

Appendix A: Existing Sewer and Water Conditions in the Fort Drum region

The following section is a summary of the existing conditions of sewer and water systems in the Fort Drum region. The data contained within is based on a variety of sources, including phone interviews and e-mail with local governments, interviews with local engineering professionals, the 2004 Residential Communities Initiative (RCI) Community Presentation, the 2006 “Water and Sewer Capacity Assessment” for the City of Watertown and DANC prepared by Stearns and Wheler, and the 2006 Lewis County Comprehensive Economic Development Strategy. Information, unless otherwise indicated, is as of August of 2008. Keep in mind that a percentage of the existing usage, particularly of water systems, is a result of leakages in local distribution systems.

Jefferson County

Watertown/DANC

The existing sewage treatment and water filtration facilities in Watertown serve numerous communities and organizations, including the City and Town of Watertown and the Development Authority of the North Country (DANC), who have contracted with the city for sewer treatment and water service for their system. The DANC trunk lines feed into locally maintained systems serving Fort Drum and communities adjacent to the post, including sections of the Towns of Pamela, LeRay, Rutland, Watertown, Champion, and the Village of Black River. Each of the municipalities is responsible for the maintenance of local feeder lines and pump stations that tie into the DANC system, as well as local administrative functions. A portion of the existing capacity of both of the city’s facilities is allocated to DANC and the Town of Watertown through long-term contracts between the entities, with the rest of the capacity being available to the city for its use, with DANC having additional contracts in place with each of the municipalities it serves and Fort Drum.

Watertown’s water filtration facility can treat up to 15 million gallons of water per day, with 4 million gallons allocated for use by DANC clients, including Fort Drum. As of March 2008, on average, 5.5 million gallons of water per day is processed through the facility¹. Of this amount, the city and town of Watertown are using 4 million gallons with the remaining 1.5 million gallons being used by communities served by DANC, including Fort Drum. Over the last two years, the amount of water used by the city and town has decreased by over 800,000 gallons per day, due, in part, to an upgrading of significant portions of the city’s pipeline system, including trunk lines in the area of Public Square and along Arsenal Street². Fort Drum’s usage of water from the city, however, has increased substantially over the last two years, from an average of 800,000 gallons per day in 2006 to 1.5 million gallons per day in 2008. This is due to concerns about water quality at on-post wells after a long lasting fuel spill in the vicinity of WSAAF was found in 2006³. In several of the communities served by DANC, additional water supplies exist locally, in districts that are not along the DANC trunk line.

¹ “Water Usage from the City of Watertown Water Plant” E-mail from Gary Pilon, City of Watertown, August 14, 2008.

² Correspondence from Gary Pilon, August 14, 2008

³ Ibid

The city's Water Pollution Control Plant (WPCP) is permitted to treat up to 16 million gallons of sewage per day, based on maximum month flow. Of this capacity, 4.3 million gallons per day of the maximum month flow is allocated to DANC, based on several contracts between DANC and the city. As of 2006, DANC was exceeding its daily usage based on maximum month flow. Between 2003 and 2005, on average the WPCP treated 13.4 million gallons per day, of which 9.9 million gallons was from the city and town of Watertown and the remaining 3.5 million gallons was generated by Fort Drum and communities that have contracted for sewage treatment through DANC. The maximum month flow for the system was 20.2 million gallons per day, of which, 14.9 million gallons was from the city and town of Watertown and the remainder from communities served by DANC. The sewage created by DANC communities is routed into the WPCP via a direct force main from the Warneck Pump Station located approximately 2.4 miles from the WPCP site⁴.

A concern for Watertown, however, is that in periods of heavy rainfall or snowmelt, peak flows through the WPCP exceed allowable standards. The city is in the process of instituting a long-term control plan (LTCP) that will help to identify opportunities to lessen impacts to the existing sewer system in part, through "green" planning and the creation of stormwater retention facilities that will, over time, lessen direct stormwater flows into the WPCP.

Carthage and West Carthage

Carthage and West Carthage share many services and programs, including water and sewer facilities, due to their proximity to one another and the close relationship between the two communities. The water and sewer systems serve the two villages and portions of the towns of Wilna and Champion immediately adjacent to the villages. This includes the Carthage Central School District campus just outside of West Carthage. There are approximately 1,800 total connections to the sewer and water systems, of which 1,700 are residential connections⁵.

The Carthage and West Carthage Water Pollution Control Facility (WPCF) was built in the mid 1970's. The facility typically operates at approximately 25% of its adopted maximum capacity. Capacity for the WPCF is 2 million gallons a day and the facility processes, on average, 500,000 gallons per day of sewage. Based on typical usage (300 gallons per day) and an average household size of 2.5 persons per household, the plant could absorb the equivalent of 5,000 homes before reaching full capacity⁶.

The two communities have had an inter-municipal agreement for water since 1994. The facility has a 1 million gallon per day capacity for filtration and is currently using, on average, 450,000 gallons a day. While the full capacity is 1 million gallons, the villages would begin to look to plant expansion once usage reaches 750,000 gallons per day. A large portion of the existing use comes from several institutions, including the Carthage Area Hospital and a nursing home in the area. Based on typical usage (250 gallons per day per household) and average household size, the

⁴ Stearns and Wheler LLC (2006) "Water and Sewer Capacity Assessment City of Watertown, NY and Development Authority of the North Country"

⁵ Interview with Carthage/West Carthage officials, August 11, 2008

⁶ Ibid

system could absorb the equivalent of 1,200 homes before needing to think about expansion or 2,200 homes before reaching full capacity⁷.

Philadelphia

The Village of Philadelphia's water and sewer systems serve areas in the village and town of Philadelphia. According to the village's Department of Public Works, both the water and sewer facilities that are owned and maintained by the village are operating at 75% of capacity (200,000 gallon per day capacity for both sewer and water, with approximately 50,000 gallons per day of unutilized capacity on average.) The village's water system can absorb the equivalent of roughly 200 additional homes and its sewer system can add 166 more homes before reaching capacity⁸.

In addition to areas in the village, the village's sewer and water systems serve the Indian River Central School campus and several residential and commercial properties between the village and the campus. The village is also the water supplier for the Village of Theresa. Service to Theresa is provided via a recently completed trunk line along Route 26 between the villages.⁹

The village's water source and filtration facilities are on Fort Drum. The village has an existing easement that allows access to and use of the facilities. The village is looking to expand the existing water facility on the base in order to increase total system capacity¹⁰.

Black River

According to the Village of Black River's recently retired public works director, the total capacity for the village's water system is 738,000 gallons per day. The current residential and commercial customers served by the village water system are using, on average, 180,000 gallons of water per day. Based on this, the town is utilizing slightly less than 25 percent of their capacity. This includes customers in the Town of Rutland Water District #1, but not several projects proposed for the village as of August 2008, including a Wingate Inn hotel and a large residential subdivision. The town could absorb the equivalent of slightly more than 2,230 homes before reaching the capacity of its existing water system¹¹. While the village's sewer capacity is tied into that of the City of Watertown's WPCP through the DANC trunk lines along Route 3, the village is responsible for all lines that feed into the DANC system within the village boundaries, as well as all billing for sewer use¹².

⁷ Ibid

⁸ Interview with Village of Philadelphia officials, August 11, 2008

⁹ Ibid

¹⁰ Ibid

¹¹ Correspondence from Karl Vebber, August 11, 2008

¹² Interview with DANC, August 21, 2008

Antwerp

Based on an interview with the village's public works supervisor, Antwerp is in a position to absorb some additional growth in the coming years. The village's sewer facility is operating at one-half of its capacity of 120,000 gallons per day. Sewer capacity exists to serve an additional 200 homes in the village¹³.

The village is in a strong position with its existing water service, with enough capacity to serve the equivalent of slightly more than 930 additional homes. Water service extends northward along Route 11 to the village's water tower, approximately one mile north of Antwerp village, while sewer service is limited to the municipal boundaries of the village¹⁴.

Evans Mills

Both sewer and water inside of the village boundaries serve the Village of Evans Mills, located to the north of the post. The village's sewer system is currently operating at 85 percent of capacity. There is capacity for approximately 50 additional homes to be connected to the system. The village is in the early stages of consideration in the upgrading and expansion of the existing sewer facilities¹⁵.

The capacity of the village's water filtration facility is somewhat greater, with existing capacity on hand to handle 300 more homes. While capacity exists in the overall water system, according to Evans Mills officials, the village will soon be replacing its water tower along Route 11. The village looks to construct the new tower in the spring of 2009. Once this construction is complete, the village would be able to allow a limited amount of additional development to take place, and to expand its existing sales of water to areas in the Town of LeRay adjacent to the village¹⁶.

Deferiet and Herrings

The villages of Deferiet and Herrings each have independent water and sewer systems in place. In both cases, due to the small size of the municipalities limiting their ability to fund expansion of their existing systems, there is a limited additional sewer capacity of no more than a few dozen homes between the two villages.¹⁷

Deferiet has an excess of water capacity in the range of 160,000 gallons per day in their facility. This is due to the closure of the village's paper mill along the Black River, at one time the biggest user of Deferiet's water supply. At the same time, Herrings is looking for an alternative water source, since their existing water supply has been contaminated by the former location of a large scale dry cleaning business in the village. While Herrings has been able to do a great deal

¹³ Interview with Village of Antwerp officials, August 13, 2008

¹⁴ Ibid

¹⁵ Interview with Village of Evans Mills officials, August 15, 2008

¹⁶ Ibid

¹⁷ Interview with Kris Dimmick, Bernier Carr, August 20, 2008

of work to make their water potable, this process is costly, and the physical plant of their water facility is aging. As of August, 2008, the Village of Herrings and the Village of Deferiet are investigating the potential sale of water from Deferiet to Herrings. This water would be delivered to Herrings by a pipeline along the Route 3 corridor, a distance of approximately one mile¹⁸.

Lewis County

Castorland

The Village of Castorland has both sewer and water systems that serve the village. Based on the 2006 Lewis County Comprehensive Economic Development Strategy, Castorland's sewer system has a total capacity of 25,000 gallons per day. The existing village sewer system is operating at over 100% of its legal capacity, and the village is currently in non-compliance with state regulations¹⁹.

Conversely, the village's water supply is operating at less than 25 percent of its available capacity, with the village having enough remaining capacity at its water plant to add the equivalent of nearly 550 homes to the system²⁰.

Copenhagen

In Copenhagen, the village is struggling to meet its infrastructure needs. As of 2006, the village's water facility was operating at 80% of the plant's capacity, with 20,000 gallons per day of remaining capacity. Based on an interview with the village's public works supervisor, the village is in the intermediate stages of improving and expanding its water filtration facilities, having recently received a \$2 million grant and a \$1 million dollar loan from the NY State Environmental Facilities Corporation's Drinking Water State Revolving Fund to pay for the expansion²¹. As part of this project, Copenhagen is in the process of acquisition of a new water source since its current water supply is not a clean source²². These improvements are expected to be completed in the 2010-2011 timeframe²³. Once this expansion is complete, the village may work with the Town of Denmark to extend service into areas of the town adjacent to Copenhagen.

¹⁸ Ibid

¹⁹ 2006 Lewis County Comprehensive Economic Development Strategy

²⁰ Ibid

²¹ New York State Environmental Facilities Corporation (2008) "Environmental Facilities Corporation Announces \$3 Million For Copenhagen Water Project" Retrieved on August 22, 2008 from <http://www.nysefc.org/home/index.asp?page=8&recordid=688>

²² WWNY TV (2008) "Water Project in Copenhagen Moving Forward, Despite Not Owning Water Source" Retrieved on August 22, 2008 from <http://www.wwnytv.net/index.php/2008/08/01/water-project-in-copenhagen-moving-forward-despite-not-owning-water-source/>

²³ Interview with Village of Copenhagen Public Works, August 11, 2008

The village's sewer facility serves areas within the village boundaries. Completed in 1999, the facility is operating at its adopted capacity of 100,000 gallons per day as of 2006. There are no plans in place to expand the village's sewer facility²⁴.

Harrisville

Based on an interview with the village's Public Works Superintendent, Harrisville has village-wide water service. The village water system also serves several residential properties adjacent to the village limits. As of August, 2008, the village's water system is operating at 20% of capacity, and could handle the equivalent of nearly 2,700 additional homes before reaching capacity.

Harrisville has discussed the creation of sewer service within the village. There is no timeframe on construction of a system, since funding is not available for the construction of a village-wide sewer system at this time.

Lowville:

Based on correspondence from the Lowville village administrator, the village's water system serves all of the Village, water districts within the Town of Lowville, and sections of the towns of Martinsburg and Watson. The system is currently operating at more than 80 percent of the allowed capacity, and could absorb the equivalent of 800 additional homes at the existing capacity²⁵.

The village's sewer system serves areas mostly in the village and town of Lowville. The system is operating at 56 percent of the available capacity, . The village could absorb the equivalent of nearly 2,700 additional homes without additional capacity being added to the existing system. The village is in the process of relocating its sewage discharge point from Mill Creek, adjacent to the existing treatment facility to the Black River. This will allow the village to increase its daily discharge limit to 1.8 million gallons of waste per day²⁶.

St. Lawrence County

Gouverneur

The Gouverneur sewer system serves both areas inside of the village and areas within the Town of Gouverneur's Sewer District 1. The main treatment facility has a total capacity of 3.76 million gallons. On average, the village is processing less than 1 millions gallons of waste per day. In peak periods of heavy rainfall, since storm sewers are directly tied into the overall system, the outflow from the village's sewer facility into the Oswegatchie River exceeds the allowable limit, causing the village to operate under a consent order with the NYS Department of Conservation.

