

# Airport Overlay Zone

## Section 103 Legal Nonconforming Uses

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### 103.E Expansion

#### 1. One-Family and Two-Family Residential Uses

Any structure used for a legal nonconforming one-family or two-family residential use may be enlarged or replaced with a similar structure of a larger size, so long as the enlargement or replacement does not create new nonconformities or increase the extent of existing nonconformities, **and is not located within Subzone D of the Airport Overlay zone**. Such expansions are subject to the limitations stated in Section 103.D.

#### 2. Multiple-Family Residential and Nonresidential Uses

**In Subzone D of the Airport Overlay zone, any nonresidential use or a structure used for a legal nonconforming multiple-family residential or nonresidential use may only be enlarged or increased in accordance with Section 709.A.3.a.**

**With the exception of properties located within Subzone D of the Airport Overlay zone, any legal nonconforming multiple-family residential or nonresidential use or a structure used for a legal nonconforming multiple-family residential or nonresidential use may be enlarged or increased with approval of a Development Plan and Conditional Use upon a finding by City Council that:**

- a. The use will not expand beyond the lot owned or leased by the legal nonconforming use as of the date it became nonconforming; and
- b. The proposed modification will not result in further infringement of the provisions of this CDC and will comply with all standards (other than use standards), including but not limited to lot coverage, floor area ratio, setbacks, height, open space, and parking requirements, unless varied by City Council; and
- c. The use shall is not an industrial use in a residential zone district.
- d. The use is permitted in the Airport Overlay zone, if applicable.**

## Section 237 Overlay Zone: Airport Overlay (AO)

### Purpose

The Airport Overlay zone is intended to protect aviation airspace by preventing incompatible land uses within and beyond the Steamboat Springs Airport property, place reasonable restrictions on encroachments into the Airport's Federal Aviation Regulations Part 77 surfaces, as well as protect the public health, safety and general welfare.

## Basis

The Airport Overlay zone boundaries are delineated by the airport influence area shown on the Airport Layout Plan Land Use Drawing of the Steamboat Springs Airport Master Plan. For the purposes of this CDC, the Airport Overlay zone includes the following subzones:

Subzone A: Airport Influence Area

Referred to as Zone A Airport Influence (AIZ) on the Airport Layout Plan Land Use Drawing.

Subzone B: Traffic Pattern Area

Referred to as Zone B Traffic Pattern (TPZ) on the Airport Layout Plan Land Use Drawing.

Subzone C: Approach Area

Referred to as Zone C Approach (AZ) on the Airport Layout Plan Land Use Drawing.

Subzone D: Runway Protection Area

Referred to as Zone D Runway Protection (RPZ) on the Airport Layout Plan Land Use Drawing.

## Applicability

- All property located within the Airport Overlay zone is subject to the standards of the underlying zone district and the standards of this overlay zone.
- In the event a legal lot is located within more than one subzone, the entire lot shall be subject to the standards of the most restrictive subzone. This provision shall not be applied to prevent or discourage subdivision of a parcel or lot to minimize encroachment into subzones or to prevent straddling the boundary between subzones.

## Standards

- An aviation easement is required as a condition of approval for development applications processed in accordance with Sections 707, 709, 713, 714, 720, 721, 722, and 725.
  - *For reference, not to be included in TXT. Sections above are for the following processes:*
    - *Conditional Use*
    - *Development Plan*
    - *Preliminary Plat*
    - *Final Plat*
    - *Zone Map Amendment*
    - *Planned Unit Development*
    - *TND Regulating Plan*
    - *Annexation*
- A disclosure of airport proximity is required as a condition of approval for development applications processed in accordance with Sections 707, 709, 713, 714, 717, 718, 720, 721, 722, and 725.
  - *For reference, not to be included in TXT. Sections above are for the following processes:*
    - *Conditional Use*
    - *Development Plan*
    - *Preliminary Plat*
    - *Final Plat*
    - *Minor Adjustment*

- *Major Adjustment*
- *Zone Map Amendment*
- *Planned Unit Development*
- *TND Regulating Plan*
- *Annexation*
- In Subzone B, the Airport Overlay zone modifies the permitted uses of the underlying zone district. See Table 300-1 footnotes.
- In Subzone D, the Airport Overlay zone modifies the permitted uses of the underlying zone district. See Table 300-1 and 300-2 footnotes. Uses not specifically identified as permitted are prohibited.
- Legal nonconforming uses in all Subzones shall be continued, expanded, or terminated in accordance with Section 103.

## Article 3

### Table 300-1 Permitted Use Matrix – Principal Uses

#### Footnotes

7. For properties that are within Subzone B of the AO zone, this use is prohibited.
8. For properties that are within Subzone D of the AO zone, this use is permitted. Uses not specifically identified as permitted are prohibited. Refer to Section 237 for AO zone standards.

### Table 300-2 Permitted Use Matrix – Accessory Uses

#### Footnote

4. For properties that are within Subzone D of the AO zone, this use is permitted. Refer to Section 237 for AO zone standards.

## Accessory Uses

### 306.B General Use Standards

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The following use standards shall apply to accessory uses that are not specifically listed in Section 306.C, Section 306.D, or Section 306.E.

1. In all zone districts except the I zone district:
  - a. A single accessory use located in a principal or accessory building shall occupy a maximum area of 25% of the gross floor area of the principal building. Multiple accessory uses located in a principal or accessory building shall cumulatively occupy a maximum area of 30% of the gross floor area of the principal building.
  - b. A single outdoor accessory use shall occupy a maximum area of 25% of the gross lot area. Multiple outdoor accessory uses shall cumulatively occupy a maximum area of 30% of the gross lot area.

2. In the I zone district:

a. A single accessory use located in a principal or accessory building, that is accessory to an indoor principal use, shall occupy a maximum area of 25% of the gross floor area of the principal building. Multiple accessory uses located in a principal or accessory building, that are accessory to an indoor principal use, shall cumulatively occupy a maximum area of 30% of the gross floor area of the principal building.

b. The cumulative area of all accessory uses located in a building, that are accessory to an outdoor principal use, shall not exceed a maximum gross floor area of 3,000 square feet.

c. The cumulative area of all outdoor accessory uses shall occupy a maximum area of 50% of the gross lot area.

3. In the AO zone:

a. Accessory uses shall be permitted in compliance with the Land Use Compatibility Guidelines Table on the Airport Layout Plan Land Use Drawing of the Steamboat Springs Airport Master Plan and be consistent with the purpose of the Airport Overlay zone.

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