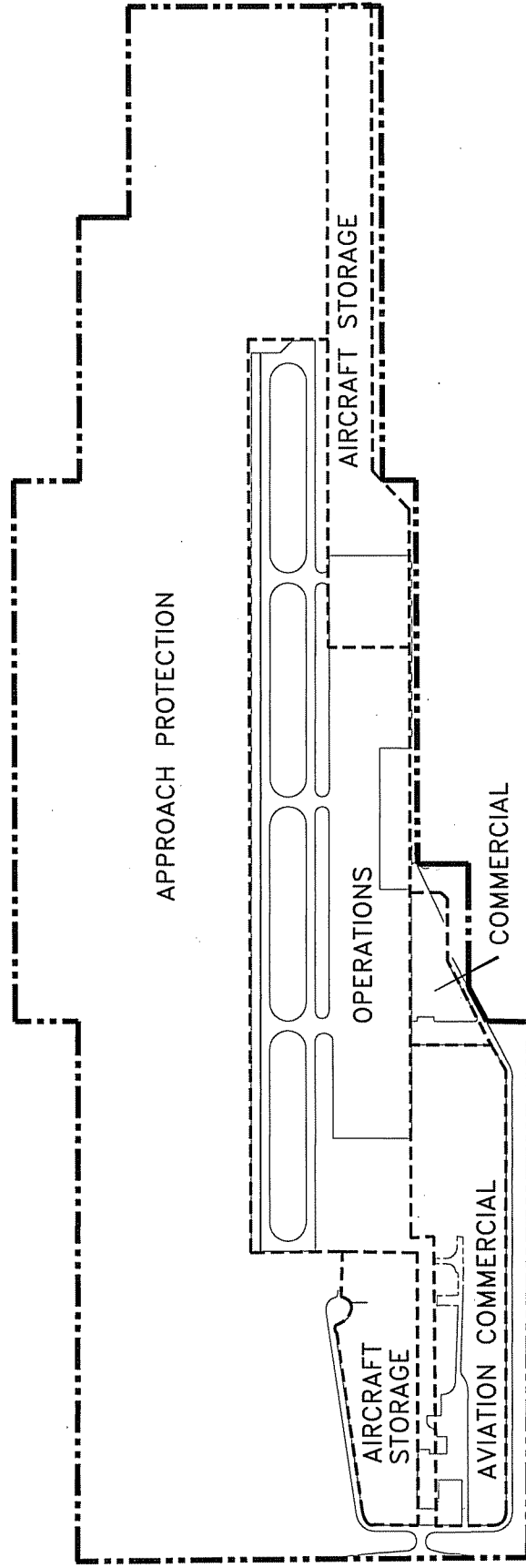


PETALUMA MUNICIPAL AIRPORT

PLANNED COMMUNITY DISTRICT



PROJECT BOUNDARY

ZONING AREA BOUNDARIES

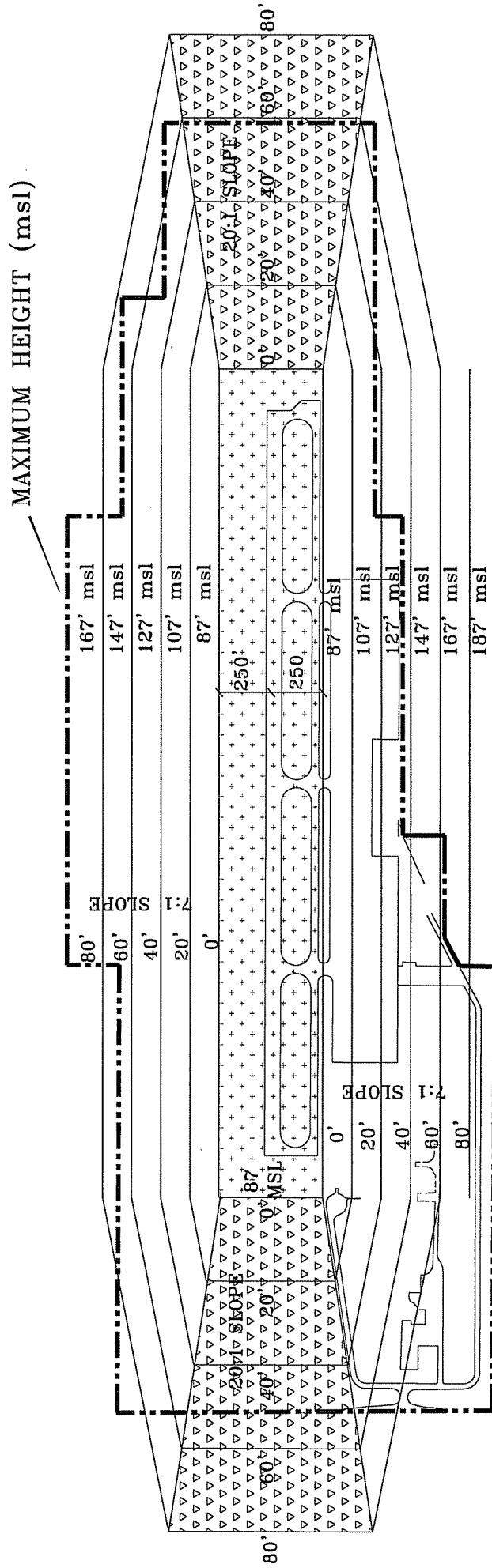
Revised by Resolution 88-327, September 19, 1988

