

## ARTICLE XVI. AIRPORT ZONES AND HEIGHT LIMITATIONS

This ordinance is adopted pursuant to the authority conferred by Chapter 329.3 of the Code of Iowa. It is hereby found that an obstruction has the potential for endangering the lives and property of users of the Grinnell Regional Airport, and property of occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of the Grinnell Regional Airport; and that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Grinnell Regional Airport and the public investment therein. Accordingly, it is declared:

- (1) That the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by the Grinnell Regional Airport;
- (2) That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and
- (3) That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

No structure shall be erected in Poweshiek County that raises the published minimum descent altitude for an instrument approach to any runway, nor shall any structure be erected that causes the minimum obstruction clearance altitude or minimum enroute altitude to be increased on any federal airway in Poweshiek County.

No use may be made of land or water within Poweshiek County in such a manner as to interfere with the operation of any airborne aircraft. The following special requirements shall apply to each permitted use:

1. 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 the Grinnell Municipal Airport.
2. No operations from any use shall produce smoke, glare or other visual hazards within 3 statute miles of any usable runway at the airport.
3. No operations from any use in Poweshiek County shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation or the marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

The City Council of Grinnell, Iowa, Poweshiek County Board of Supervisors and the Jasper County Board of Supervisors HEREBY ORDAIN IT as follows:

### SECTION I. DEFINITIONS.

As used in this ordinance, unless the context otherwise requires:

- (1) Airport. Grinnell Regional Airport.
- (2) Airport *elevation*. The highest point of an airport's usable landing area measured in feet from sea level.
- (3) Approach *surface*. A surface longitudinally centered on the extended runway centerline, extending outward and upward from the end of the primary surface and at the same slope as the approach zone height limitation slope set forth in section IV of this ordinance. In plan the perimeter of the approach surface coincides with the perimeter of the approach zone.
- (4) Approach, *transitional, horizontal, and conical zones*. These zones are set forth in section III of this ordinance.
- (5) Board of *adjustment*. A board consisting of five (5) members appointed by the city council/board of supervisors as provided in Chapter 329.12 of the Code [of Iowa].
- (6) Conical *surface*. A surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty to one (20:1) for a horizontal distance of four thousand (4,000) feet.

(7) *Hazard to air navigation.* An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of the navigable airspace.

(8) *Height.* For the purpose of determining the height limits in all zones set forth in this ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

(9) *Horizontal surface.* A horizontal plane one hundred fifty (150) feet above the established airport elevation, the perimeter of which in plan coincides with the perimeter of the horizontal zone.

(10) *Nonconforming use.* Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provision of the ordinance or an amendment thereto.

(11) *Nonprecision instrument runway.* A runway having an existing instrument approach, procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in nonprecision instrument approach procedure has been approved or planned.

(12) *Obstruction.* Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth in section IV of the ordinance.

stock association, or governmental entity; includes a trustee, a receiver, an assignee, or a similar representative of any of them.

(14) *Primary surface.* A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred (200) feet beyond each end of that runway; for military runways or when the runway has no specially prepared hard surface, or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface is set forth in section III of this ordinance. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

(15) *Runway.* A defined area on an airport prepared for landing and takeoff of aircraft along its length.

(16) *Structure.* An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines.

(17) *Transitional surfaces.* These surfaces extend outward at ninety (90) degree angles to the runway centerline and the runway centerline extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional surfaces for those portions of the precision approach surfaces, which project through and beyond the limits of the conical surface, extend a distance of five thousand (5,000) feet measured horizontally from the edge of the approach surface at (90) degree angles to the extended runway centerline.

(18) *Tree.* Any object of natural growth.

(19) *Utility runway.* A runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred (12,500) pounds maximum gross weight and less.

(20) *Visual runway.* A runway intended solely for the operation of aircraft using visual approach procedures.

(21) *Larger than utility runway.* A runway that is constructed for and intended to be used by propeller driven aircraft of greater than twelve thousand five hundred (12,500) pounds maximum gross weight and jet powered aircraft.