²⁴ 2006 Lewis County Comprehensive Economic Development Strategy

²⁵ Email from Village of Lowville, August 12, 2008

²⁶ Virkler S. "Lowville sewage project to cost far less than expected" *Watertown Daily Times*, April 29, 2008

In late 2008 or early 2009, the village will commence on a \$2.4 million upgrading of its existing sewer plant. These improvements will include providing aerators for the holding lagoons, aiding in providing a limited amount of increased capacity for the facility in order to draw industrial growth to the community²⁷. Also, in 2010-2011, during the proposed NYSDOT upgrading of Main Street (Route 11), the village looks to upgrade the existing sewer and water pipes along this corridor²⁸. While much of the existing system has been upgraded over the years, the village needs to work to separate storm sewers from the sanitary sewer system.

The village's water system serves over 4,250 residents within the village limits. On average, 715,000 gallons of water per day are purified at the town's water filtration plant²⁹. The village's water treatment facility has a total capacity of 2 million gallons per day. However, due to the lack of 24 hour staffing or automation of the facility, its effective capacity is in the range of 850,000-900,000 gallons per day³⁰. The village is in the early stages of investigating measures that would allow Gouverneur to increase the effective capacity of its water plant. The Town of Gouverneur contracts with the village for water for a limited number of homes and businesses adjacent to the village. DANC supplies technical assistance to the town for its water system³¹

²⁷ Ellen, M. (2008) "Village to upgrade its sewage system" *Watertown Daily Times*, May 20, 2008

²⁸ Interview with Dorothy Vorce, Gouverneur Mayor, August 22, 2008.

²⁹ ***Village of Gouverneur 2007 Water Quality Report.***

³⁰ Interview with Mickey Lehman, Bernier Carr, August 19, 2008

³¹ Interview with Village of Gouverneur Water Filtration Plant officials, August 20, 2008

**APPENDIX B:
TRAFFIC COUNTS ON KEY STATE HIGHWAY SEGMENTS IN THE FORT DRUM REGION**

Route	Section End	Count 1 Year	Count	Count 2 Year	Count	Count 3 year	Count	Current Count*
3	Salmon Run Mall	1999	7,310	2001	9,450	2002	7,520	7,190
3	Across Rt 81	1997	20,890	1998	22,110	2004	22,920	23,320
3	Water W. City Line	1998	22,070	1999	18,760	2004	23,910	24,330
3	Watetown E. City Line	1998	8,840	2000	8,760	2003	8,650	8,880
3	Route 342	2003	6,070	2004	7,730	2005	8,300	8,370
3	Route 26	1999	6,850	2002	6,800	2005	5,900	5,950
11	Watertown S City Line	1998	12,670	1999	11,650	2004	12,060	12,270
11	Route 37	2001	13,760	2004	13,420	2005	11,280	11,370
11	Route 342	1998	7,350	2000	7,430	2003	8,820	7,710
11	OIF Drive (North Memorial)	2003	15,790	2004	16,780	2005	17,350	19,290
11 & 26	Evans Mills	1999	8,410	2002	9,190	2005	9,900	9,970
11	Philadelphia	1999	8,460	2001	8,900	2004	9,780	9,970
11	St. Lawrence County Line	1997	5,010	1998	5,260	2004	4,750	4,840
26	Jefferson County Line	1998	4,270	2002	4,020	2005	2,810	2,840
26	West Carthage	1998	6,160	2000	6,860	2003	7,320	5,870
26	Route 3	1999	4,160	2003	4,760	2005	4,180	5,150
26	CR 37	1998	5,550	2003	6,910	2005	7,870	7,940
26	Evans Mills	1999	3,920	2001	3,710	2004	4,820	4,900
11 & 26	Philadelphia	1999	8,460	2001	8,900	2004	9,780	9,970
26	Theresa	1996	1,480	1997	1,440	2003	1,650	1,570
I 81	Arsenal St	1994	14,550	1997	14,700	2003	16,470	19,540
I 81	Coffeen St	1998	17,880	1999	21,340	2004	20,320	21,200
I 81	Bradley St	1997	20,550	2004	22,730	2005	24,030	24,560
I 81	Rt 342	2001	20,880	2004	19,850	2005	18,860	19,270
I 81	Rt 411	2003	9,350	2004	9,130	2005	9,470	9,230
283	Watertown E. City Line	1998	6,350	2000	7,350	2004	6,810	6,930
283	Rt 342	1998	5,460	2000	6,310	2003	5,770	5,920
342	NY 37	1999	14,070	2001	13,590	2004	14,480	12,740
342	Rt 11	1999	11,530	2002	9,390	2004	13,000	13,220
342	RT 283	1998	7,410	2000	7,620	2003	7,320	6,810
342	Rt. 3	1999	3,750	2001	3,870	2004	5,430	5,530

* 2006 Traffic Count data - NYSDOT

APPENDIX C: NOISE ZONES AND APZS ON FORT DRUM

Aviation training is a significant mission on Fort Drum at WSAAF. Aviation training has increased on-post, although no additional routes have been established since the beginning of Transformation. Aviation operations also produce noise and accident potential safety risks.

To measure environmental noise, the Department of Defense (DoD) uses a widely accepted evaluator, the day-night sound level (DNL). The Environmental Protection Agency recommends this DNL evaluator, which describes the average daily acoustic energy over the period of one year—meaning it averages moments of quiet with moments where loud noises can be heard.

When measuring noise levels from aircraft, vehicles and small arms, acoustical experts screen out very high and low sound frequencies, which are beyond the range of human hearing. DNL measurements are “weighted” to reflect what people actually hear (A-weighting). Similarly, intense low-frequency noise that can cause vibration in nearby homes is weighted to reflect what people actually feel (C-weighting).

Noise levels are measured in terms of a quantity known as decibels (dB). Normal speech has a noise level of approximately 60 dBA and a busy street corner has a noise level of approximately 80 dBA. Table 1 below reflects common sound levels in dBA for comparison.

Table 1: Comparable Noise Levels

SOUND	dBA	EFFECT
Jet Engines (Near)	140	
Shotgun Firing	130	
Jet Takeoff (100-200 Feet)	130	Threshold of pain (125 dBA)
Thunderclap (Near)	120	Threshold of sensation (120 dBA)
Power Saw (Chain Saw)	110	
Jet Fly-over (1000 Feet)	103	
Garbage Truck/Cement Mixer	100	Regular exposure for 1 minute or more risks permanent hearing loss
Farm Tractor	98	
Lawnmower, Food Blender	85-90	Level at which hearing loss begins (8 hour exposure)
Recreational Vehicles, TV	70-90	
Diesel Truck (40 Mph, 50 Feet)	84	
Garbage Disposal	80	Annoyance; constant exposure may cause hearing loss
Washing Machine	78	
Dishwasher	75	
Vacuum Cleaner	70	Intrusive, interference with conversation
Hair Dryer	70	
Normal Conversation	50-65	Comfortable (under 60 dBA)
Refrigerator Humming	40	
Whisper	30	Very quiet
Rustling Leaves	20	Just audible
Normal Breathing	10	
	0	Threshold of normal hearing (1000-4000 Hz)

Source: National Institute of Deafness and Other Communication Disorders

To assist the surrounding communities in land use decisions, the Army uses planning zones to separate noise levels into four categories: Land Use Planning Zone (LUPZ), Zone I, Zone II and Zone III. Noise zones are generally defined as follows:

LUPZ. This is an area around a noise source which is between 60 and 65 dBA or 57 and 62 dBC and acts as a buffer in Zone I where the noise could reach Zone II levels during periods of increasing operations. This zone provides the post with an adequate buffer for land use planning, and can reduce conflicts between installation noise producing activities and the civilian community.

Zone I. This area, considered to have moderate to minimal noise exposure, includes areas in which DNL is less than 65dBA or 62 dBC and is acceptable for all types of noise sensitive land uses. Because of the minimal impact, this Noise Zone is not depicted on Noise Contour maps.

Zone II. This area is considered to have significant noise exposure and is normally unacceptable for noise-sensitive land uses. It consists of an area in which the DNL is between 65 and 75 dBA or 62 and 70 dBC.

Zone III. This is an area around the source of noise in which the DNL is greater than 75 dBA or 70 dBC. This zone is considered an area of severe noise exposure and is unacceptable for noise sensitive activities.

Figure 1 depicts the Future Noise Contours for large caliber arms (such as those associated with Bradley Fighting Vehicles, etc.) and demolition operations. These noises are the C-weighted type that people often describe as "feeling" and as having vibration.¹ The Land Use Planning Zone (LUPZ) [57 - 62 CDNL] noise contour extends beyond the western boundary approximately 1,400 meters, near Philadelphia; beyond the northwestern boundary approximately 2,500 meters, encompassing Antwerp; beyond the northern boundary less than 700 meters; beyond the eastern boundary less than 5,500 meters, encompassing Natural Bridge and crossing State Highway 3; and beyond the southern boundary less than 1,300 meters, near Herrings. The Zone II [62 - 70 CDNL] noise contour extends beyond the western boundary approximately 400 meters, near Philadelphia; beyond the northwestern boundary approximately 100 meters, near Antwerp; beyond the northern boundary less than 100 meters; beyond the eastern boundary less than 2,300 meters, near Natural Bridge; and beyond the southern boundary less than 400 meters, near Herrings. The Zone III [> 70 CDNL] noise contour extends beyond the eastern boundary less than 1,000 meters, north of Natural Bridge.

¹ US ARMY CENTER FOR HEALTH PROMOTION AND PREVENTIVE MEDICINE (CHPPM) memo dated March 2007. All of the initial data concerning the following text is directly from this memo.

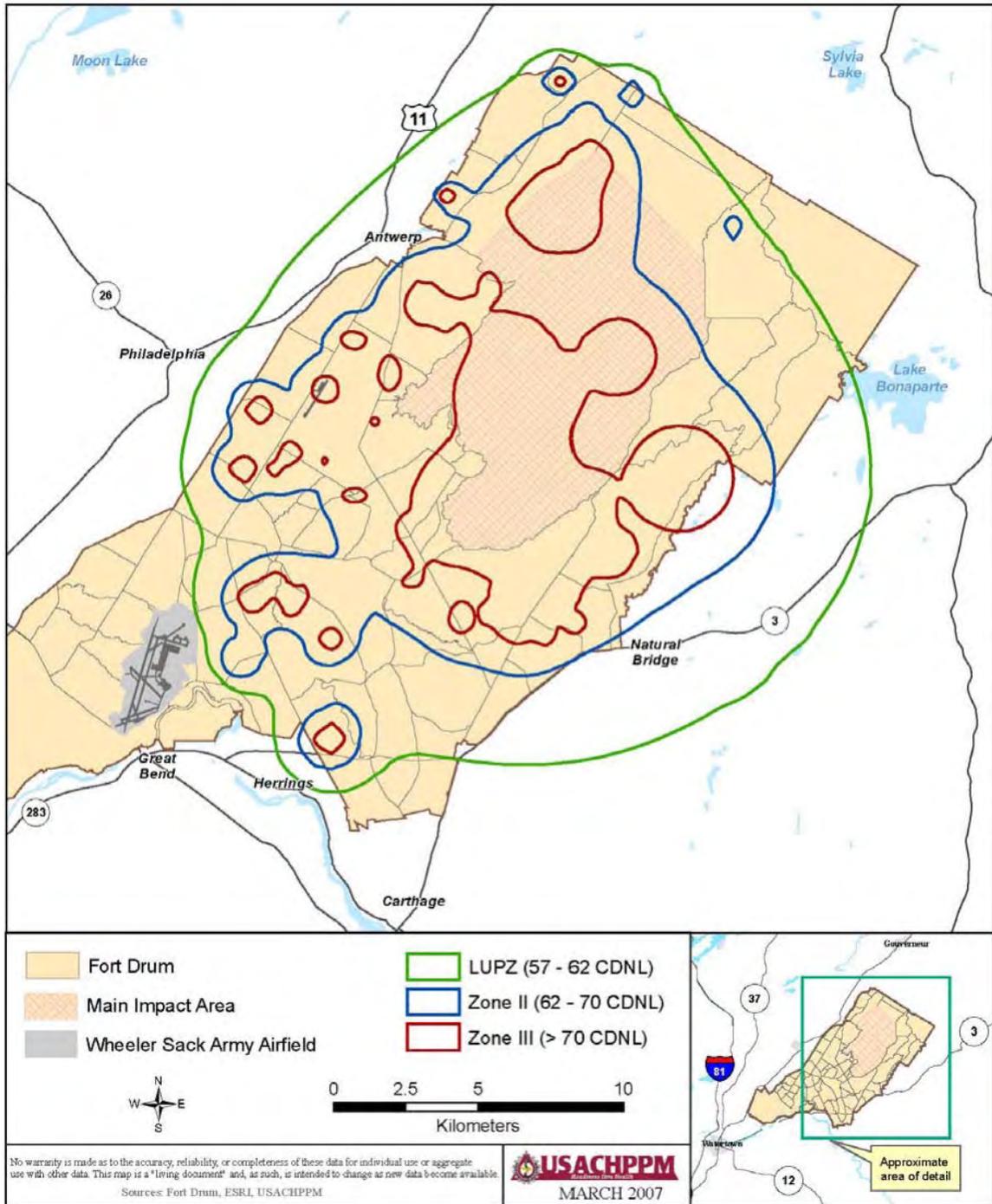


Figure 1: Fort Drum Future Demolition and Large Caliber Operation Noise Contours.
 Courtesy USACHPPM and Fort Drum.