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PETALUMA MUNICIPAL AIRPORT

HEIGHT LIMIT FOR STRUCTURES



-  RUNWAY PROTECTION ZONE - NO STRUCTURES PERMITTED
-  PRIMARY SURFACE - 87' above Mean Sea Level (msl)

Note: Height limitation of structures (above airport elevation of 87' MSL) consistent with Federal Aviation Regulations (Part 77).
Maximum height of all structures is 40 feet.



EXHIBIT "A"

Ordinance No. 1608

Petaluma Municipal Airport Planned Community Development Zoning District Regulations

A. PURPOSE

The purpose of the Petaluma Municipal Airport Planned Community Development (PCD) Zoning District is to promote the safe and efficient provision of air travel services while minimizing impacts on adjacent land uses. The special characteristics of airports and the unique geographic setting of the Petaluma Municipal Airport necessitate the use of a PCD zone.

Within this PCD zone, five subzones are designated: operations, aircraft storage, aviation commercial, commercial, and approach protection. The extreme diversity of uses at the Airport dictates the need for separate subzones. All subzones are designed to directly support or protect aircraft operations at the municipal airport. It is specifically intended that the individual businesses at the airport have a majority portion of their income derived from aviation.

B. PERMITTED PRINCIPAL USERS

Displays or demonstrations of aircraft and products or equipment for aircraft are permitted in all subzones, except the approach protection subzone. Air shows and supporting activities are permitted in all zones subject to the issuance of an air show permit by the Airport Commission.

The following are the other principal uses permitted within each subzone of the Petaluma Municipal Airport PCD zone:

Operations Subzone:

1. Airport operations facilities, which includes all components of the runway and taxiway system.
2. Aircraft tie-down and shelters.
3. Fuel sales.
4. Aircraft washing.

Aircraft Storage:

1. Aircraft hangars.
2. Aircraft tie-downs.
3. Aircraft shelters.

4. Miscellaneous aviation-related storage.
5. Executive/Corporate Aircraft hangars subject to specific development standards.

This section was amended by City Council Resolution 88-02 N.C.S.

Aviation Commercial Subzone:

1. Aircraft storage.
2. Aircraft maintenance and repair.
3. Sales of aircraft fuel and lubricants.
4. Sale of aircraft and aviation equipment.
5. Aviation schools and aircraft rental.
6. Air taxi and charter services.
7. Aircraft painting.
8. Aviation mechanic schools.
9. Sailplane instruction.
10. Aerial advertising.
11. Retail sales of aviation-related products other than fuel or lubricants.
12. Aviation insurance.
13. Aerial survey mapping and photography.
14. Avionics sales and repair.
15. Aviation-related engineering.

Commercial Subzone:

1. Food service, but excluding franchise fast food.
2. Administration or business offices related to aviation.
3. Retail sales of aviation-related products other than fuel or lubricants.
4. Gift shop.
5. Aviation insurance.
6. Aerial survey, mapping, and photography.

7. Car rental.
8. Flight service station (Federal office which provides weather and other flight information).
9. Public use conference facilities.
10. Aerial advertising.
11. General aviation terminal facilities.

Approach Protection Subzone:

1. Raising of any agricultural crop consistent with Federal Aviation Regulation Part 77 and Federal Aviation Guidelines.

C. PERMITTED ACCESSORY USES

The following are the accessory uses permitted within each subzone of the Petaluma Municipal Airport PCD zone:

Operations Subzone: None.

Aircraft Storage Subzone:

1. Signs in accordance with the design guidelines.

Aviation Commercial Subzone:

1. Outside storage of aircraft and other items related to or used in conjunction with other permitted uses, provided it is constructed in accordance with the design guidelines. Storage areas for taller items must provide additional screening with trees or other large plant materials.
2. Signs in accordance with the design guidelines.
3. Noncommercial parking of aircraft used in conjunction with other permitted uses on the same parcel.

