

PASSED

IN THE BOARD OF COUNTY COMMISSIONERS, LANE COUNTY, OREGON

ORDINANCE NO. 10-06

IN THE MATTER OF AMENDING CHAPTER 16 OF
LANE CODE TO REVISE THE COMMERCIAL
AIRPORT SAFETY COMBINING ZONE TO REFLECT
UPDATES MADE TO MAHLON SWEET FIELD (LC
16.245)

The Board of County Commissioners of Lane County ordains as follows:

Chapter 16 of Lane Code is hereby amended by deleting, substituting, and adding new sections as follows:

DELETE THESE SECTION(S)

16.245
as located on pages 16-453 through
16-456
(a total of 4 pages)


INSERT THESE SECTION(S)

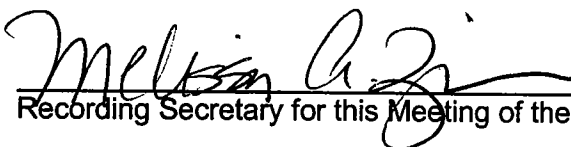
16.245
as located on pages 16-453 through
16-456
(a total of 4 pages)

Said section is attached hereto and incorporated herein by reference. The purpose of this substitution and addition is to revise the Commercial Airport Safety Combining Zone to reflect updates made to Mahlon Sweet Field (LC 16.245).

While not part of this Ordinance, the findings attached as Exhibit "A" and incorporated herein by this reference are adopted in support of this decision.

ENACTED this 6th day of DECEMBER 2006.


Chair, Lane County Board of Commissioners


Recording Secretary for this Meeting of the Board

APPROVED AS TO FORM

Date 11-15-2006 Lane County


OFFICE OF LEGAL COUNSEL

approving variances in LC 16.256, and the application complies with the additional criteria listed below.

(i) Variances may be issued for the reconsideration, rehabilitation or restoration of structures listed on the National Register of Historic Places of the State Inventory of Historic Places, without regard to the procedures set forth in the remainder of this subsection.

(ii) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(b) Conditions. Reasonable conditions may be established in connection with a variance as deemed necessary to secure the purpose and requirements of this section. In cases where a variance is granted to allow residential construction with a lowest floor elevation below the required minimum elevation, or nonresidential flood-proofing below the required minimum elevation, the applicant shall record a deed covenant, that the cost of flood insurance will be commensurable with the increased risk resulting from the reduced floor elevation of flood-proofing. *(Revised by Ordinance No. 7-87, Effective 6.17.87; 12-87, 8.13.87; 19-87, 10.14.87; 3-91, 5.17.91; 2-98, 4.8.98)*

COMMERCIAL AIRPORT SAFETY COMBINING ZONE (/CAS-RCP) RURAL COMPREHENSIVE PLAN

16.245 Commercial Airport Safety Combining Zone (/CAS-RCP).

(1) Purpose. The Commercial Airport Safety Combining Zone (/CAS-RCP) is applied to those lands adjacent to and within the Mahlon Sweet Field Airport. The /CAS-RCP Zone is intended to carry out the following purposes:

(a) Prevent the creation or establishment of obstructions that are a hazard to air navigation and flight.

(b) Prevent the creation or establishment of other hazards to air navigation and flight such as distracting light and glare producing surfaces, radio interference, smoke, steam and dust, areas which attract birds and hazards of a similar nature.

(2) Applicability. The /CAS-RCP Zone is applied to those lands encompassed by the surfaces set forth and described in LC 16.245(4) below and diagramed in LC 16.245(6) below.

(3) Use Limitations. In the /CAS-RCP Zone, the following limitations and standards shall apply to all uses permitted, allowed conditionally or allowed as special uses by the primary zone with which the /CAS RCP Zone is combined:

(a) The height of structures or objects shall not exceed the maximum height of the primary zone with which the /CAS-RCP Zone is combined. Furthermore, no structure or object shall be erected, altered, allowed to grow or be maintained in such a manner as to penetrate the height limitations of the various areas described in LC 16.245(4) below.