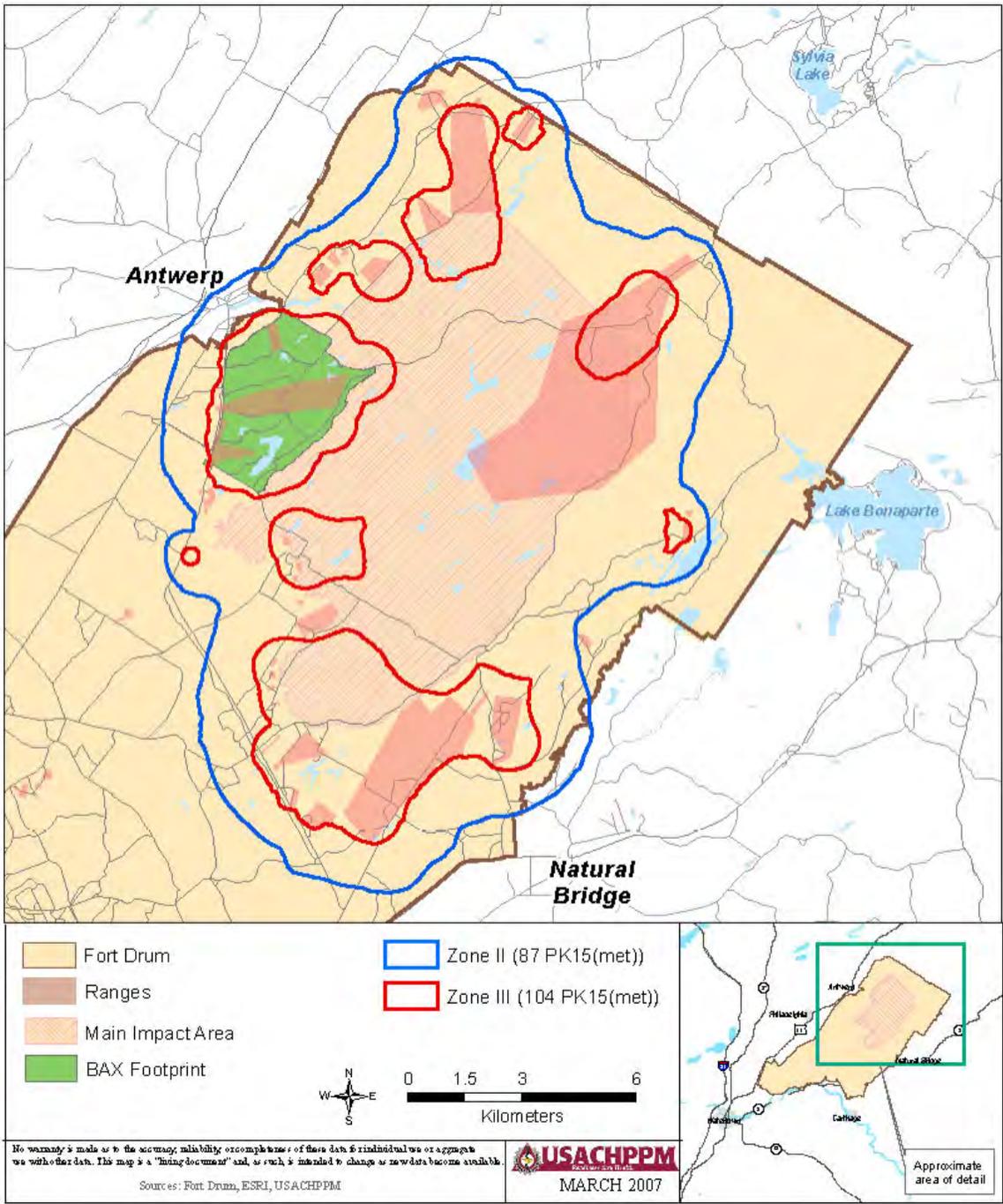


Figure 2: Fort Drum future small arms operational noise contours. Courtesy USACHPPM and Fort Drum.

Figure 2 depicts the future noise contours for small arms (hand-held arms) on Fort Drum. The green BAX footprint is the new range which replaces an existing range. The existing activity in the proposed BAX area is similar and therefore the additional activity from the BAX will not alter the noise contours beyond the installation boundary. The Zone II [PK15(met) 87 dB] noise contour extends beyond the north boundary less than 500 meters; beyond the eastern boundary less than 500 meters, near Natural Bridge; and beyond the western boundary less than 1,000 meters, into Antwerp. The Zone III [PK15(met) 104 dB] noise contours do not extend beyond the boundary.

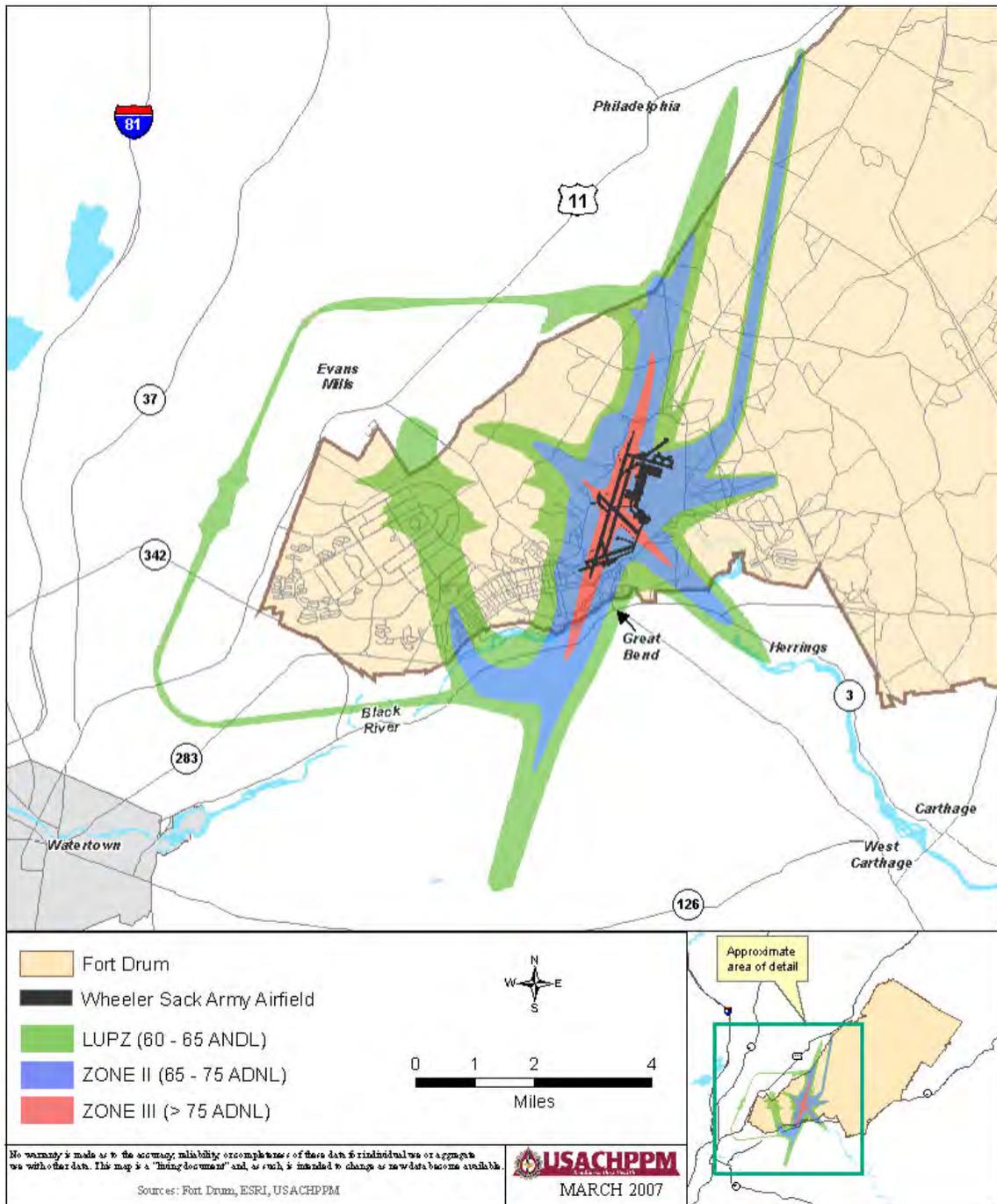


Figure 3 WSAAF Future operation noise contours. Courtesy USA CHPPM and Fort Drum.

Figure 3 depicts the future aircraft operational noise contours around Wheeler-Sacks Army Air Field. The LUPZ (60 – 65 ADNL) noise contour extends approximately two-and-a-half miles beyond the boundary toward Philadelphia; approximately one-and-3/4 miles beyond the boundary toward Herrings; and approximately four-and-3/4 miles beyond the boundary between Black River and Great Bend. The LUPZ (60 – 65 ADNL) noise contour extends beyond the western boundary between one and four miles following the western aircraft traffic patterns,

extending beyond U.S. Highway 11. Even though the area inside the western helicopter traffic pattern (such as Evans Mills and the Fort Drum cantonment area) is below 60 ADNL, it should be noted that distant helicopter noise may still be audible to the attentive listener.

The Noise Zone II (65 – 75 ADNL) contour extends beyond the boundary less than 1/4 mile toward Philadelphia; approximately one mile beyond the boundary toward Herrings; and approximately two-and-3/4 miles beyond the boundary between Black River and Great Bend. The area within Noise Zone II consists of primarily agriculture or wooded land with scattered residences. The Noise Zone III (> 75 ADNL) contour extends beyond the southern boundary approximately 3/4 of a mile between Black River and Great Bend. The area within Noise Zone III consists of primarily agriculture or wooded land with scattered residences.

Figure 4 depicts the future aircraft operational noise around the Primary Adirondack Range located in the northeast corner of the installation. The LUPZ (60 – 65 ADNL) noise contour extends approximately 1,000 feet beyond the boundary. The Noise Zone II (65 – 75 ADNL) contour extends approximately 350 feet beyond the boundary. The aircraft activity does not create a Noise Zone III (> 75 ADNL) contour.

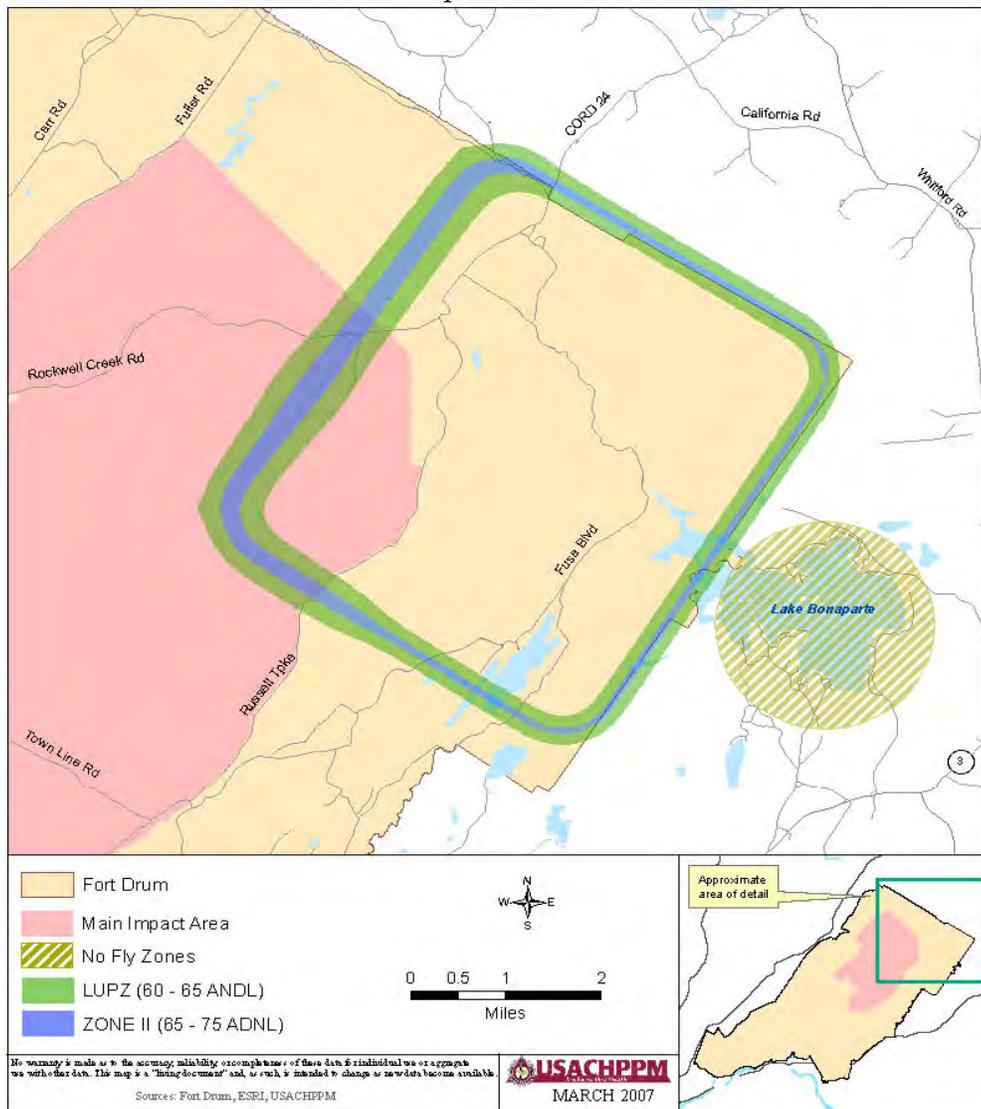


Figure 4: Primary Adirondack Range Future aircraft operation noise contours.
 Courtesy USACHPPM and Fort Drum.