(Ord. No. 1201, § II, 5-6-02)

**SECTION II. AIRPORT ZONES.** In order to carry out the provisions of this ordinance, there are hereby created and established certain zones which include all of that land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to the Grinnell Regional Airport. Such zones are shown on the Grinnell Regional Airport zoning map that is attached to this ordinance and made a part hereof and on file in the offices of the City of Grinnell. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. A structure located in more than 1 zone of the following zones is considered to be only in the zone with the more restrictive height limitations. The various zones are as follows:

(1) *Utility runway nonprecision instrument approach zone (20:1 zone).* The inner edge of this approach zone coincides with the width of the primary surface and is five hundred (500) feet wide. The approach zone expands outward uniformly to a width of two thousand (2,000) feet at a horizontal distance five

thousand (5,000) feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

(2) *Runway larger than utility with a visibility minimum greater than three-quarter-mile nonprecision instrument approach zone (34:1 zone).* The inner edge of this approach zone coincides with the width of the primary surface and is five hundred (500) feet wide. The approach zone expands outward uniformly to a width three thousand five hundred (3,500) feet at a horizontal distance of ten thousand (10,000) feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

(3) *Horizontal zone.* The horizontal zone is established by swinging arcs of five thousand (5,000) feet radii for all runways designated utility or visual and ten thousand (10,000) feet for all others from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

(4) **CONICAL ZONE.** The land lying under a surface extending outward and upward from the periphery of the horizontal distance of 4,000 feet. No structure shall penetrate the conical surface in the conical zone for the Grinnell Municipal Airport.

(5) **APPROACH ZONE.** The land lying under a surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. Note that an approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. No structure shall exceed the approach surface to any runway, as depicted on the Poweshiek County Airport Height Zoning Map.

(6) **TRANSITIONAL ZONE.** The land lying under those surfaces extending outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces for both. No structure shall exceed the transitional surface, as depicted on the Poweshiek County Airport Height Zoning Map.

(7) **RUNWAY PROTECTION ZONE (RPZ).** The runway protection zone is established as an area off the end of the runway intended to enhance the protection of people and property on the ground.

### SECTION III. AIRPORT ZONE HEIGHT REGULATIONS.

Except as otherwise provided in this ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

(1) *Utility runway nonprecision instrument approach zone (20:1 zone).* Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand (5,000) feet along the extended runway centerline. This approach zone shall apply to runway ends three (3) and twenty-one (21).

(2) *Runway larger than utility with a visibility minimum greater than three-quarter-mile nonprecision instrument approach zone (34:1 zone).* Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand (10,000) feet along the extended runway centerline. This approach zone shall apply to runway ends thirteen (13) and thirty-one (31).

(3) *Transitional zone.* Slopes seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of one hundred fifty (150) feet above the airport elevation which is one thousand nine (1,009) feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface.

(4) *Horizontal zone.* Established at one hundred fifty (150) feet above the airport elevation or at a height of one thousand one hundred fifty-nine (1,159) feet above mean sea level.

(5) *Conical zone.* Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at one hundred fifty (150) feet above the airport elevation and extending to a height of three hundred fifty (350) feet above the airport elevation.

(6) Certain *structures prohibited*. No structure shall be erected in the City of Grinnell, Poweshiek County or Jasper County that raises the published Minimum Descent Altitude of Decision Height for an instrument approach to any runway, nor shall any structure be erected that causes the minimum obstruction clearance altitude or minimum enroute altitude to be increased on any federal airway in the City of Grinnell, Poweshiek County or Jasper County.

#### SECTION IV. USE RESTRICTIONS.

(1) Generally. Notwithstanding any other provision of this ordinance, no use may be made of land or water within any zone established by this ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

(2) Landfill *restrictions*. Landfills and waste disposal sites shall not be located within five and three-quarter (5.75) miles of the Grinnell Regional Airport.

(3) Permitted *uses in the runway protection zones (RPZ)*. The following uses are permitted in the RPZ's provided they do not attract wildlife, are outside the runway OFA as shown on the Grinnell Regional airport layout plan, and do not interfere with navigational aids: golf courses (but not club houses) and agricultural operations (other than forestry or livestock farms) are expressly permitted under this proviso. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the OFA extension.

(4) Prohibited *uses in the runway protection zones (RPZ)*. Land uses prohibited from the RPZ are: residences and places of public assembly such as churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typifying places of public assembly, and fuel storage facilities.

#### Sec. 3. Nonconforming uses.

(1) Regulations *not retroactive*. The regulations prescribed by this ordinance shall not be construed to require the removal, lowering or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this ordinance, or otherwise interfere with the continuance of nonconforming use. Nothing contained herein shall require any change in the construction, alteration or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this ordinance and which is completed within one (1) year thereafter.