(b) No use may be made of land or water in such a manner as to create electrical interference with navigational signals or radio for pilots to distinguish between airport lights and others, resulting in glare in the eyes of pilots using the airport, impairing visibility in the vicinity of the airport, or otherwise in any way endangering the landing, take off or maneuvering of aircraft intending to use the airport.

(4) Surfaces Described.

(a) Primary Surfaces.

(i) The Primary Surface is a plane longitudinally centered on the runway centerline and extending 200 feet beyond the ends of prepared runway surfaces.

The width of the Primary Surface for each runway is the same as the width of the inner portion of the Approach Surface for that runway.

(ii) For purpose of this section, the center-points at the ends of each runway Primary Surface shall be considered as having the following coordinates and elevations:

<u>Runway</u>	<u>Centerpoint Coordinates (NAD 83)</u>		<u>Centerpoint Elevation (NAVD 88)</u>
	<u>Latitude</u>	<u>Longitude</u>	<u>Feet above sea level</u>
16R	44°08'07.610"	123°13'08.960"	360.1
34L	44°06'36.766"	123°13'07.953"	365.5
16L	44°07'58.724"	123°12'09.711"	363.4
34R	44°06'59.478"	123°12'08.832"	373.6

(iii) The elevation at any point on the Primary Surface is the same as the elevation of the nearest point on the runway centerline. For purposes of this section, the runway centerline shall be considered as having a straightline grade between the two centerpoints for that runway as described in LC 16.245(4)(ii) above.

(b) Runway 16R-34L Approach Surface. This runway is a precision instrument runway aligned in a north-south direction and is designated as a primary runway. The inner edges of the Approach Surfaces coincide with the width of the Primary Surface at the ends of Runway 16R-34L and are 1,000 feet wide. Each Approach Surface extends outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the Primary Surface, its centerline being a continuation of the runway centerline. The Approach Surface for 16R and 34L extends outward and upward at a slope of 50 horizontal feet to one vertical foot beginning at the end of and at the same elevation as the Primary Surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline, thence slopes upward 40 horizontal feet to one vertical foot to an additional distance of 40,000 feet along the extended runway centerline.

(c) Runway 16L-34R Approach Surface. This runway is a precision instrument runway aligned in a north-south direction and will be designated as a secondary runway. The inner edges of the Approach Surfaces coincide with the width of the Primary Surface of the ends of Runway 16L-34R and are 1,000 feet wide. Each Approach Surface extends outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the Primary Surface, its centerline being the continuation of the runway centerline. The Approach Surface for 16L extends outward and upward at a slope of 20 horizontal feet to one vertical foot beginning at the end of and at the same elevation as the Primary Surface, to a horizontal distance of 10,000 feet along the extended runway centerline, thence slopes upward 40 horizontal feet to one vertical foot for an additional 40,000 feet along the extended runway centerline. The Approach Surface for 34R extends outward and upward at a slope of 34 horizontal feet to one vertical foot, beginning at the end of and at the same elevation as the Primary Surface, to a horizontal distance of 50,000 feet along with extended runway centerline.

(d) Transitional Surfaces. These surfaces are adjacent to the Primary Surfaces and the Approach Surfaces. The surfaces slope upward and outward seven horizontal feet to one vertical foot, beginning at the side of and at the same elevation as the Primary Surfaces and the Approach Surfaces, and extend to where they intercept the Horizontal Surface at a height of 150 feet above the airport elevation. Where the Runway 16R-34L and 16L-34R Approach Surfaces pass through the Conical Surface, there are