Encroachment occurs when physically adjacent military and civilian land uses generate one or both of the following effects:

- nearby community development interferes with the ability of the military to perform its mission or causes modifications to military operating procedures; or
- members of the public are exposed to a higher than normal level of operational impacts associated with military activities, such as noise, smoke or the risk of an aircraft mishap.

When compatible, land uses can exist next to each other without causing interference with military exercises or exposing people to undue safety risks or nuisance. Army training activities raise compatibility issues when next to the following nearby land uses:

- noise sensitive uses, such as housing, schools, medical facilities or places of worship;
- uses that tend to concentrate people (certain higher residential densities, schools, churches, hospitals); and/or
- uses as noted above that can interfere with safe air navigation, such as tall structures, or activities that throw off excessive lighting, smoke or dust and may impair vision.

Guidance for land use compatibility is drawn from The Federal Interagency Committee on Urban Noise land use guidelines (FICUN 1980) as shown in Tables 2 and Table 4 of the Fort Drum Story report. Uses shown in green are typically compatible with the level of noise exposure or safety risk associated with each particular zone. Use depicted in yellow are conditionally compatible and may require further protection measures, such as indoor noise reduction. The guidelines deem activities shown in red as unacceptable within the given zones, indicating that strict prohibition of the use is the most appropriate regulatory action.

Table 2. Land Use Compatibility Guidelines, APZs

LAND USE	CLEAR ZONE	APZ I	APZ II
Single Family Unit	N	N	Y
Multifamily Dwellings	N	N	N
Manufacturing	N	N	Y
Trans, Comm and Utilities	Y	Y	Y
General Retail	N	N	Y
Restaurants	N	N	Y
Personal Services	N	N	Y
Other Services	N	N	Y
Government Services	N	N	Y
Educational Services	N	N	N
Cultural Activities	N	N	N
Medical Services	N	N	N
Churches	N	N	N
Playgrounds	N	N	Y
Regional Parks	N	Y	Y
Assembly Areas	N	N	N
Other Outdoor Recreation	N	Y	Y
Agriculture	Y	Y	Y
Livestock Farming	N	Y	Y
Forestry Activities	N	Y	Y
Permanent Open Space	Y	Y	Y

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; 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) [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 [Accident potential zone 1]	All other APZ-s	0.4 (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 Not Absolute
APZ-2 (NASP) [Accident potential]	Immediately in line with Sherman Field North & West runways	2

zone 2] APZ-2 [Accident potential zone 2]	All other APZ-2s	3
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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 (Clear zones)	Areas at the end of the airfield runways	0
APZ-1(Accident potential zone-1)	All APZ-1s	0.4(1d.u/2.5 ac)
APZ-2 (Accident potential zone-2)	All APZ-2s	3
B (Area B)	An area that does not fall under a AICUZ APZ or noise contour, but is close enough to the installation to affect airfield operations; Area B includes land on all sides of the NOLF Saufley boundary	3 <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 AICUZ APZ or noise contour, but is close enough to the installation to affect or be affected by airfield operations; Area B includes land abutting all sides of the NOLF Site 8 boundary.	3 <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

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.

The Pensacola Regional Airport Real Estate Disclosure Area shall be comprised of all properties abutting the Pensacola Regional Airport and all properties within noise zone A, B, or C. The area is depicted on the “Pensacola Regional Airport Real Estate Disclosure Area” map which is adopted by reference, located in the Department of Planning and Zoning offices, and is available for review during normal business hours.

- F. *Split parcels.* For purposes of regulating parcels split by PNSPD lines, only that portion of a parcel that falls within the PNSPD shall be subject to the conditions of the PNSPD. For parcels located within more than one noise zone inside PNSPD, the more stringent requirements shall apply to the entire parcel.



Figure 1

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.

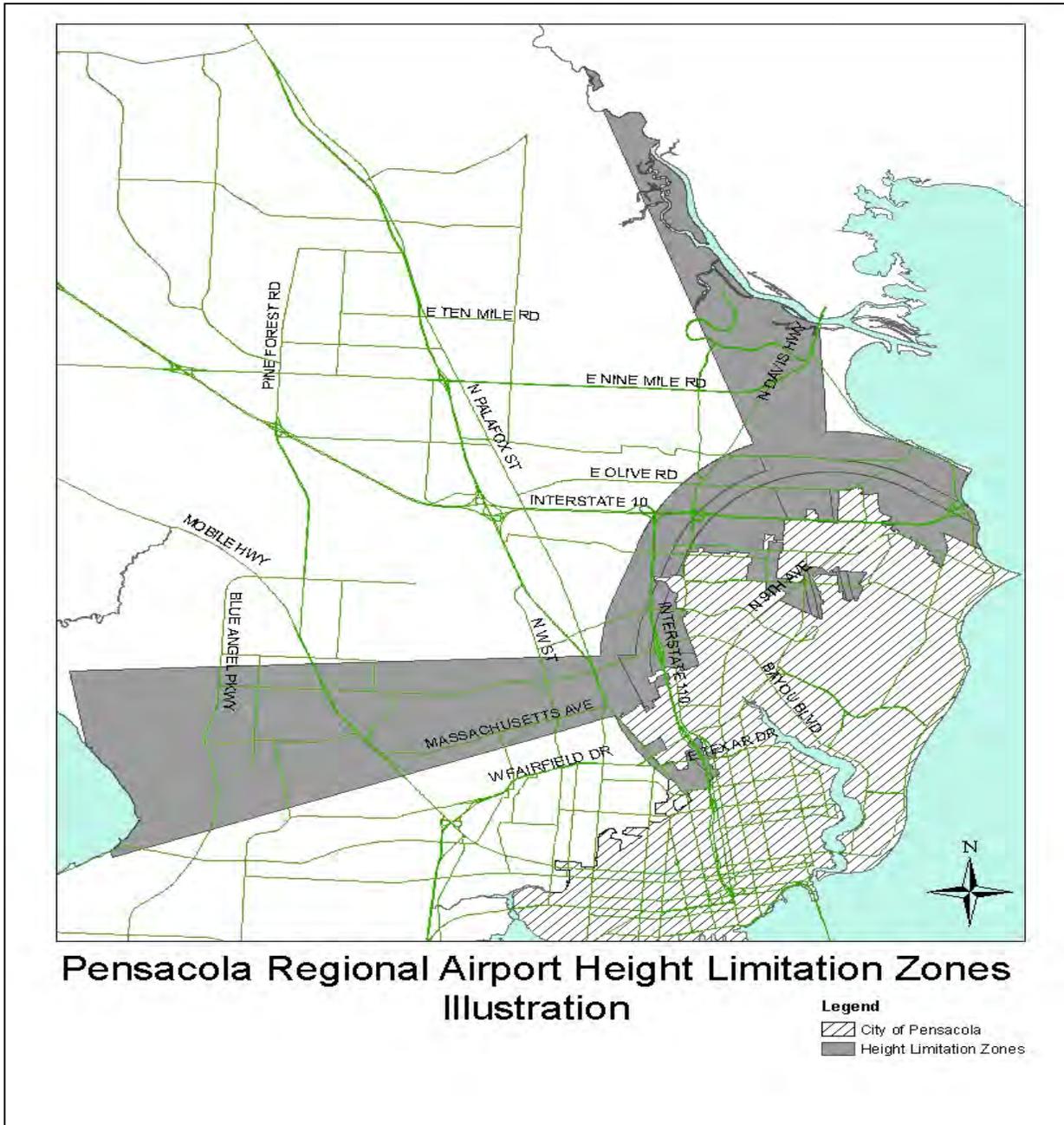
11.04.01. General Height Restrictions.

- 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.

APPENDIX E: SAMPLE LIGHTING STANDARDS

Town of LeRay, NY

§ 158-31. Lighting systems.

- A. General. Adequate lighting shall be provided on a site to ensure safe movement of persons and vehicles and for security purposes. Lighting standards shall be of a type approved by the Planning Board. All lighting shall be designed and arranged so as to minimize glare and reflection on adjacent properties.
- B. Design. The following design standards shall be followed on all site development plans:
- (1) The style of the light and light standard should be consistent with the architectural style of the principal building.
 - (2) The maximum height of freestanding lights should not exceed 35 feet.
 - (3) All lights should be shielded to restrict the maximum apex angle of the cone of illumination to 150°.
 - (4) Where lights along the property lines will be visible to adjacent residents, the lights should be appropriately shielded.
 - (5) Spotlight-type fixtures attached to buildings should be avoided.
 - (6) Freestanding lights should be so located and protected to avoid being easily damaged by vehicles.
 - (7) Lighting should be located along streets, parking areas, at intersections and where various types of circulation systems merge, intersect or split.
 - (8) Pathways, sidewalks and trails should be lighted with low or mushroom type standards.
 - (9) Stairways, sloping or rising paths, building entrances and exits should be illuminated.
 - (10) Lighting should be provided where buildings are set back or offset.
 - (11) The following intensity in footcandles should be provided:
 - (a) Parking lots: an average of 1.0 footcandles.
 - (b) Intersections: 2.0 footcandles.
 - (c) Maximum at property lines: 0.6 footcandles.
 - (d) In residential areas: average of 0.6 footcandles.

APPENDIX F - GROWTH MODELING METHODOLOGY

While it is not possible to predict how and where new development will happen in the future, using existing conditions as a guide reasonable assumptions can be made to approximate new growth. Growth modeling was completed using ArcGIS with the CommunityViz® extension. Model inputs were based on existing parcel obtained from the three Fort Drum Region counties, and environmental data obtained from New York State GIS Clearinghouse and the Cornell University Geospatial Information Repository.

The growth modeling exercise begins with determining the quantity of new growth at the end of 20 years, utilizing two different growth rates: Status Quo growth (lower growth) and Hyper growth (higher growth). The Status Quo growth rate is based on a continuation of recent growth rates (2000 to 2007) for the next 20 years. The Status Quo growth rate translates into approximately 1% annually in the gate communities and 0.5% annually in range communities. The Hyper growth rate is based on growth rates from a second half of the 1980s, immediately following expansion of Fort Drum. The Hyper growth rate translates into approximately 3% annually in gate communities and 2.5% annually in range communities. While it is impossible to predict how the region will grow in the future, these two different alternatives provide realistic scenarios based on current and historical trends.

All four scenarios explored in the growth model used the same basic spatial inputs. Lands with slopes greater than 25%, land within 100-year floodplains, and land within New York State DEC wetlands and their associated 100-foot buffer were excluded from the analyses. Existing parks and preserved land were also excluded. Lastly, parcels that did not meet minimum size requirements, as explained below, were also excluded. Based on parcel data it was determined that in the gate communities the average lot size for the last decade is approximately one acre for areas with public water and sewer and three acres for homes using wells and septic. In the range communities the average lot size for the same period is approximately four acres (only the Village of Gouverneur has public utilities, and therefore smaller average lot size). In the City of Watertown the average lot size was estimated to be $\frac{1}{5}$ of an acre. These average lot sizes provide the basis for the growth analyses.

New growth within each of the four growth scenarios uses the average lot sizes previously discussed. For existing development, it was assumed that subdivision of lots less than twice the average lot size was unlikely, and therefore these lots were excluded from the growth analyses.

The above inputs were filtered through two distinct development patterns: Dispersed and Centered. The Dispersed development pattern directs approximately 60% of new growth to locate near existing homes in the region, regardless of whether such homes are located in villages, subdivisions or on a single lot in relative isolation. Because there is an existing concentration of development in certain communities in the region – namely those communities nearest the Fort gates, even under the Dispersed growth pattern, there will be a significant concentration of new development in existing, higher-growth areas. The remaining 40% of growth under the Dispersed development pattern is scattered randomly throughout the region.

In contrast, the Centered development pattern directs approximately 75% of the new growth in and around village and hamlet centers, as well as the City of Watertown. For the remaining 25% of future growth under the Centered development pattern, the Dispersed development pattern (described above) is followed.

For each new home, the computer assigns a year-built date based on the dispersed or centered growth scenario and based on the status-quo or hyper growth rates. These year-built data are translated into the 5-year, 10-year, and 20-year modeling results depicted later in this report. It should be noted that while the growth model sets parameters and locational preferences for new growth (the Dispersed and Centered development patterns), ultimately the exact location of new homes modeled within all the scenarios is random.

Based on the above methodology, the quantity of growth was modeled for the Fort Drum region under two contrasting growth rates and subsequently applied to the landscape under two contrasting development patterns. Together these variables created the four growth scenarios that are described in Chapter 3 of this plan.