Commercial Subzone:

1. Outside storage of aircraft and other items related to or used in conjunction with other permitted uses, provided it is constructed in accordance with guidelines. Storage areas for taller items must provide additional screening with trees or other large plant materials.
2. Signs in accordance with the design guidelines.
3. Noncommercial parking of aircraft used in conjunction with other permitted uses on the same parcel.

4. A maximum of three coin operated games per City lessee.

Approach Protection Subzone:

1. Fencing, irrigation, storage, and processing structures, which do not violate FAR Part 77 height limitations or create an aviation nuisance or hazard as defined under Prohibited Uses.

D. CONDITIONAL USES

A residence for a watchman may be constructed in any zone subject to the approval of the City of Petaluma.

Operation Subzone: None.

Aircraft Storage Subzone: None.

Aviation Commercial Subzone:

1. Agricultural chemical applicators.
2. Aeronautical research.
3. Helicopter services.
4. Large aircraft storage hangars.
5. Food service but excluding franchise fast food.
6. Gift shop.
7. Car rental.
8. Public use conference facilities.
9. Any business which can demonstrate the utilization of aviation or the airport facility for (1) its transportation needs for goods, services, or personnel; or (2) providing its services or products to the public, and has secured a use permit pursuant to Section 26-500 of the Zoning Ordinance for the same, subject to review and approval by the Petaluma Airport Commission as to the following factors:
 - a. Qualifying aviation use; and
 - b. Impact on surrounding residential areas; and
 - c. Compatibility with airport operations and adjacent airport uses; and
 - d. Each business must demonstrate a viable portion of their business as being airport-related; to insure that an overall balance in excess of 50% of the businesses is related to aviation-related activities within the subzone; and
 - e. Compliance with planning standards established for the airport; and

- f. Site design review.

10. Aircraft Hangars (Resolution 96-161, 6/17/96)

Commercial Subzone: None.

Approach Protection Subzone:

- 1. Golf course within the approach protection subzone, excluding lands within 250 feet of the runway centerline and the clear zones.

This section was amended by Resolution 91-301 N.C.S., October 7, 1991. Revised administratively pursuant to Section 19-707(5) 12/18/96.

E. PROHIBITED USES

The following uses are prohibited in all subzones of the Petaluma Municipal Airport PCD zone:

- 1. All residential uses except a residence for a watchman approved by the City of Petaluma.
- 2. All uses not directly related to or in support of aviation, except agricultural and open space uses.
- 3. Any source of distracting lights, glare, smoke, or electronic interference.
- 4. Any attractor of birds.

F. HEIGHT

Maximum structure height shall not exceed 40 feet and all structures must conform to the requirements of Federal Aviation Regulations Part 77 as illustrated in Exhibit A, except for certain accessory uses and structures that are approved by the FAA, (i.e., fences, navigational equipment, etc.). *Revised administratively pursuant to Section 19-707(5) 12/18/96.*

G. LOT COVERAGE

Not more than 35 percent of the area of any lot shall be occupied by buildings, including accessory buildings, except in the Aircraft Storage Subzone. In the Aircraft Storage Subzone, a hangar may occupy 100% of the leasehold. Exception: the Executive/Corporate Aircraft Storage area must provide adequate parking, street setbacks and landscaping; thereby reducing the possible 100% lot coverage. *(This section was amended by City Council Resolution 88-02 N.C.S.)*

H. SETBACKS

The following are in the setbacks required in each subzone of the Petaluma Municipal Airport PCD Zone:

Operations Subzone: None except as may be required by Federal Aviation Regulation.

Aircraft Storage Subzone: No setbacks from the leasehold lot lines are required because the leaseholds have been arranged to provide adequate setbacks for safety and aesthetic purposes. Setbacks are required within the Executive/Corporate Aircraft Storage Subzone area as deemed necessary through the Site Plan and Architectural Review process to achieve the level of aesthetic quality warranted by the location within the airport complex. *(This section was amended by City Council Resolution 88-02 N.C.S.)*

Aircraft Commercial Subzone:

1. No off-street parking or structure shall be placed closer than 25 feet from the leasehold line adjacent to any public street. A minimum of 10 feet shall be reserved between the back of sidewalk and any landscaping setback.
2. No structure shall be placed closer than 20 feet from the side lot lines of the leasehold.
3. No structure shall be placed closer than 80 feet from the rear leasehold line or from a taxiway.
4. No auto, truck, or aircraft parking, driveways, or ramp shall be placed closer than five feet from any interior leasehold line except as permitted in the Petaluma Zoning Code as a modification or exception.