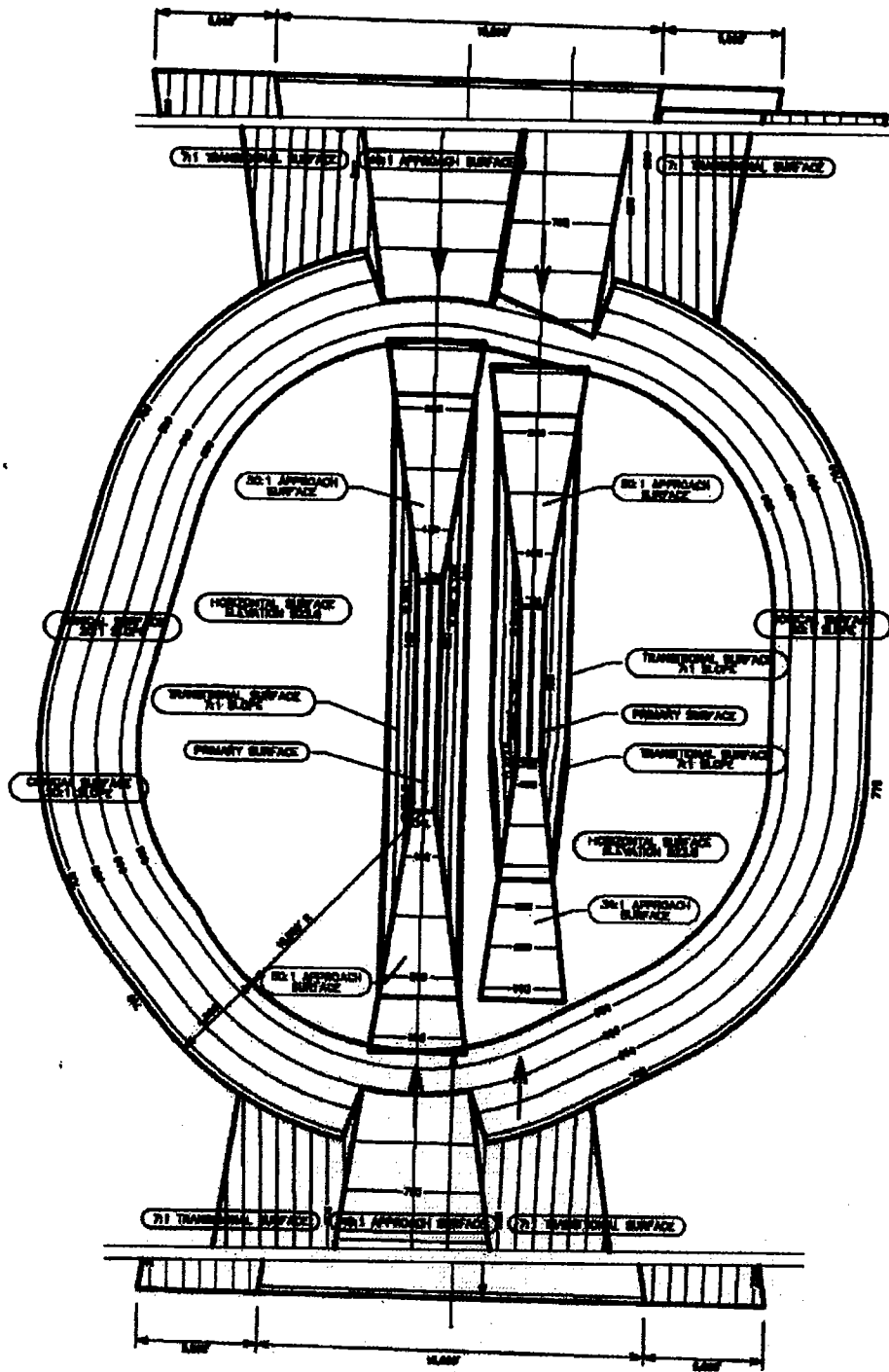
Transitional Surfaces sloping outward and upward seven horizontal feet to one vertical foot, beginning at the sides of and at the same elevation Approach Surface, and extending to where they intersect the Conical Surface. Where the Runway 16R-34L and 16L-34R Approach Surfaces extend beyond the Conical Surface, there are Transitional Surfaces sloping outward and upward seven horizontal feet to one vertical foot, beginning at the sides of and at the same elevation as the Approach Surface, and extending to a horizontal distance of 5,000 feet measured horizontally from the edge of the Approach Surface and at right angles to the runway centerline.