APPENDIX G - COMMUNITY PREFERENCE EVALUATION

At a series of three workshops, participants were asked to quickly rate a series of images depicting various development types or patterns, based on how appropriate the particular form of development would be for the Fort Drum region. Participants graded each image on a scale of -3 to +3 with -3 being the most inappropriate and +3 being the most appropriate. Participants also had the option to provide brief comments clarifying their score for each image. A total of 42 images were viewed. The images were grouped into three categories:

- Landscape Patterns
- Commercial Development
- Residential Development

Total Participants = 45

Jefferson County = 14

St Lawrence County = 18

Lewis County = 13

1) Landscape Patterns

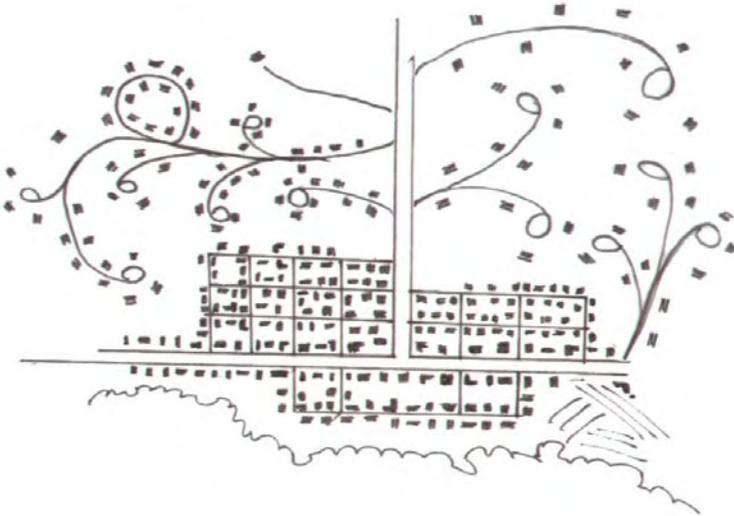


Image 1

Village Edge

Total Average **-0.42**

Jefferson **-0.21**

Lewis **-0.85**

St Lawrence **-0.28**

Comments

- not very pretty
- too Spread out
- erratic development, no connectivity

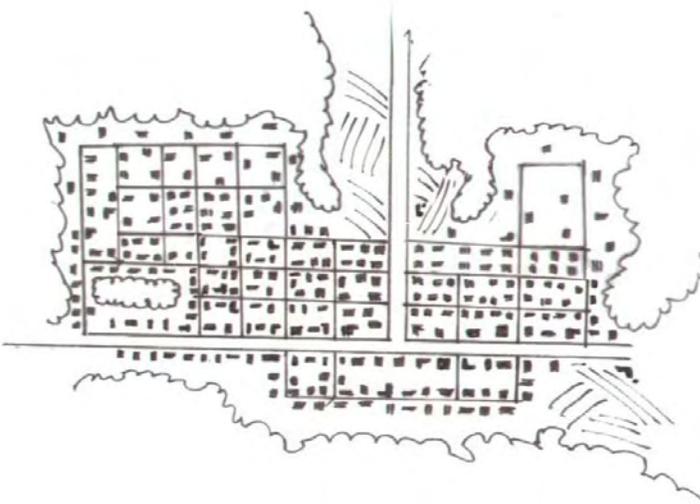


Image 2

Village Edge

Total Average **0.73**

Jefferson **0.57**

Lewis **1.23**

St Lawrence **0.50**

Comments

- allows for less growth elsewhere
- tight
- traditional organized



**Image 3
Neighborhood Area**

Total Average 0.22

Jefferson 0.64

Lewis -0.23

St Lawrence 0.22

Comments

- little trees
- too spread out for neighborhood
- large lots, but still nice



**Image 4
Neighborhood Area**

Total Average 0.80

Jefferson 1.29

Lewis 0.77

St Lawrence 0.44

Comments

- would have to be spread out
- small lots
- too regulated



**Image 5
Village Edge**

Total Average 1.18

Jefferson 1.36

Lewis 0.92

St Lawrence 1.22

Comments

- land brighter



**Image 6
Village Edge**

Total Average 0.11

Jefferson 0.14

Lewis -0.54

St Lawrence 0.56

Comments

- connected, but monotonous
- tighter



**Image 7
Rural Area**

Total Average 2.24

Jefferson 2.64

Lewis 2.23

St Lawrence 1.94

Comments

- farms are important
- pretty



**Image 8
Rural Area**

Total Average 0.98

Jefferson 0.79

Lewis 0.46

St Lawrence 1.50

Comments

- losing character
- large lots
- development pressure, pretty views



Image 9	
Rural Area	
Total Average	0.04
Jefferson	-0.43
Lewis	0.08
St Lawrence	0.39

Comments	
<ul style="list-style-type: none"> • rural should be rural • not connected • small lots • too much housing • not really rural 	



Image 10	
Suburban Center Area	
Total Average	0.29
Jefferson	0.50
Lewis	-0.23
St Lawrence	0.50

Comments	
<ul style="list-style-type: none"> • congestion 	

2) Commercial Development



**Image 11
Drugstore**

Total Average 1.76

Jefferson 1.86

Lewis 2.00

St Lawrence 1.50

Comments

- quaint
- fits in
- landscaping nice
- landscaping, pedestrian access



**Image 12
Drugstore**

Total Average -0.51

Jefferson -1.00

Lewis -0.69

St Lawrence 0.00

Comments

- too large
- pavement, dirty easily
- poor parking, almost stained



**Image 13
Village Commercial**

Total Average -1.29

Jefferson -1.86

Lewis -1.38

St Lawrence -0.78

Comments

- small but fitting in
- rundown & shady looking
- ugly, no window, no character
- no green
- no life



**Image 14
Village Commercial**

Total Average 1.44

Jefferson 1.71

Lewis 1.85

St Lawrence 0.94

Comments

- very nice
- fits in
- attractive building, discrete signs, welcoming



Image 15	
Mixed Use	
Total Average	1.04
Jefferson	1.71
Lewis	0.69
St Lawrence	0.78

Comments	
<ul style="list-style-type: none"> • fits in • quaint village feel but too generic • on the street, tidy 	



Image 16	
Mixed Use	
Total Average	0.78
Jefferson	1.21
Lewis	0.46
St Lawrence	0.67

Comments	
<ul style="list-style-type: none"> • scale • large • little more character than previous • parking in front, nice building, more of a complex 	



Image 17
Village Streetscape

Total Average 0.00

Jefferson	1.14
Lewis	-0.62
St Lawrence	-0.44

Comments

- pedestrian scale/walkability
- current look
- sidewalks narrow



Image 18
Village Streetscape

Total Average 1.44

Jefferson	1.64
Lewis	1.69
St Lawrence	1.11

Comments

- current look
- landscaping helps
- trees, nice building frontage
- better than #14



**Image 19
Self Storage**

Total Average -1.13

Jefferson -1.14

Lewis -1.69

St Lawrence -0.72

Comments

- ugly
- takes up too much space
- doesn't fit in
- dislike these facilities altogether
- cheap



**Image 20
Self Storage**

Total Average 0.38

Jefferson 0.57

Lewis 0.38

St Lawrence 0.22

Comments

- don't like it
- ugly
- fits in a little better



**Image 21
Fast Food Restaurant**

Total Average 0.93

Jefferson 1.14

Lewis 1.08

St Lawrence 0.67

Comments

- fits in
- landscaping, more upscale



**Image 22
Fast Food Restaurant**

Total Average -0.82

Jefferson -1.00

Lewis -1.00

St Lawrence -0.56

Comments

- landscape?



Image 23 Commercial Streetscape	
Total Average	1.36
Jefferson	1.36
Lewis	1.54
St Lawrence	1.22

Comments	
<ul style="list-style-type: none"> • landscape fits in • grassy 	



Image 24 Commercial Streetscape	
Total Average	-2.00
Jefferson	-1.93
Lewis	-2.54
St Lawrence	-1.67

Comments	
<ul style="list-style-type: none"> • confusing/congested • more urban • crowded 	



**Image 25
Small-Scale
Commercial
Development**

Total Average	1.67
Jefferson	1.93
Lewis	1.77
St Lawrence	1.39

Comments

- nice
- fits in
- lots of character in comparison to others
- pretty



**Image 26
Small-Scale
Commercial
Development**

Total Average	-1.56
Jefferson	-1.57
Lewis	-2.08
St Lawrence	-1.17

Comments

- landscape poor
- dark
- ugly



Image 27
Large Scale Store

Total Average -1.20

Jefferson	-1.57
Lewis	-0.92
St Lawrence	-1.11

Comments

- too much traffic
- these are unavoidable
- buffer? landscaping?
- crowded/dark



Image 28
Large Scale Store

Total Average 0.31

Jefferson	0.29
Lewis	0.46
St Lawrence	0.22

Comments

- better than prototype A design
- too much traffic
- better architecture but...



Image 29	
Industrial Uses	
Total Average 1.31	
Jefferson	1.93
Lewis	1.08
St Lawrence	1.00

Comments	
<ul style="list-style-type: none"> • agricultural look • chateau industrial! 	



Image 30	
Industrial Uses	
Total Average-0.18	
Jefferson	-0.14
Lewis	-0.62
St Lawrence	0.11

Comments	
<ul style="list-style-type: none"> • busy 	



Image 31	
Gas Station	
Total Average	-0.69
Jefferson	- -0.79
Lewis	-0.69
St Lawrence	-0.61



Image 32	
Gas Station	
Total Average	1.51
Jefferson	2.29
Lewis	1.62
St Lawrence	0.83

Comments	
<ul style="list-style-type: none"> • fits in • great, has a flag, has grass 	



Image 33
Rural Commercial

Total Average 1.96

Jefferson 2.21

Lewis 2.23

St Lawrence 1.56

Comments

- fits into the rural area
- parking?
- affected by seasons
- lovely flowers, nice sign
- no sidewalk
- pretty flowers



Image 34
Rural Commercial

Total Average 0.91

Jefferson 0.93

Lewis 1.08

St Lawrence 0.78

Comments

- adaptive reuse
- landscape
- no access, neat building reuse
- no sidewalk
- nice colors

3) Residential Development



Image 35
Single Family Homes

Total Average	2.04
Jefferson	2.14
Lewis	2.08
St Lawrence	1.94

Comments

- tight
- trees!



Image 36
Single Family Homes

Total Average	-0.71
Jefferson	-0.71
Lewis	-1.00
St Lawrence	-0.50

Comments

- no trees
- plant some trees and grass and color wouldn't hurt
- no windows, no landscaping, no sidewalks
- nice houses



Image 37
Two Family Homes

Total Average -0.40

Jefferson -0.50

Lewis -0.54

St Lawrence -0.22

Comments

- garages too prominent
- landscape
- only one tree
- needs trees, color
- too much garage



Image 38
Two Family Homes

Total Average 1.40

Jefferson 1.79

Lewis 1.77

St Lawrence 0.83

Comments

- not enough diversity
- tight
- much better, still generic
- porches, inviting
- need street trees



**Image 39
Multi-family
Residential**

Total Average -0.33

Jefferson 0.43

Lewis -1.00

St Lawrence -0.44

Comments

- poor look
- not enough diversity
- too crowded
- tight
- apts. okay, too much asphalt
- nice houses, too much pavement



**Image 40
Multi-family
Residential**

Total Average 1.11

Jefferson 2.07

Lewis 0.92

St Lawrence 0.50

Comments

- tight, parking?
- more character
- good use of space
- love row houses!
- trees!
- nice, well kept
- crowded



Image 41 Neighborhood Streetscape	
Total Average	1.11
Jefferson	1.79
Lewis	0.54
St Lawrence	1.00

Comments	
<ul style="list-style-type: none"> • good community • almost European 	



Image 42 Neighborhood Streetscape	
Total Average	0.04
Jefferson	0.36
Lewis	-0.69
St Lawrence	0.33

Comments	
<ul style="list-style-type: none"> • not sidewalks • not pedestrian scale • no sidewalks, car oriented • trees? • very well done 	

APPENDIX H – PUBLIC OUTREACH SUMMARY

This project was initiated by the Fort Drum Regional Liaison Organization (FDRLO), a “regional membership organization that partners with many government and economic development entities at the Federal, State and local level. The purpose of FDRLO is to foster effective communication and cooperation between the military and civilian communities of the Fort Drum region. FDRLO has played a key role over the years in building strong ties between Fort Drum and the surrounding communities; promoting the North Country region to Army families as an attractive place to live; and leading efforts to support Fort Drum and keep it off from the Department of Defense’s most recent Base Realignment and Closure (BRAC) list.” As the primary contact between the military and civilian communities, FDRLO commissioned this study to help facilitate communication regarding planning and quality of life on Fort Drum and in the surrounding communities.

This spirit of communication has been brought to bear on the development of the Fort Drum Growth Management Strategy. Behan Planning Associates, LLC, as the lead consultant on the project, was charged with designing and implementing an open and comprehensive public outreach process to ensure that the Growth Management Strategy reflects the values, goals and knowledge of regional communities and Fort Drum. Specifically, the following public outreach efforts were conducted as part of this planning process:



Stakeholder and Local Leader Interviews

A series of stakeholder and small focus group interviews were conducted in all three counties to get a clearer understanding of the issues and opportunities facing the region. Interviews were also used in a targeted manner, to secure important data. A concerted effort was made to conduct interviews in person, although some initial interviews, as well as follow up questions from in-person interviews, were conducted by phone. Those interviewed represented a large and diverse cross section of viewpoints and experiences, from local business, political and community leaders, to local residents, to military and civilian Fort Drum personnel. The results of these interviews greatly informed the direction and focus of this project.

Focus Group and Roundtable Meetings

A series of focus group meetings were held in the region, to focus on specific issues or geographic areas. These meetings consisted of presentations followed by question and answer sessions as well as open discussion and exchange of ideas. It should be noted that a representative from FDRLO and the Fort Drum Community Planner attended virtually every focus group meeting held during the course of this project. Specifically, the following meetings were held:

- January 2008 – “St Lawrence County Round Table,” Canton
- March 2008 – “Gate Communities Meeting,” LeRay
- April 2008 – “Lewis County Round Table,” Lowville
- April 2008 – “Preliminary Strategies and Partnerships Focus Group Meeting,” On-Post at Fort Drum
- June 2008 – “Wheeler Sack AAF/South Post Area Focus Group Meeting,” West Carthage
- June 2008 – “North Post Training Area Focus Group Meeting,” Philadelphia
- July 2008 – “Communication Strategies Focus Group Meeting,” Watertown

Public Meetings and Workshops

The following public meetings and workshops were held during the course of this project:

February 2008 – “Kick-Off” Presentation

Early findings related to the Fort Drum Community Growth Management Strategy were presented to local residents at Jefferson Community College in Watertown as part of the Tug Hill Commission’s Regional Growth Management Workshop Series. After the presentation, between 80 and 100 area residents discussed the presentation, with a focus on growth and development in the region and recent changes at Fort Drum.

