

City Council Introduction: **Monday**, February 4, 2002
Public Hearing: **Monday**, February 11, 2002, at **1:30 p.m.**

Bill No. 02-17

FACTSHEET

TITLE: **CHANGE OF ZONE NO. 3254**, a text amendment to Title 27 of the Zoning Ordinance, requested by the Lincoln Airport Authority, to clarify definitions, to include revised elevations and vertical datum and to adopt a revised Airport Zoning Map.

STAFF RECOMMENDATION: Approval.

ASSOCIATED REQUESTS: None

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 01/23/02
Administrative Action: 01/23/02

RECOMMENDATION: Approval (6-0: Steward, Newman, Bills, Carlson, Krieser and Schwinn voting 'yes'; Duvall, Hunter and Taylor absent).

FINDINGS OF FACT:

1. The staff recommendation to approve this text amendment is based upon the "Analysis" as set forth on p.2-3.
2. The minutes of the Planning Commission are found on p.11. The staff explained that this amendment reflects a "clean-up" and update of the existing language and the map.
3. There was no testimony in opposition.
4. The Planning Commission agreed with the staff recommendation.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: January 28, 2002

REVIEWED BY: _____

DATE: January 28, 2002

REFERENCE NUMBER: FS\CC\FSCZ3254

3. The revised map reflects the current boundary of the airport and the latest survey of the end of the runway location and elevation and includes that data in North American Vertical Datum (NAVD) 1988 to match current City Code. It also includes a GIS - based designation of areas above elevation 1248.
4. This change was originally requested by the Lincoln Airport Authority in April of 2000. Since that time, various agencies and the Airport Authority have worked to include the latest and most current information available.
5. This reflects a cleanup and correction of the existing language and map.

Prepared by:

Michael V. DeKalb, AICP
Planner

Proposed Text Changes

Chapter 27.05

DISTRICTS AND BOUNDARIES

27.05.020 Boundaries of Districts; Maps.

The boundaries of the districts are shown upon maps which are made a part hereof by reference, which maps are designated as the "Lincoln Zoning District Maps." Other maps referenced in this title, including but not limited to, the "Lincoln Capitol Environs District Map," "Flood Hazard Boundary Map," "Lincoln Airport Zoning Map dated _____, 2002," "Lincoln Building Line District Map," and "Airport Environs Noise District Map dated June 1, 2000" are also made a part hereof by reference for the purpose of designating the boundaries of districts. That part of the maps designating the different districts and their boundaries and that part of the legend designating the symbol title shall have the same force and effect as if they were all fully set forth herein. Other notations and references thereon are for information only. (Ord. 15104 §1; February 13, 1989: prior Ord. 13414 §1; June 14, 1982: Ord. 12571 §72; May 8, 1979).

Chapter 27.59

AIRPORT ZONING REGULATIONS

Sections:

- 27.59.010** **Definitions.**
- 27.59.020** **Location and Boundaries.**
- 27.59.030** **Zone Descriptions.**
- 27.59.040** **Height Restrictions.**
- 27.59.050** **Airport Zoning Map.**
- 27.59.060** **Permit Required; Procedure.**
- 27.59.070** **Airport Hazards.**
- 27.59.080** **Nonconforming Height.**
- 27.59.090** **Administration.**
- 27.59.100** **Board of Zoning Appeals.**
- 27.59.110** **Powers of the Board of Zoning Appeals.**
- 27.59.120** **Airport Zoning Commission.**
- 27.59.130** **Use of Land.**
- 27.59.140** **Appeal from Board of Zoning Appeals.**
- 27.59.150** **Penalty for Violations.**

27.59.010 Definitions.

As used in this chapter unless the context otherwise requires:

Airport shall mean the Lincoln municipal airport, located as provided in Section 27.59.020, below.

Airport hazard shall mean any structure or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at the airport or is otherwise hazardous to such landing or taking off of aircraft.

Nonconforming use shall mean any structure or use of land which does not conform to a requirement of this chapter or an amendment thereto, as of the effective date of this chapter.