Commercial Subzone:

1. No off-street parking or structure shall be placed closer than 25 feet from the leasehold line adjacent to any public street, taxiway, or aircraft parking area. A minimum of 10 feet shall be reserved between the back of sidewalk and any landscaping setback.
2. No structure shall be placed closer than 20 feet from the side lot lines of the leasehold.
3. No auto, truck, or aircraft parking, driveways, or ramp shall be placed closer than five feet from any interior leasehold line except as permitted in the Petaluma Zoning Code as a modification or exception.

Approach Protection Subzone: None except as may be required by Federal Aviation Regulations.

I. AUTOMOBILE PARKING

Each lot shall have facilities for parking sufficient to serve the uses conducted on the lot. No on-street parking is permitted in any subzone. The parking standard for each subzone at the Petaluma Municipal Airport PCD zone is as follows:

Operations Subzone: None.

Aircraft Storage Subzone: Automobile parking is permitted within a hangar while the aircraft for which the hangar is leased is in use.

Aviation Commercial Subzone: Where the adopted lease standards do not establish a specific standard, the parking requirement shall be established by the Planning Director.

Commercial Subzone: Parking requirements in this subzone shall be based upon most similar non-aviation use in the Petaluma parking standards.

Approach Protection Subzone: None.

J. MINIMUM LOT SIZE

The following shall be the minimum lot leasehold required in each subzone of the Petaluma Municipal Airport PCD zone:

Operations Subzone: None.

Aircraft Storage Subzone: None.

Aviation Commercial Subzone: One acre.

Commercial Subzone: One acre.

Approach Protection Subzone: None.

K. DESIGN GUIDELINES

It is the intent of the City of Petaluma to develop its Municipal Airport to the same level of excellence as one of the better commercial aviation centers or business parks. This high standard shall be strictly applied to all areas. Areas accessible by aircraft shall be landscaped to the extent feasible while maintaining proper clearances and visibility; recognizing the need for different landscaping standards for airport-oriented elevations (air side) and public-oriented elevations (land side).

Specific standards for landscaping, building design, and signs will be developed subsequent to the adoption of this PCD zone. No buildings may be constructed prior to the approval of standards by the City Site Plan and Architectural Review Committee.

L. APPLICABILITY

These regulations are applicable to all properties within the PCD as established by City Council Resolution No. 85-67 N.C.S., or added to the district by subsequent City Council action. Where these regulations are silent on a matter related to land use or development, applicable City of Petaluma ordinances shall apply.

These regulations were originally adopted as Ordinance No. 1608 N.C.S. by Resolution No.'s 85-67 N.C.S. and subsequently amended by Resolution No. 88-02 N.C.S. and No. 91-301 N.C.S.

Interpretation Of Exhibit A

Exhibit A graphically presents the height limitations pursuant to requirements of Federal Aviation Regulations (Part 77) as it applies to the Petaluma Municipal Airport. This exhibit should be used to determine the height limit that applies to a proposed building site. These height limits are imposed by Section E of the Petaluma Municipal Airport Planned Community District (PCD) zoning regulations.

All of the contours shown on Exhibit A relate to the "primary surface" which is the area extending 250-feet on both sides of the runway centerline (500-feet wide) and 200-feet beyond the end of the runway. The primary surface establishes the building restriction line inside of which no structures or obstructions can be placed. The elevation of the primary surface is defined by the highest point on the runway - an elevation of 87 feet above mean sea level (87' msl). Height limits increase at specified ratios from this runway elevation depending upon the zone.

To determine the exact height limit for a specific site, one should begin by determining the height of the imaginary surface defined by the ratios for that zone. For example, the imaginary surface within the transition zone increases at a ratio of 7:1 from the primary surface (for every seven foot horizontal distance from the primary surface the height limit is increased by one-foot). Similarly, within the approach zones the height limit increases at a ratio of 20:1 or one foot for every 20-feet of horizontal distance. The elevation of the site must then be subtracted from the height limit to determine the allowable height of a particular building site.

For example, at a distance of 140-feet from the building restriction line, the height limit is 20-feet above the airport elevation of 87 feet for a maximum allowable height of 107-feet msl. If the highest ground elevation at this location is 80 feet msl, then the maximum height of a building would be 37-feet. Notwithstanding the maximum allowable height of any building or structure on airport property is 40 feet (pursuant to Ordinance 1608 Petaluma Municipal Airport Planned Community Development Zoning District Regulations).

27'

Revised administratively pursuant to Section 19-707(5) 12/18/96.

PMAzone / plan25