(2) *Marking and lighting*. Notwithstanding the preceding provision of this section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation and maintenance thereon of such markers and lights as shall be deemed necessary by the airport zoning administrator to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated and maintained at the expense of the Grinnell Regional Airport.

#### SECTION V. LIGHTING.

1. The owner of any structure over 200 feet above ground level must install on the structure lighting in accordance with Federal Aviation Administration Advisory Circular 70-7460-1D and amendments. Additionally, any structure, constructed after the effective date of this ordinance and exceeding 949 feet above ground level, must install on that structure high intensity white obstruction lights in accordance with Chapter 6 of FAA Advisory Circular 7460-1D and amendments.

#### SECTION VI. PERMITS.

The airport-zoning administrator shall review the development or planting of any structure or growth within the airport zones to assure compliance with the height limitations as established in section IV of this ordinance.

- (1) *No county permit required.* No county permit shall be required for the construction or alteration of any structure or growth of any tree if the height of said structure or tree falls into the following categories:
- (a) No permit shall be required for any structure or growth of any tree up to a height of fifty (50) feet above the surface of the land.
  - (b) In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any structure or growth of any trees less than seventy five (75) feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.
  - (c) In the area lying within the limits of the transitional zones beyond the perimeter of the horizontal zone, no permit shall be required for any structure or growth of any tree less than seventy-five (75) feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transitional zones.
  - (d) In addition, in any of the individual areas described in paragraphs (b) and (c) above, no permit shall be required for any tree or structure which, regardless of its proposed vertical height above the ground, does not extend to as great a height above sea-level as any of the natural terrain located directly between the location of the proposed tree or structure and any portion of the existing or proposed airport runways. The foregoing exceptions shall not be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this ordinance except as set forth in paragraph (a).
- (2) *County permit required.* A county permit shall be required when the construction or alteration of any structure or growth of any tree exceeds the height limitations of the foregoing exceptions as set forth in paragraphs (a), (b) or (c) above. An application for a permit shall indicate the purpose for which the permit is desired, with sufficient information to allow it to be determined whether the resulting use, structure, or tree would conform to the regulations hereby prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this ordinance shall be granted unless a variance has been approved in accordance with section VII(4).
- (3) *Existing uses.* No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.
- (4) *Variations.* Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in the ordinance, may apply to the board of adjustment for a variance from such regulations. However, no such variance shall be granted unless the board finds, based upon written advice from the Federal Aviation Administration that:
- (a) In an application to permit any structure, tree or use of land to exceed the height or use limitations of this ordinance, that such structure, tree or use of land, would not obstruct landing and takeoff of aircraft at the airport.
  - (b) In an application to permit a use of land otherwise prohibited herein, that such use would not be incompatible with airport operations.
- An applicant for a variance hereunder shall, as part of the application submitted to the board, file the required written advice of the Federal Aviation Administration. No application for a variance hereunder shall be set for hearing by the board until such advice has been filed. Such advice shall not be binding upon the board of adjustment, but shall be one of the factors considered by the board when reaching its decision.
- (5) *Obstruction marking and lighting.* Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the board of adjustment, this condition may be modified to require the owner to permit the Grinnell Regional Airport at its own expense, to install, operate, and maintain the necessary markings and lights.
- (6) *FAA permit required.* The following construction or alterations shall require the filing of FAA form 7460-1, notice of proposed construction or alteration: (1) Any construction or alteration of more than two hundred (200) feet in height above the ground level at its site; (2) Any construction or alteration of greater height than an imaginary surface which extends outward and upward and slopes one hundred feet (100) outward distance for each foot upward for a horizontal distance of twenty thousand (20,000) feet from the nearest point of the nearest runway of the airport.

(a) FAA Form 7460-1 time of notice. The notice required under FAA Part 77, Objects Affecting Navigable Airspace, Sec. 77.13(a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates: (1) The date the proposed construction or alteration is to begin; (2) The date an application for a construction permit is to be filed. However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

#### **SECTION VII. VARIANCES.**

1. Any person desiring to erect or increase the height of any structure covered under this article, or to permit the growth of any tree covered under this article, or otherwise use his/her property in violation of any section of this ordinance, may apply to the Board of Adjustment for variance from such regulations. The Board of Adjustment may consider no application for variance to the requirements of this ordinance unless a copy of the application has been submitted to the Planning & Zoning Commission for its opinion as to the aeronautical effects of such variance. If the Planning & Zoning Commission does not respond to the Board of Adjustment within 15 days from receipt of the copy of the application, the Board may take its decision to grant or deny the variance.