(e) Horizontal Surface. The Horizontal Surface is described by swinging arcs of 10,000 feet radii from the center of each end of the Primary Surfaces of Runway 16R-34L and Runway 16L-34R, and connecting the arcs with tangent lines. The Horizontal Surface is a horizontal plane 150 feet above the elevation of the airport and for purposes of this section shall be considered as having an elevation of 515 feet above mean sea level. The Horizontal Surface does not include the Approach and Transitional Surfaces.

(f) Conical Surface. The Conical Surface begins at the outer periphery of the Horizontal Surface and slopes outward and upward 20 horizontal feet to one vertical foot, starting at the elevation of the Horizontal Surface and extends outward a horizontal distance of 4,000 feet.

(5) Marking and Lighting. The owner of any existing structure or object that does not conform to the height limitations of this section shall be required to permit the installation, operation and maintenance thereon of such markers and lights as may be deemed necessary by the City of Eugene to indicate to the operators of aircraft in the vicinity of the airport, of the presence of such aircraft obstructions. Such markers and lights shall be installed, operated and maintained at the expense of the City of Eugene.

(6) Surfaces Diagramed. The surfaces described in LC 16.245(4) above are as illustrated in the diagram below: *(Revised by Ordinance 7-87; Effective 6.17.87)*



**Ordinance No. 10-06
Findings of Fact**

1. The Eugene-Springfield Metropolitan Area General Plan (Metro Plan) contains numerous policies relating to the Eugene Airport and depicts generalized land use designations for the Airport and environs on the Metro Plan diagram. The Eugene Airport is located outside the Eugene Urban Growth Boundary (UGB) and is wholly within the boundaries of the Metro Plan. Therefore, Metro Plan land use designations apply, and specific uses defined and allowed in Lane County zoning districts outlined in Chapter 16 of Lane Code apply to the Airport.
2. The Eugene Airport Master Plan Update (Airport Master Plan) was adopted by the Metro jurisdictions in March 2000. The Airport Master Plan is a refinement to the Metro Plan that is functionally specific to the provisions of commercial and general aviation, and airport related commercial and industrial services associated with the Eugene Airport. The Airport Master Plan documents the purpose and need for the revisions to LC 16.245, the Commercial Airport Safety Combining Zone. The groundwork for this action was set forth with the adoption of the Airport Master Plan Update and Metro Plan Amendments in March of 2000 and the proposed amendments are under consideration because the planned runway construction is now complete.
3. Land Use Planning within the boundaries of the Airport Master Plan boundary and in the environs of the Eugene Airport is important to protecting the Airport and future airport and airport-related uses. Incompatible land uses in the environs of the airport can limit development potential and can represent a potential safety threat. Local planning and zoning authority provides essential land use tools to preserve airport and airport-related functions and protect against incompatibility. The Airport Master Plan geographically focuses on existing and future airport needs by establishing a boundary encompassing existing and future airport property, while also considering potential impacts (e.g. sound levels and airport safety zones) that extend beyond the Plan boundaries.
4. Lane Code Chapter 16.245, the Commercial Airport Safety Combining Zone (/CAS-RCP) contains the text and diagram establishing the appropriate protected surfaces and airspace to define the safety zone required by the Federal Aviation Administration (FAA). The purpose of the Code update is to recognize this necessary safety zone that covers the airspace above the new coordinates of the extended runway. The runway coordinates determine the safety approach surfaces for which the FAA requirements limit structure height, lights, glare, radio interference, smoke, dust and other hazards to flight safety. The safety zone extends in a three dimensional cone from the surface of the earth that encompasses space that extends for quite a distance from the airport.
5. Lane Code 16.245 provisions for the Commercial Airport Safety Combining Zone implement the Eugene/Springfield Metro Plan for the Eugene Airport since it is located outside the Urban Growth Boundary but inside the Metro Plan. The proposed language and diagram amendments to LC 16.245 are consistent with the policies found within the Metro Plan and the Airport Master Plan, as it is an adopted refinement functional plan to the Metro Plan.