June 2008 – “Envisioning Growth”

In June 2008, three public workshops were conducted in the region (one in each county – Jefferson, St. Lawrence and Lewis) to discuss the future implications of growth on a regional scale, as well as to discuss growth in a more concrete manner, utilizing a community preference exercise that asked participants to rate images depicting various forms of development. The content and results of these workshops are described in detail in Chapter 3 of this plan.

October 2008 – Presentation of Fort Drum Growth Management Strategy

In October 2008, three public workshops were conducted in the region (one in each county – Jefferson, St. Lawrence and Lewis) to present findings and recommendations of the Fort Drum Growth Management Strategy. Public feedback from these meetings was incorporated into the final draft of the Fort Drum Growth Management Strategy.



APPENDIX I: SAMPLE INCENTIVE ZONING ORDINANCE

Town of Pittsford, NY

ARTICLE XXXVIII Incentive Zoning [Added 2-6-1996 by L.L. No. 3-1996]

§ 185-230. Purpose and objectives.

- A. It is the purpose of this article to empower the Town Board to grant incentives to the private sector engaged in the land development process to advance the Town's specific policies in accordance with the Town of Pittsford's Comprehensive Plan and in coordination with other community planning mechanisms or land use techniques.
- B. This authority may be used by the Town Board to assist the following objectives from the Town's Comprehensive Plan:
 - (1) To protect highly valued ecological resources and environmentally sensitive areas.
 - (2) To protect active farm operations.
 - (3) To preserve greenways and important open spaces, develop the Pittsford Trail System, preserve historic and archaeological resources and protect high-quality scenic resources.
 - (4) To provide a sound mix of housing types.
 - (5) To promote provision of neighborhood services in growing areas in a carefully planned manner with a design quality reflecting the values of the community with a secondary benefit of relieving some traffic congestion in other areas of the Town.
 - (6) To secure important public works improvements which would not otherwise be provided, such as extending sidewalks, connecting residential areas with schools or providing stormwater detention and treatment basins in excess of that necessitated by immediate project demand.

§ 185-231. Authority.

In accordance with § 261-b of the Town Law of the State of New York, the Town Board is empowered to provide for a system of zoning incentives as the Town Board deems necessary and appropriate, consistent with the purposes and conditions set forth herein.

§ 185-232. Applicability.

Except as specifically limited herein, this chapter will apply to all districts in the Town of Pittsford.

§ 185-233. Definitions.

As used in this article, the following terms shall have the meanings indicated:

COMPREHENSIVE PLAN — The Town of Pittsford Comprehensive Plan Update and Generic Environmental Impact Statement, as amended from time to time.

COMPREHENSIVE PLAN PRESERVATION AREA — The Resource Protection Areas A, B and C as designated by the Town in the Comprehensive Plan.

INCENTIVE ZONING — The system by which specific incentives are granted, pursuant to § 261-b of the Town Law and the provisions of this chapter, on condition that specific physical, social or cultural benefits or amenities would inure to the community.

REVIEW — A preliminary, nonbinding review by the Town Board of an application for use of incentive zoning to determine the merits of applying the incentive zoning concept to a particular project.

SEQRA — The State Environmental Quality Review Act, Article 8 of the New York State Environmental Conservation Law, as amended, and the regulations promulgated thereunder.

§ 185-234. Permitted incentives.

The Town Board may grant the following specific incentives:

- A. Increases in residential unit density only in the Comprehensive Plan Preservation Areas. These areas include a portion of the Rural Residential District RRAA and the Suburban Residential District SRAA, as shown on the attached map. *Editor's Note: The Official Zoning Map is on file in the Town offices.*
- B. Development of current residential unit density over a full parcel, as long as an equivalent amount of the open space that would have been required is provided for elsewhere.
- C. Changes in lot area and dimensional requirements.
- D. Changes of use.
- E. Reduction/elimination of the recreation fee required under § 185-125 of this chapter.
- F. Reduction of road construction standards applied under Chapter 175, Subdivision of Land, for example, permitting a slightly narrower pavement width to serve a limited development project.

§ 185-235. Community benefits or amenities.

- A. The following community benefits or amenities may, at the discretion of the Town Board, be accepted in exchange for an incentive provided in § 185-234. These community benefits or amenities may be either on or off the site of the subject application, may involve one or more parcels of land and may be situated in any district, unless otherwise specifically limited in this chapter:
 - (1) Agricultural conservation, open space, scenic, ecological, historic or other permanent conservation easements.
 - (2) Donations of land in fee simple for conservation and other community benefit purposes.
 - (3) Construction of recreation amenities, serving a Town-wide need, accessible to the general public, above and beyond that required under § 185-125 of this chapter.
 - (4) Construction or improvement to public works above and beyond that required to mitigate proposed impacts in accordance with SEQRA and the Town Code.
 - (5) Preservation and improvements of historical or cultural sites or structures.
 - (6) Other facilities or benefits to the residents of the community, as determined by the Town Board.

(7) Any combination of the above-listed community benefits or amenities.

- B. These amenities will be in addition to any mandated requirements pursuant to other provisions of the Town of Pittsford Code and any other applicable law or regulation.

§ 185-236. Special conditions.

- A. The particular incentive granted will be in relative proportion to the value and importance of the amenity provided, as determined by the Town Board at the time of application.
- B. Residential unit density increases, available only in the Comprehensive Plan Preservation Areas, which includes portions of the RRAA and SRAA Zoning Districts, will be granted in percent increments not to exceed 100% of the original zoned density for the particular parcel receiving the density increase.

§ 185-237. Criteria and procedure for approval.

- A. Optional preapplication review. It is recommended that the applicant meet informally with Town public works staff prior to completion of an application for purposes of gathering information for the proposed amenity/ incentive exchange. The applicant is advised to review the Comprehensive Plan, the Resource Inventory and Evaluation Report and any other materials the Town may have on file regarding the incentive zoning program.
- B. Applications for incentives in exchange for amenities will be submitted to the Town Board in accordance with adopted procedures for requests to amend this chapter. The application will include the following information:
- (1) The requested incentive.
 - (2) The proposed amenity.
 - (3) The estimated cash value of the proposed amenity.
 - (4) A narrative which demonstrates the following:
 - (a) The benefits to the community from the proposed amenity.
 - (b) Consistency with the goals and objectives of the Town's Comprehensive Plan.
 - (c) The relative importance and need for the amenity.
 - (d) That there is adequate sewer, water, transportation, waste disposal and fire-protection facilities in the zoning district in which the proposal is located to handle the additional demands the incentive and amenity, if it is an on-site amenity, may place on these facilities beyond the demand that would be placed on them if the district were developed to its fullest potential.
 - (e) That all conditions and other applicable requirements of the law are met.
 - (5) Any other information or support materials as needed or requested by the Town Board.
- C. Review by Town Board. Within 45 days of submission of an application, pursuant to Subsection B herein, the Town Board will prepare a brief response to the proposal, outlining in writing the Town Board's determination on whether the proposal is worthy of further consideration and the basis for that determination. The Town Board may engage a consultant to assist in review of the application, the cost of which will be borne by the applicant. Suggested modifications to the proposal may also be provided by the Town Board to the applicant. With a supporting determination, the proposed application will be transferred to the Planning Board.

D. Advisory referral to Planning Board.

- (1) The application will be submitted to the Planning Board for its nonbinding advisory opinion to the Town Board. The review at this stage is intended to obtain the input of the Planning Board for the subject land use decision. It is not intended to serve as a site or subdivision review, which would only occur after a decision by the Town Board on the incentive zoning request.
- (2) The Planning Board will schedule a public workshop on the application, which may be conducted as part of its regularly scheduled meeting. The intent of the workshop is to share information between the applicant, the Planning Board and interested members of the public. The workshop will not supplant the formal hearing which will be conducted by the Town Board later in the review process.
- (3) Within 45 days of receipt of the application from the Town Board, the Planning Board will prepare an advisory report to the applicant and the Town Board. The Planning Board's report will describe the beneficial aspects of the proposal and make recommendations for the amelioration of any adverse aspects of the proposal. The Planning Board's report and the application will then be transferred back to the Town Board for its final decision on the application.

E. Compliance with SEQRA.

- (1) Every decision by the Town Board concerning an application for use of incentive zoning on a particular project will fully comply with the provisions of SEQRA.
- (2) The applicant will submit an Environmental Assessment Form, Part 1, to the Town Board after the referral by the Planning Board.
- (3) The Town Board will establish itself as SEQRA lead agency for all applications submitted pursuant to this article.
- (4) If a generic environmental impact statement has been prepared by the Town Board in enacting or amending this article, the applicant will pay a proportionate share of the cost of preparing such impact statement.

F. Public hearing by Town Board. Prior to its final decision and in conjunction with its SEQRA review, the Town Board will conduct a public hearing in accordance with the standard procedures for adoption of an amendment to the zoning ordinance or local law. At least five days' notice (14 days if a draft environmental impact statement or supplemental environmental impact statement was required) of the time and place of the hearing will be published in an official newspaper of the Town. *Editor's Note: Amended at time of adoption of Code (see Ch. 1, General Provisions, Art. I).*

G. Findings and final decision.

- (1) Following the public hearing and completion of the SEQRA process, the Town Board will approve, approve with modifications or conditions or deny the proposed incentive zoning application. A written statement of the findings will be prepared by the Town Board documenting the basis of its decision. The findings will include, but not be limited to, the following:
 - (a) SEQRA. That all requirements of SEQRA have been met, including the required findings under that law.
 - (b) Development capacity. That the proposed project, including the incentive, can be adequately supported by the public facilities available or provided as a result of the project, including but not limited to sewer, water, transportation, waste disposal and fire protection, without reducing the availability of such facilities for projects permitted as of right under the Town of Pittsford Code.
 - (c) Public benefit. That the public benefit realized by the amenity provided by the

applicant is commensurate with the incentive granted by the Town Board.

(d) Project quality. That the project is in harmony with the purpose and intent of this article and with the stated objectives and will promote the purposes herein, that the project is sufficiently advantageous to render it appropriate for grant of an incentive and that the project will add to the long-term assets of the Town of Pittsford.

(e) Comprehensive Plan. That the use of incentive zoning for the particular project is consistent with the Comprehensive Plan.

(2) The Town Board may impose conditions on a project to ensure that the above findings are ensured through the subsequent plan review and construction phases of the project.

H. Plan review. Following the receipt of a favorable decision by the Town Board, an application for approval may be submitted pursuant to the applicable provisions of the Town of Pittsford Code.

APPENDIX J

Preparing Village "Main Streets" for Planning



A Guidebook for the Planning of Main Streets and Commercial Districts

June 2008



Preparing Village "Main Streets" for Planning

A Guidebook for the Planning of Main Streets and Commercial Districts

maintenance practices in the commercial district, enhancing the physical appearance of the commercial district by rehabilitating historic buildings, encouraging appropriate new construction, developing sensitive design management systems, and long-term planning.

Economic Restructuring

Economic Restructuring strengthens a community's existing economic assets while expanding and diversifying its economic base. The Main Street program helps sharpen the competitiveness of existing business owners and recruits compatible new businesses and new economic uses to build a commercial district that responds to today's consumers' needs. Converting unused or underused commercial space into economically productive property also helps boost the profitability of the district.

Funding Your Main Street Revitalization Effort

While financing a capital improvement program is probably at the top of the list when municipalities consider revitalization efforts, in many respects, funding should follow a well-conceived organization and community visioning process. As a community's vision for its downtown and main street area begins to coalesce, and as local needs and priorities are clarified, the proper funding sources will be easier to identify and applications and proposals will be more likely to be successful.

It is important to note that state and regional transportation authorities have strict timelines and budget constraints that guide their work. In many cases, work is planned many years in advance. Funding sources described below such as the Transportation Improvement Program are subject to Federal budgetary constraints and cyclical allocations.

Local Capital Improvement Program (CIP)

While state and federal transportation agencies will provide considerable funding for the construction and maintenance of their roadways, the construction of non-critical local facilities (referred to as "betterments") will typically be the responsibility of the municipality. Communities should therefore look to the framework of a capital improvement program (CIP) as a means of identifying and saving adequate capital early enough in the project development process.

As stated in *Planning and Urban Design Standards*:

Capital planning involves the purchase or construction, major repair, reconstruction, or replacement of capital items, such as buildings, utility systems, roadways, bridges, parks, landfills, and heavy equipment, which are expensive and have a long, useful life...

The capital improvement program is a five to six year schedule of capital projects. The first year of the CIP is the capital budget, which the local government formally adopts and implements, along with the operating budget. The CIP is one of the most powerful tools for implementing a local comprehensive plan. Advanced planning and scheduling of community facilities may avoid costly mistakes. A systematic, organized approach to planning capital facilities provides a number of practical advantages.⁴⁶

Some of those advantages include:

⁴⁶ *Planning and Urban Design Standards*. American Planning Association. 2006. p. 637-638.

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- Using taxpayers dollars wisely;
- Focusing on community needs and capabilities;
- Obtaining community support;
- Encouraging economic development;
- Increasing administration efficiency;
- Maintaining a stable financial program; and
- Taking advantage of federal and state grant and loan programs (better positioning for using matching funds).

Examples of federal and state grant and loan programs follow in the sections below.

