and clear zones with an outer perimeter formed by swinging arcs 7,500 feet radius about the centerline at the end of each runway and connecting adjacent arcs by lines tangent to these arcs. No structure or obstruction will be permitted in the inner horizontal surface of a greater height than 150 feet above the airport elevation.
4. *Conical surface.* The area extending from the periphery of the inner horizontal surface outward and upward at a slope of one foot vertically for every 20 feet for a horizontal distance of 7,000 feet to a height of 500 feet above airport elevation.
5. *Outer horizontal surface.* The area extending outward from the outer periphery of the conical surface for a distance of 30,000 feet. The height limits within the outer horizontal surface is 500 feet above airport elevation.
6. *Approach surface.* The area longitudinally centered on each runway extended centerline with an inner boundary 200 feet out from the end of the runway and the same width as the primary surface, then extending outward for a distance of 50,000 feet expanding uniformly in width to 16,000 feet at the outer boundary. Height limits within the approach surface commence at the height of the runway end and increase at the rate of one foot vertically for every 50 feet horizontally for a distance of 25,000 feet at which point it remains level at 500 feet above airport elevation to the outer boundary.
7. *Transitional surface.* The area with an inner boundary formed by the side of the primary surface and the approach surface then extending outward at a right angle to the centerline and extended centerline until the height matches the adjoining inner horizontal surface, conical surface and outer horizontal surface height limit. The height limit at the inner boundary is the same as the height limit of the adjoining surface and increases at the rate of one foot vertically for every seven feet horizontally to the outer boundary of the transitional surface, where it again matches the height of the adjoining surface. Transitional surface for those portions of the approach surface which project through and beyond the limits of the conical surface, extend a distance of 5,000 feet measured horizontally from the edge of the approach surface and at right angles to the runway centerline.

C. *Navy Outlying Landing Fields Site 8 (NOLF Site 8).* The various zone and surface height limitations are hereby established.

1. *Primary surface.* The area longitudinally centered on each helipad, 150 feet in width and 150 feet in length.
2. *Approach surface.* The area longitudinally centered on each helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the approach surface commence at the height of the established landing

surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet.

3. *Clear zone.* The first 400 feet of the approach surface. Except as provided for in the permitted use sections contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted.
4. *Transitional surface.* An area that connects the primary surface and the approach surface, upward and outward of the primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.
5. *Helicopter traffic pattern airspace.* No structure shall exceed 200 feet above airfield elevation in the traffic pattern airspace (Attachment D). The area protected around the Helicopter NOLF is determined by the capacity limits of the NOLF. [Attachment D is not set out herein, but is available for inspection in the offices of the County.]

D. *Navy hospital heliport.*

1. *Heliport primary surface.* The area longitudinally centered on the helipad, 150 feet in width and 150 feet in length.
2. *Heliport approach surface.* The area longitudinally centered on the helipad's extended centerline, which starts at the end of the heliport primary surface with the same width as the heliport primary surface and expands to 500 feet at a distance of 4,000 feet. Height limits within the heliport approach surface commence at the height of the established landing surface and increase at the rate of one foot vertically for every ten feet horizontally for a distance of 4,000 feet.
3. *Clear zone.* The first 400 feet of the approach surface. Except as provided for in the permitted use section contained herein, no structure or obstruction that is not a part of the landing and take-off area is permitted.
4. *Heliport transitional surface.* An area that connects the heliport primary surface and the heliport approach surface, upward and outward of the heliport primary surface at a slope ratio of two feet vertically for every one foot horizontally for a distance of 250 feet from the centerline of the pad.