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(ii) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

(b) **Conditions.** Reasonable conditions may be established in connection with a variance as deemed necessary to secure the purpose and requirements of this section. In cases where a variance is granted to allow residential construction with a lowest floor elevation below the required minimum elevation, or nonresidential flood-proofing below the required minimum elevation, the applicant shall record a deed covenant, that the cost of flood insurance will be commensurable with the increased risk resulting from the reduced floor elevation of flood-proofing. *(Revised by Ordinance No. 7-87, Effective 6.17.87; 12-87, 8.13.87; 19-87, 10.14.87; 3-91, 5.17.91; 2-98, 4.8.98)*

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(2) **Applicability.** The /CAS-RCP Zone is applied to those lands encompassed by the surfaces set forth and described in LC 16.245(4) below and diagramed in LC 16.245(6) below.

(3) **Use Limitations.** In the /CAS-RCP Zone, the following limitations and standards shall apply to all uses permitted, allowed conditionally or allowed as special uses by the primary zone with which the /CAS RCP Zone is combined:

(a) The height of structures or objects shall not exceed the maximum height of the primary zone with which the /CAS-RCP Zone is combined. Furthermore, no structure or object shall be erected, altered, allowed to grow or be maintained in such a manner as to penetrate the height limitations of the various areas described in LC 16.245(4) below.

(b) No use may be made of land or water in such a manner as to create electrical interference with navigational signals or radio for pilots to distinguish between airport lights and others, resulting in glare in the eyes of pilots using the airport, impairing visibility in the vicinity of the airport, or otherwise in any way endangering the landing, take off or maneuvering of aircraft intending to use the airport.

(4) **Surfaces Described.**

(a) **Primary Surfaces.**

(i) The Primary Surface is a plane longitudinally centered on the runway centerline and extending 200 feet beyond the ends of prepared runway surfaces. The width of the Primary Surface for each runway is the same as the width of the inner portion of the Approach Surface for that runway.

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(ii) For purpose of this section, the center-points at the ends of each runway Primary Surface shall be considered as having the following coordinates and elevations:

<u>Runway</u>	<u>Centerpoint Coordinates</u>		<u>Centerpoint Elevation</u>
	<u>North</u>	<u>East</u>	<u>feet above sea level</u>
16R-34L	909607	1286460	358.20
	903409	1286325	361.54
3-21	904458	1286176	365.10
	908000	1288540	359.97C
16L-34R	907826	1290222	360.00
	904626	1290152	370.00

<u>Runway</u>	<u>Centerpoint Coordinates (NAD 83)</u>		<u>Centerpoint Elevation (NAVD 88)</u>
	<u>Latitude</u>	<u>Longitude</u>	<u>Feet above sea level</u>
16R	44°08'07.610"	123°13'08.960"	360.1
34L	44°06'36.766"	123°13'07.953"	365.5
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34R	44°06'59.478"	123°12'08.832"	373.6

(iii) The elevation at any point on the Primary Surface is the same as the elevation of the nearest point on the runway centerline. For purposes of this section, the runway centerline shall be considered as having a straightline grade between the two centerpoints for that runway as described in LC 16.245(4)(ii) above.

(b) Runway 16R-34L Approach Surface. This runway is a precision instrument runway aligned in a north-south direction and is designated as a primary runway. The inner edges of the Approach Surfaces coincide with the width of the Primary Surface at the ends of Runway 16R-34L and are 1,000 feet wide. Each Approach Surface extends outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the Primary Surface, its centerline being a continuation of the runway centerline. The Approach Surface for 16R and 34L extends outward and upward at a slope of 50 horizontal feet to one vertical foot beginning at the end of and at the same elevation as the Primary Surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline, thence slopes upward 40 horizontal feet to one vertical foot to an additional distance of 40,000 feet along the extended runway centerline.