The Transportation Improvement Program (TIP)

The following text has been adopted from the Introduction of the *2007 – 2012 Transportation Improvement Program* guidebook, a publication of Genesee Transportation Council.⁴⁷

Federal regulations require that the urban transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of projects consistent with the Long Range Transportation Plan (LRTP).⁴⁸ This region’s TIP is developed cooperatively by a team lead by the Genesee Transportation Council (GTC) staff and New York State Department of Transportation Region 4 staff (NYSDOT-4).

What is the TIP?

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle, pedestrian, air quality improvement, and other surface transportation projects scheduled for implementation in this region over the next five years that use federal transportation funds.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. The TIP and the projects it contains must be consistent with the goals and objectives identified in the current LRTP for the region.

The TIP is part of this region’s effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. The federal government requires that the TIP be updated at least every two years, and adopted by the local Metropolitan Planning Organization (MPO) – in this region, the Genesee Transportation Council. The TIP development process involves only projects eligible for federal aid.

What types of projects should be included in the TIP?

Federal regulations require that any transportation project within the TMA that is to be funded with U.S. Department of Transportation funds (federal transportation funding) must be included in the TIP.

⁴⁷ “2007 – 2012 Transportation Improvement Program Guidebook.” Genesee Transportation Council. August 2006. Requests for copies should be submitted to GTC staff. Visit <http://gtcmpl.org/> for contact information.

⁴⁸ “Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2005-2025 (LRTP: 2005-2025).” Genesee Transportation Council. Available online at <http://gtcmpl.org/>.

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The types of projects listed below are eligible for federal transportation funding. Any municipality or agency desiring federal transportation funding to advance any of the project types listed below should submit a project proposal to be considered for inclusion in the TIP.

- Projects on the federal aid system (e.g., road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, preventive maintenance, Intelligent Transportation Systems deployment, etc.)
- Public transportation projects (e.g., vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.)
- Projects that are not on the federal aid system but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, Intelligent Transportation Systems deployment, air quality improvement, etc.)
- Bridge preventive maintenance projects that address Element-Specific Bridge Work (as delineated by NYSDOT Engineering Instruction).

NYSDOT-4 has specific guidelines for developing project cost estimates. These costs are guidelines only and may need to be adjusted for proposed projects. Applicants should specify the source of the project cost estimate; realistic project cost estimates with appropriate contingencies are required to properly evaluate project proposals.

Who can submit project proposals?

Any county, city, town, or village in the seven-county TIP region (Genesee, Livingston, Monroe, Ontario, Orleans, Wayne, and Wyoming counties) as well as NYSDOT, the New York State Thruway Authority, and the Rochester Genesee Regional Transportation Authority (RGRTA) can submit project proposals for the TIP. Private individuals and organizations can submit project proposals if the project is sponsored by the local government in which the project will be located.

How are projects selected for the TIP?

The GTC/NYSDOT team scores all project proposals pursuant to set Project Evaluation Criteria. The resulting scores provide a preliminary basis for ranking project proposals within each mode (e.g., Highway projects, Bridge projects, Public Transportation projects, Bicycle and Pedestrian Transportation projects, Intelligent Transportation Systems projects, Goods Movement projects, Air Quality Improvement projects, and Other projects).

The preliminary rankings are reviewed and discussed with the TIP Development Committee and adjustments to rankings are made as necessary to reflect overall funding considerations, geographic balance, and other factors not specifically captured by the Project Evaluation Criteria. Based on estimates of available revenue, funding is then assigned to the ranked projects in accordance with funding availability and eligibility restriction.

A draft TIP document is developed and made available for public review and comment, including one or more public meetings, in order to solicit input on the proposed program of projects. The draft TIP, public comments, and suggested revisions (based on the public comments) are presented to and reviewed by the GTC Planning Committee. The GTC Planning Committee then sends its recommendations to the GTC Board for adoption of the TIP.

Preparing Village “Main Streets” for Planning

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Many of the surface transportation improvements identified along village main streets are eligible for specific federal funding programs through the TIP. The programs include the following:

The Transportation Enhancements Program (TEP)

Quoting the Introduction of the Transportation Enhancements Program Guidebook for 2008:

The Transportation Enhancements Program was created in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued in the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Through the Transportation Enhancements Program, Congress provided innovative opportunities to improve the transportation system through the implementation of a specific list of activities intended to benefit the traveling public, to increase transportation choices and access, to enhance the built and natural environment, and to provide a sense of place. Transportation enhancement activities offer communities funding opportunities to help expand transportation choices, such as safe bicycle and pedestrian facilities, scenic routes, beautification and other investments that increase recreation, accessibility and safety for everyone beyond traditional highway programs. Communities also may use transportation enhancements funds to contribute to the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes or providing transportation museums and visitors centers.⁴⁹

The twelve eligible enhancement categories for project proposals include:

1. Provision of Facilities for Pedestrians and Bicycles
2. Provision of Safety and Educational Activities for Pedestrians and Bicycles
3. Acquisition of Scenic Easements and Scenic or Historic Sites (including Historic Battlefields)
4. Scenic or Historic Highway Programs (including the Provision of Tourist and Welcome Center Facilities)
5. Landscaping and Other Scenic Beautification
6. Historic Preservation
7. Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including Historic Railroad Facilities and Canals)
8. Preservation of Abandoned Railway Corridors (Including Conversion and Use thereof for Pedestrian and Bicycle Trails)
9. Inventory, Control and Removal of Outdoor Advertising
10. Archaeological Planning and Research
11. Environmental Mitigation to Address Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
12. Establishment of Transportation Museums

TEP funding rounds are cyclical. For further information on funding, the rules & requirements, an application, the Guidebook for application preparation, a list of NYSDOT Regional TEP Coordinators, and, when available, workshop schedules, refer to the reference included on the bottom of the previous page.

⁴⁹ “Transportation Enhancements Program Guidebook.” NYSDOT. (1).
<https://www.nysdot.gov/portal/page/portal/re/tep>

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National Highway System (NHS)

The NHS program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. Projects involving highway safety improvements and/or bicycle and pedestrian transportation facilities are eligible if they occur on the National Highway System. Some villages throughout the Genesee-Finger Lakes Region may be included in the NHS.

Surface Transportation Program – Rural (STP-Rural) or Flex (STP-Flex)

STP funding is allocated into four categories: Urban, Small Urban, Rural, and Flex. STP funds can be used on all facilities except roads functionally classified as local or rural minor collector. Eligible projects in villages could be allocated STP-Rural or STP-Flex funds. Examples of eligible projects include highway and transit safety improvements and programs, transportation enhancement activities, and construction or reconstruction necessary to accommodate other transportation modes. Alternate mode projects eligible for funding include bicycle and pedestrian transportation facilities and modification of public sidewalks to comply with Americans with Disabilities Act of 1990 (ADA).

Preparing Village “Main Streets” for Planning

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Other Possible Funding Sources for Your Main Street

Program	Organization	Details	Additional Information
Brownfields Econ. Dev. Initiative	US Department of Housing and Urban Development	To assist cities with the redevelopment of abandoned, idled and underused industrial and commercial facilities.	http://www.hud.gov/offices/cpd/economicdevelopment/programs/bedi/index.cfm
Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants	US Environmental Protection Agency	These grants may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum).	http://www.epa.gov/brownfields/applicat.htm
Making Smart Growth Happen	US Environmental Protection Agency	To prevent and redevelop vacant properties to state, regional, and/or national level applications.	http://www.epa.gov/smartgrowth/sg_implementation.htm
Certified Local Government Grants Program	NYS Office of Parks, Recreation and Historic Preservation, Historic Preservation Field Services Bureau	To identify, evaluate, nominate, and protect cultural resources.	http://www.nysparks.state.ny.us/grants/programs/certified.asp
Historic Preservation Grant Programs	NYS Office of Parks, Recreation and Historic Preservation, Historic Preservation Field Services Bureau	To improve, protect, preserve, rehabilitate or restore properties on the State or National Register for park, recreation, conservation or preservation purposes.	http://www.nysparks.state.ny.us/grants/programs/historic.asp
NYS Small Cities Program	NYS Governor's Office for Small Cities	To implement community and economic development activities directed toward neighborhood revitalization, economic development and improved community facilities and services.	http://www.nysmallcities.com/FundingOpportunities/fundingavailability.asp
NYS Brownfield Opportunity Areas Program	NYS Departments of State and Environmental Conservation	To provide financial and technical assistance to municipalities and community-based organizations.	http://www.nyswaterfronts.com/grantopps_BOA.asp
EnergySmart programs	New York State Energy Research and Development Authority	To help utility customers solve their energy and environmental problems while developing new, innovative products and services.	http://www.nyserda.org/programs/Default.asp
Green Building Initiative	New York State Department of Environmental Conservation	To ensure that new buildings are designed and constructed to save energy and minimize their impact on the environment	http://www.dec.ny.gov/energy/218.html
Architecture, Planning and Design Program	New York State Council on the Arts	To stimulate and promote excellence in design and planning in the public realm.	http://www.nysca.org/public/guidelines/architecture/index.htm
National Preservation Loan Fund	National Trust for Historic Preservation	To provide funding for a variety of preservation projects, including establishing or expanding local and statewide preservation revolving funds, acquiring and/or rehabilitating historic buildings, sites, structures and districts.	http://www.mainstreet.org/MediaLibrary/NtlTrustLoanFunds.pdf
Bank of America Historic Tax Credit Fund	National Trust Community Investment Corporation and Bank of America	To make tax credit investments in projects, such as apartment lofts, office and retail use, mixed-use development and governmental and nonprofit facilities.	http://www.ntcicfunds.com

Preparing Village "Main Streets" for Planning

A Guidebook for the Planning of Main Streets and Commercial Districts

Program	Organization	Details	Additional Information
NYS Main Street Program	Housing Trust Fund Corporation, Division of Housing & Community Renewal	To provide financial and technical resources to help community's business districts.	http://www.nymainstreet.org
Revolving Loan Funds	Genesee/Finger Lakes Regional Planning Council, IDAs, other county or city specific loans	To provide gap financing to small and medium sized manufacturing and service businesses. <i>Note: Retail businesses are often not eligible.</i>	http://www.glrpc.org/ProgramAreas/EconomicDevelopment/RLF.htm
Main Street/ Commercial District Revitalization	National Grid	To assist communities in developing "smart growth" and private sector investment in central business districts and commercial corridors; provides matching grants of up to \$50,000 to non-profit and municipal organizations that are undertaking efforts to revitalize commercial corridors.	http://www.nationalgridus.com/niagaramohawk/business/ecdev/documents/Mainstreet%20Revitalization.pdf
Preserve New York	Preservation League of New York State and the New York State Council on the Arts	To provide projects including historic structure reports for public buildings, historic landscape reports for municipal parks and cultural resource surveys of neighborhoods with funding	http://www.preservenys.org/funding.htm
Hope VI Revitalization Grant	Department of Housing and Urban Development	To revitalize site with public housing, improve living environment for public housing residents, provide housing for very low income families	http://www.hud.gov/offices/pih/programs/plv/hope6/index.cfm
Environmental Restoration Projects Program	Department of Environmental Conservation	To advertise the availability of State funding to investigate and/or fix hazardous substances on municipality held property	http://www.dec.ny.gov/chemical/8444.html
Environmental Services Unit	New York State Department of Economic Development	To support projects that lead to pollution prevention and economic development	http://www.empire.state.ny.us/pdf/polution_prevention_recycle/2003_PROG_GUIDE.pdf
Look Upstate NY	New York State Electric and Gas/ Rochester Gas & Electric	Assistance and incentive programs for funding building rehabilitation, brownfield redevelopment, utility infrastructure investment, and other public and private community development projects.	http://www.lookupstateny.com/



APPENDIX K

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 99TH AIR BASE WING (ACC)
NELLIS AIR FORCE BASE, NEVADA

31 MAR 2006

MEMORANDUM FOR NELLIS AND SURROUNDING COMMUNITIES

FROM: 99 ABW/CC

SUBJECT: Environmental, Safety and Occupational Health Policy Statement

At Nellis AFB and its outlying installations, sustainability is the highest priority and is accomplished by protecting the environment, the people and the mission. Our installation is committed to achieving excellence in environment, safety and health sustainability. We are dedicated to continual improvement of our processes and methodologies that reduce waste, promote pollution prevention and enhance safety. To achieve sustainability and compatibility, we will meet or exceed all applicable environmental laws and regulations. In all of our activities we will strive to:

- a. Achieve sustainability by maintaining an effective environmental, safety and occupational health (ESOH) management system. Promote the use of safe technologies and operating practices while reducing ESOH risks and costs. Employ new technologies, processes and practices throughout the system to increase efficiency and reduce costs while supporting the mission and environment.
- b. Prevent pollution and evaluate new and innovative technologies and practices to: minimize the generation of wastes; recycle materials otherwise destined to become waste when possible; and dispose of any remaining wastes in an environmentally responsible manner. We will implement streamlined performance-based approaches to improve cleanup efforts to restore water and land resources, and will be diligent in identifying and eliminating hazards to preserve the health and safety of our work force and the community.
- c. Adopt proactive measures for a renewed emphasis on energy conservation; ensure the responsible use of energy, including the adoption of innovative practices and procedures that will conserve energy and improve efficiency; and explore different funding avenues to leverage replacement of failed systems with high efficiency units.
- d. Continue to accept responsibility and accountability under the law for activities and decisions within our control that impact human health, safety and welfare and the continued viability of natural systems. To achieve compatibility between the mission and environment, we will complete regular operation-specific environmental performance reviews and assessments and will develop plans to address actual or potential noncompliance issues. We set environmental goals, measure progress, take corrective action when necessary and communicate results.
- e. Recognize the interdependence of life and the physical environment. We will proactively consider the environmental consequences of all programs and act accordingly in all appropriate circumstances. Careful planning of future activities to minimize environmental impacts and safety and health risks, combined with the responsible management of our natural and cultural resources, is integral in our mission sustainability and our contribution to national security.
- f. Maintain a strong environmental public affairs program to enhance communication with internal and external stakeholders. Respect the views of individuals and groups interested in our activities and openly share information on environmental, safety and occupational health performance with the public.