#### **SECTION VIII. ENFORCEMENT.**

It shall be the duty of the airport-zoning administrator to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the airport-zoning administrator upon a form published for that purpose. Applications required by this ordinance to be submitted to the airport-zoning administrator shall be promptly considered and granted or denied. The airport-zoning administrator shall forthwith transmit application for action by the board of adjustment.

#### **Sec. IX. AIRPORT ZONING ADMINISTRATOR.**

The airport-zoning administrator shall be the Poweshiek County Zoning Administrative official.

#### **SECTION X. BOARD OF ADJUSTMENT.**

(1) Created; *powers*. There is hereby created a board of adjustment to have and exercise the following powers:

- (a) To hear and decide appeals from any order, requirement, decision, or determination made by the airport-zoning administrator in the enforcement of this ordinance;
- (b) To hear and decide special exceptions to the terms of this ordinance upon which such board of adjustment under such regulations may be required to pass; and
- (c) To hear and decide specific variances.

(2) Membership; *terms; removal of members*. The board of adjustment shall consist of five (5) members appointed by the city council/board of supervisors and each shall serve for a term of five (5) years until a successor is duly appointed and qualified. Of the members first appointed, one (1) shall be appointed for a term of five (5) years, one (1) for a term of four (4) years, one (1) for a term of three (3) years, one (1) for a term of two (2) years and one (1) for a term of one (1) year. Members shall be removable by the appointing authority for cause, upon written charges after a public hearing.

(3) Organization; *meetings; minutes; records*. The board of adjustment shall adopt rules for its governance and in harmony with the provisions of this ordinance. Meetings of the board of adjustment shall be held at the call of the chairperson and at such other times as the board of adjustment may determine. The chairperson or, in the absence of the chairperson, the acting chairperson may administer oaths and compel the attendance of witnesses. All hearings of the board of adjustment shall be public. The board of adjustment shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the airport zoning administrator and on due cause shown.

(4) Written *findings of fact*. The board of adjustment shall make written findings of fact and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or

modifying any order, requirement, decision, or determination which comes before it under the provisions of this ordinance.

(5) Voting. The concurring vote of a majority of the members of the board of adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the airport zoning administrator or decide in favor of the applicant on any matter upon which it is required to pass under this ordinance, or to effect variation to this ordinance.

#### **SECTION XI. APPEALS.**

(1) Generally. Any person aggrieved, or any taxpayer affected, by any decision of the airport zoning administrator made in the administration of the ordinance, may appeal to the board of adjustment.

(2) Filing. All appeals hereunder must be taken within a reasonable time as provided by the rules of the board of adjustment, by filing with the airport zoning administrator a notice of appeal specifying the grounds thereof. The airport zoning administrator shall forthwith transmit to the board of adjustment all the papers constituting the record upon which the action appealed from was taken.

(3) Staying of proceedings. An appeal shall stay all proceedings in furtherance of the action appealed from unless the airport zoning administrator certifies to the board of adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the airport zoning administrator cause imminent peril to life or property. In such case, proceedings shall not be stayed except by the order of the board of adjustment on notice to the airport zoning administrator and on due cause shown.

(4) Time; public notice; decision of board. The board of adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

(5) Affirming, reversing, etc. The board of adjustment may, in conformity with the provision of this ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as may be appropriate under the circumstances.

#### **SECTION XII. JUDICIAL REVIEW.**

Any person aggrieved, or any taxpayer affected, by any decision of the board of adjustment, may appeal to the court of record as provided in section 414.5 of the Iowa Code.

#### **SECTION XIII. PENALTIES.**

Each violation of this ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and shall be punishable by a fine of not more than one hundred (100.00) dollars or imprisonment for not more than thirty (30) days or both; and each day a violation continues to exist shall constitute a separate offense.

#### **SECTION XIV. CONFLICTING REGULATIONS.**

Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulation applicable to the same area, whether the conflict be with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

#### **SECTION XV. SEVERABILITY.**

If any of the provisions of this ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are declared to be severable.