~~(c) Runway 3-21 Approach Surface. This runway is a non-precision instrument runway, aligned in an east west direction and designated as a crosswind runway. The inner edge of the Approach Surfaces coincide with the width of the Primary Surface at the ends of Runway 3-21 and are 500 feet wide. Each Approach Surface extends outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the Primary Surface, its centerline being the continuation of the runway centerline. The Approach Surface extends outward and upward at a slope of 34 horizontal feet to one vertical foot, beginning at the end of and at the same elevation as the Primary Surface.~~

~~(d) Runway 16L-34R Approach Surface. This is a future runway to be is a precision instrument runway aligned in a north-south direction and will be designated as a secondary runway. The inner edges of the Approach Surfaces coincides with the width of the Primary Surface of the ends of Runway 16L-34R and are 2501,000 feet wide. Each Approach Surface extends outward uniformly to a width of 1,25016,000 feet at a horizontal distance of 50,000 feet from the Primary Surface, its centerline being the continuation of the runway centerline. The Approach Surface for 16L extends outward and upward at a slope of 20 horizontal feet to one vertical foot, beginning at the~~

end of and at the same elevation as the Primary Surface, to a horizontal distance of 10,000 feet along the extended runway centerline, thence slopes upward 40 horizontal feet to one vertical foot for an additional 40,000 feet along the extended runway centerline. The Approach Surface for 34R extends outward and upward at a slope of 34 horizontal feet to one vertical foot, beginning at the end of and at the same elevation as the Primary Surface, to a horizontal distance of 50,000 feet along with extended runway centerline.

(ed) Transitional Surfaces. These surfaces are adjacent to the ~~p~~Primary ~~s~~Surfaces and the ~~a~~Approach ~~s~~Surfaces. The surfaces slope upward and outward seven horizontal feet to one vertical foot, beginning at the side of and at the same elevation as the Primary Surfaces and the Approach Surfaces, and extend to where they intercept the Horizontal Surface at a height of 150 feet above the airport elevation. Where the Runway 16R-34L and 16L-34R Approach Surfaces pass through the Conical Surface, there are Transitional Surfaces sloping outward and upward seven horizontal feet to one vertical foot, beginning at the sides of and at the same elevation Approach Surface, and extending to where they intersect the Conical Surface. Where the Runway 16R-34L and 16L-34R Approach Surfaces extends beyond the Conical Surface, there are Transitional Surfaces sloping outward and upward seven horizontal feet to one vertical foot, beginning at the sides of and at the same elevation as the Approach Surface, and extending to a horizontal distance of 5,000 feet measured horizontally from the edge of the Approach Surface and at right angles to the runway centerline.

(fe) Horizontal Surface. The Horizontal Surface is described by swinging arcs of 10,000 feet radii from the center of each end of the Primary Surfaces of Runway 16R-34L and Runway 16L-34R-3.21, and connecting the arcs with tangent lines. The Horizontal Surface is a horizontal plane 150 feet above the elevation of the airport and for purposes of this section shall be considered as having an elevation of 515 feet above mean sea level. The Horizontal Surface does not include the Approach and Transitional Surfaces.