MICHAEL E. BARTLEY
Colonel, USAF
Commander

Global Power For America

APPENDIX L: COMMUNITY EXAMPLES OF ENCROACHMENT REDUCTION ACTIONS

Escambia County/ NAS Pensacola:

Escambia County passed an Airport/ Airfield Environs Overlay ordinance in April 2006 that affects all property within the APZ, Noise Zones and a buffered distance from each of these areas (Airfield Influence Planning Districts).(Part III, Article 11.01.00). The ordinance requires all development applications within these areas to be submitted to NAS Pensacola for review. Applications include variance, rezonings, subdivisions, mobile home permits, construction permits, comprehensive plan updates, etc. Properties within these areas are also subject to additional requirements:

- Mandatory avigation easements for all subdivisions
- Additional construction standards to reduce indoor noise levels
- Residential density maximums
- Required Real Estate Disclosures at the earliest property viewing

Properties are also automatically considered to be in the “sending area” for the County’s Transfer of Development Rights Program.

The County’s GIS department maintains a searchable, interactive online mapping program that includes all the data from the JLUS. This includes noise contours, APZ, and Airfield Influence Planning Districts (those properties within a certain buffered distance from the APZ or Noise Contours). In addition, a link to a PDF of the Real Estate Disclosure Form is featured on every page of the County’s Website in a sidebar.

NAS Pensacola also hosts an AICUZ website that includes basic information about military noise and operations at the installation. Information includes a map of APZ and Noise contours, basic airfield operations on NAS Pensacola, and frequently asked questions such as “How can I reduce the noise I hear inside my house?” The website also posts a Noise Hotline phone number to contact the installation directly with questions or complaints.

Virginia Beach/ NAS Oceana:

The City of Virginia Beach also maintains an online mapping service with AICUZ noise contours and APZs. This interactive website allows property owners to search for specific properties (by tax ID or address) to determine if it’s in one of these noise or safety zones. Each layer is clearly described and an external web-link to the Naval Air Station Oceana’s AICUZ program website is provided to those seeking additional information. The NAS Oceana website also contains a link to the City’s interactive mapping tool for those that have found the Navy website without the benefit of the city’s site.

Florida Legislation:

Sections 163.3175, 163.3177, 163.3187 and 163.3187 of the Florida Growth Management Act require each county containing a military installation to provide that installation the opportunity to review and comment on proposed changes to the comprehensive plan and land development regulations. The laws also require these local governments to amend their comprehensive plans and include encroachment reduction criteria to achieve the compatibility with the military installations. The Florida Department of Community Affairs (DCA) provides technical assistance to communities to achieve this mandate. A staff-planner is the assigned point of contact for all communities planning around military installations. He provides technical support to these communities and updates the DCA's website with contact information for each installation.

Florida Defense Alliance:

This is an organization created within Enterprise Florida, a public-private partnership serving as the state's primary economic development organization, to ensure that military communities and installations are equipped to withstand BRAC realignments. The organization is comprised of military and civilian personnel that coordinate with local and state elected officials to support military communities. The Defense Alliance has been successful in creating and administering several state-funded grant programs:

- Defense Infrastructure Grants: designed to support local infrastructure projects that have positive impacts on an installation's military value. Can also be used to conduct studies and modeling support. The 2008-2009 grant pool was \$10.6 Million
- Other grants were created to assist communities impacted by installation closures.

Southeast/ SERPPAS:

In 2005, state environmental and natural resource officials from across the southeast partnered with the Department of Defense and other federal agencies to form the Southeast Regional Partnership for Planning and Sustainability (SERPPAS) to promote better collaboration in making resource-use decisions. SERPPAS works to prevent encroachment around military lands, encourage compatible resource-use decisions, and improve coordination among regions, states, communities, and military services. The region covered by SERPPAS includes the states of North Carolina, South Carolina, Georgia, Alabama, and Florida.

SERPPAS consists of Principals, a Steering Committee, and project working groups. SERPPAS is co-chaired by a Principal representing the Department of Defense's Office of the Deputy Under Secretary of Defense (Environment, Safety and Occupational Health) and a Principal representing one of the state partners (Secretary, North Carolina Department of Environment and Natural Resources in 2008).

Principal members are the senior leadership of participating organizations (For example: US Fish and Wildlife Service, NOAA, Alabama Department of Environmental Management, North Carolina Wildlife Resources Commission, South Carolina Department of Natural Resources, Georgia Department of Natural Resources, Florida Department of Environmental Protection, US Army Corps of Engineers, US Army, Air

National Guard, US Air Force, Navy Region Southeast, Environmental Protection Agency) Principals are responsible for identifying priorities, developing strategies, making decisions, and providing overall leadership and direction on efforts undertaken by the partnership. In addition, the Principals act as the primary champions for SERPPAS led efforts within their respective organizations. Steering Committee members are staff-level representatives from the participating organizations. The Steering Committee leads the development of projects and efforts supported by the SERPPAS Principals.

SERPPAS meets semi-annually and pursues several initiatives. 2008 initiatives include continued GIS mapping and data development for local communities, a conservation plan for the American Longleaf Pine forest, Marine Coastal initiative, and translocations of small at-risk populations of red-cockaded woodpeckers. Semi-annual meetings are usually two full days and include a round table to identify emerging trends.

Midlands Area Joint Installation Consortium/ Fort Jackson/ Shaw Air Force Base/ McEntire Joint National Guard Base/ Poinsett Range/ McCrady:

A public-private consortium of partners banded together to present a regional approach to compatible planning around the areas 5 military installations. Partners include South Carolina National Guard, Fort Jackson, Shaw Air Force Base, Congaree Land Trust, Conservation Fund, Richland County, Sumter County, City of Columbia, City of Sumter, Central Midlands Council of Governments, South Carolina Department of Natural Resources and the South Carolina Department of Environmental Control. The organization is supported by staff of each partner, with the leading staff member from the South Carolina National Guard. The Consortium has successfully implemented its two objectives: attain funding for conservation easements funded by the Department of Defense, and initiate a Joint Land Use Study. Meetings are held quarterly, and the body is actively purchasing conservation easements to protect military aviation activities in the region.

Sustainable Sandhills/Fort Bragg:

In 2000, Fort Bragg leadership took a proactive stand to ensure the long-term viability of the installation. Initially looking at activities within the post, it became clear that Fort Bragg would have to partner with surrounding communities to ensure it's survival through the BRAC process. In February 2003, Fort Bragg and the North Carolina Department of Environment and Natural Resources convened stakeholders from the surrounding communities to propose the idea of a new partnership in the form of the Sustainable Sandhills initiative. Representatives from Save Our State, the NC Department of Transportation, NC Department of Commerce, and the NC Department of Agriculture and Consumer Affairs addressed the audience, not only on their participation in sustainability efforts but also on the importance of finding a common vision for the region that could transcend political and municipality boundaries. At the conclusion of the February conference, 40 attendees volunteered their time to establish the Steering Committee in order to keep the momentum going and take the necessary steps to turn the idea into a plan.

This Steering Committee subsequently held a four-day training session and workshop on sustainability at Campbell University in Harnett County. Since then, Sustainable Sandhills has expanded to become the regional voice for a range of sustainability initiatives, including compatible land development surrounding Fort Bragg. Board Members meet monthly and a staff manages over seven comprehensive programs from Eco-tourism to Land Planning.

St. Clair County, Illinois/ Scott Air Force Base:

During the Joint Land Use Study (JLUS) process, locally elected officials agreed to the value of a Regional Advisory Board to coordinate and review land use decisions around Scott Air Force Base (AFB). The Board's purpose is to review potentially incompatible development applications within a specific geography around Scott AFB affected by noise and safety zones.

Members on the Regional Advisory Board (RAB) are appointed by local zoning authorities and convene only when a proposed project is deemed incompatible by Scott AFB. In this case, the Board will meet and present an advisory finding concerning the potentially incompatible project to the local jurisdiction responsible for approval of the application. The local authority would then make the final decision, though each jurisdiction may determine that a super-majority of votes is required to proceed with an application that the Board has found to be incompatible.

The process for a development application within the specific noise and safety zones follows this process: (See Figure)

- The local governments will notify the Air Force of those actions (rezonings, subdivisions, development proposals, changes in the future land use, etc.) inside the areas determined during the JLUS process.
- The Air Force will review these actions within a 30 calendar day period and render an advisory opinion on those actions.
- If the Air Force finds an application within the noise and safety zones to be incompatible, the Regional Advisory Board (RAB) will meet within a 30 calendar day period following an incompatible finding. The Air Force has agreed to provide administrative support for the scheduling of the RAB meeting and the distribution of necessary background materials.
- The RAB will render a finding, which the local government shall consider. The local government should not make a final decision without first receiving the finding from the RAB.

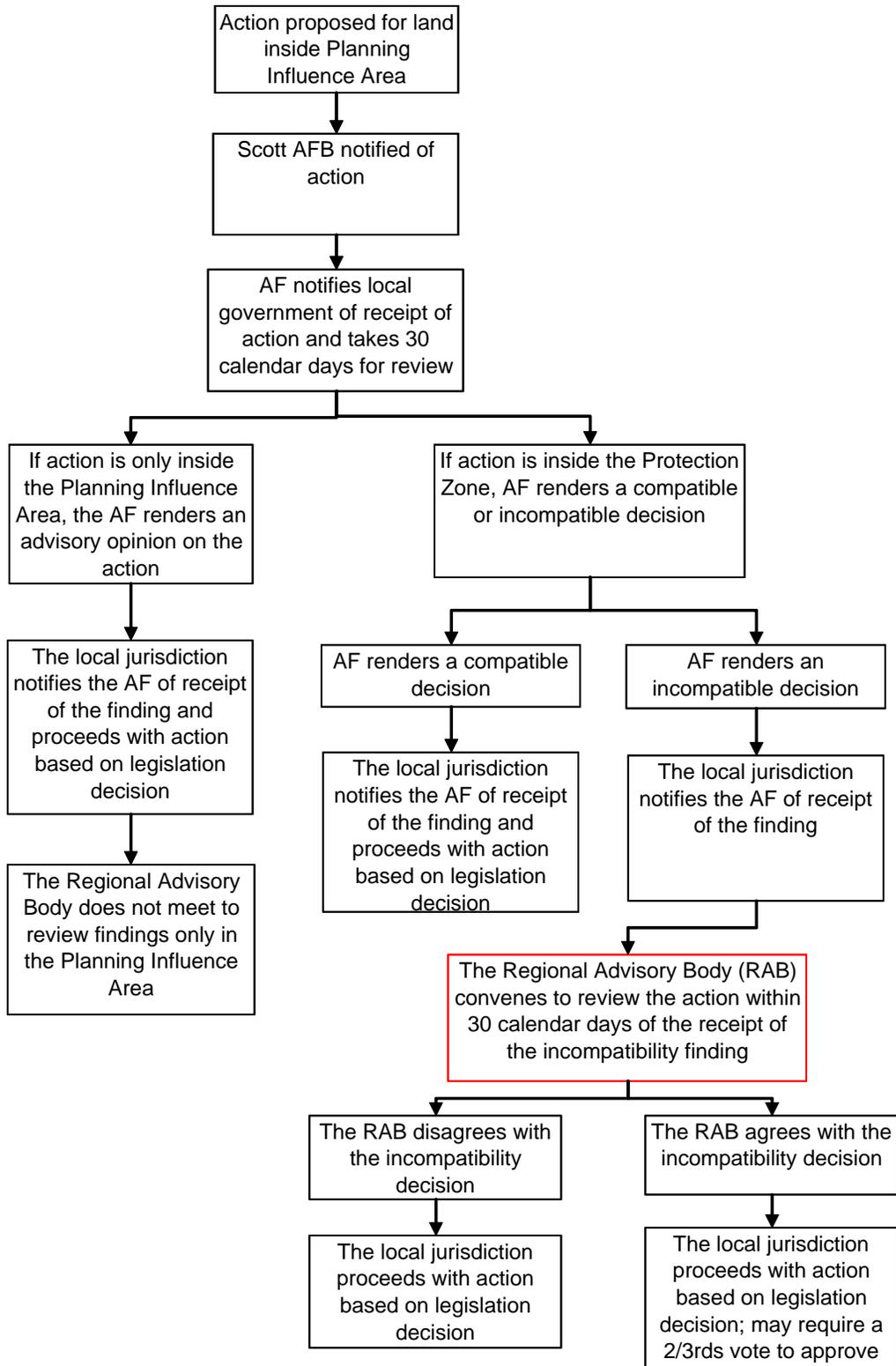


Figure 1

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Escambia County:

GIS map viewer: <http://ims.co.escambia.fl.us/escambiagis/viewer.htm>

NAS Pensacola AICUZ website:

<http://www.naspensacola.navy.mil/index.cfm/fa/AICUZ.home>

Florida Department of Community Affairs Military Base Encroachment Coordination

<http://www.dca.state.fl.us/fdcp/dcp/militarybase/>

Florida Defense Alliance

<http://www.floridadefense.org/grants.asp>

SERPPAS: <http://www.serppas.org/Projects.aspx>

Virginia Beach:

<http://www.vbgov.com/e-gov/emapping/access/getMap.asp?X=200&Y=140>

Sustainable Sandhills:

<http://www.sustainablesandhills.org/index.html>