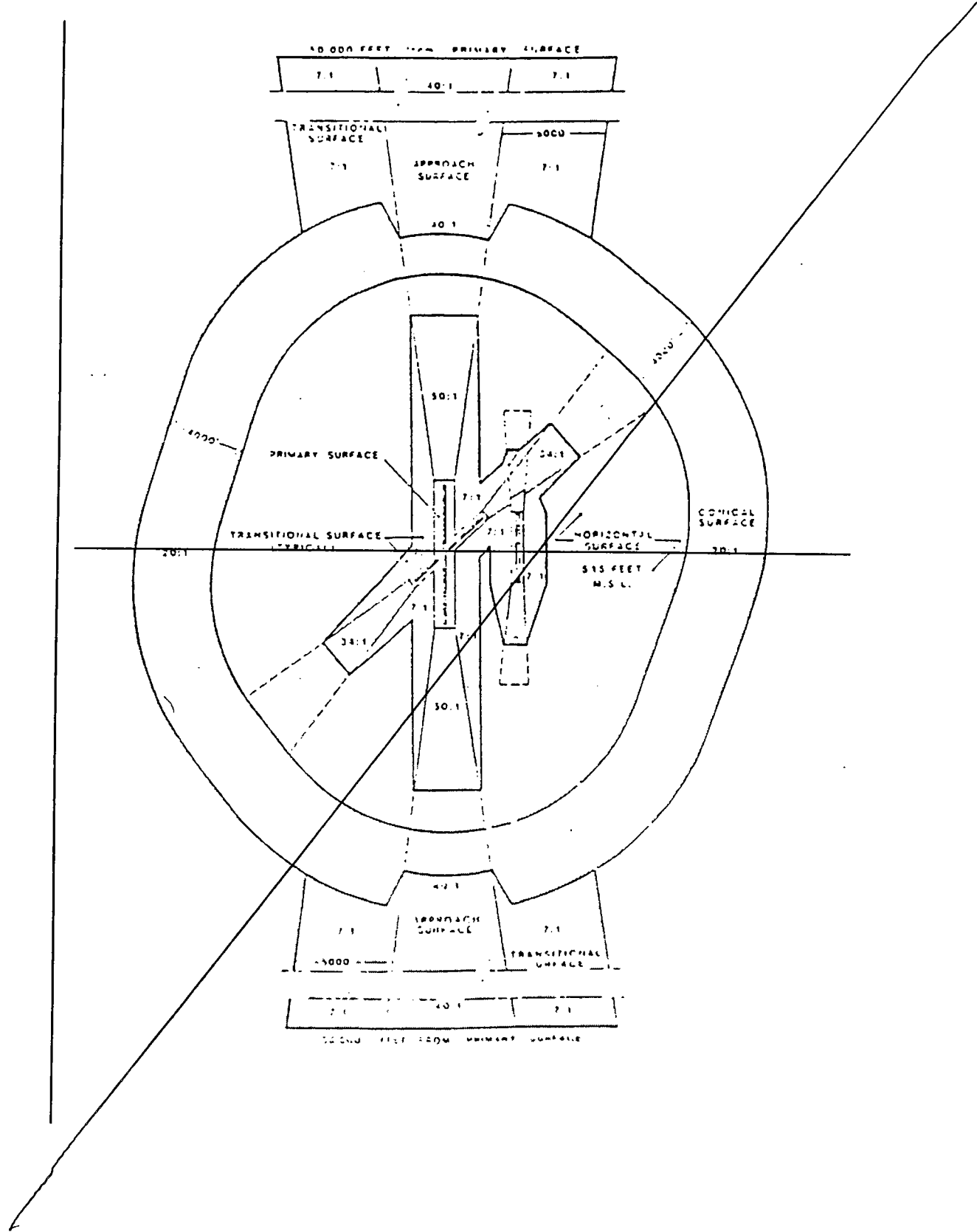
(fg) Conical Surface. The Conical Surface begins at the outer periphery of the Horizontal Surface and slopes outward and upward 20 horizontal feet to one vertical foot, starting at the elevation of the Horizontal Surface and extends outward a horizontal distance of 4,000 feet.

(5) Marking and Lighting. The owner of any existing structure or object that does not conform to the height limitations of this section shall be required to permit the installation, operation and maintenance thereon of such markers and lights as may be deemed necessary by the City of Eugene to indicate to the operators of aircraft in the vicinity of the airport, of the presence of such aircraft obstructions. Such markers and lights shall be installed, operated and maintained at the expense of the City of Eugene.

(6) Surfaces Diagramed. The surfaces described in LC 16.245(4) above are as illustrated in the diagram below: *(Revised by Ordinance 7-87; Effective 6.17.87)*

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