Person shall mean any individual, firm, association, corporation, or body politic and includes any receiver, assignee, or similar representative thereof.

Structure shall mean any object constructed or installed by man.

Runway shall mean a portion of the airport, having a surface especially developed and maintained for the landing and take-off of aircraft.

City shall mean the City of Lincoln, Nebraska.

Lessee shall mean any person, other than the owner, in possession of land. (Ord. 12571 §280; May 8, 1979).

27.59.020 Location and Boundaries.

The vicinity of the airport, located in Sections 4, 5, 6, 7, 8, 9, 17 and 18, Township 10 North, and Sections 31 and 32, Township 11 North, Range 6 East of the Sixth Principal Meridian, Lancaster County, Nebraska, specifically being the area lying within the outer limits of a series of points forming a line which is a horizontal distance of three miles from the airport boundary or the corporate limits of the city, whichever is the lesser distance from the airport boundary line, ~~as shown on the attached airport zoning map~~, is hereby declared an airport hazard area and is hereby zoned as follows:

The hazard area consists of approach zones, turning zones, and transition zones as defined in Section 27.59.030.

(a) The outer boundary of the hazard area is composed of a series of connected tangents and simple curves which also constitute the outer boundaries of the approach and turning zones.

(b) The inner boundary of the hazard area is a boundary line consisting of a series of intersecting tangents, 500 feet from and parallel to the centerlines of the runways and connecting the inner boundaries of adjacent approach zones at the ends of the runways. The boundaries of the airport hazard area, approach zones, turning zones and transition zones are delineated and shown on the Lincoln Airport Zoning Map. (Ord. 12571 §281; May 8, 1979).

27.59.030 Zone Descriptions.

(a) An approach zone is located at each end of each existing or proposed runway for the landing or taking off of airplanes. Such approach zones begin 200 feet beyond the ends of the respective runways, and at such beginning are 1,000 feet in width, 500 feet on each side of the respective centerline, and extend and expand uniformly centered along the extended centerline of the respective runways to the outer boundary of the approach and turning zones at a rate of 30 feet of width for each 100 feet of horizontal length for each runway.

The inner area of each approach zone is that portion of the approach zone beginning 200 feet beyond the end of the respective or proposed runway and extending to the intersection of the controlling glide angle with a plane 150 feet above the highest elevations of the ends of the respective runways, at a rate of one foot vertically for each 50 feet horizontally.

The outer area of each approach zone is the area between the inner area of the approach zone and the outer limit of the approach and turning zones.

(b) The transition zones are the areas bounded by the inner boundary of the hazard area, the sides of contiguous inner areas of approach zones and the outer limits of the transition zones; said outer limits of the transition zones being the intersections, at elevations of 150 feet above the highest elevation at the ends or edges of the closest runway, or proposed runway, of a series of contiguous planes originating from bases established by the inner boundary of the hazard area and the edges of adjacent inner areas of approach zones; the planes rising from their respective bases at the rate of one foot vertically to seven feet horizontally to the lines of intersection previously referred to.

(c) The turning zones comprise all portions of the zoned area not contained in the approach zones and transition zones. The outer limits of the turning zones are a series of points forming a line which is a horizontal distance of three statute miles from the airport boundary line or the corporate limits of the city, whichever is the lesser distance from the airport, ~~as shown on the attached airport zoning map.~~ (Ord. 12571 §282; May 8, 1979).

27.59.040 Height Restrictions.

No building or structure, smokestack, chimney, tower, or other structure or appurtenance thereto of any kind or character shall hereafter be erected, constructed, repaired, or established except as otherwise provided in Section 27.59.090:

(a) In ~~the inner areas of~~ approach zones to a height above the planes forming the inner area of the approach zones;

(b) In the outer ~~area of~~ approach zones and in turning zones to a height in excess of 150 feet above the elevations at the closest ~~point on the nearest runway end, as shown on the Lincoln Airport Zoning Map,~~ or to a height in excess of seventy-five feet above the elevation of the natural ground at the location of the structure; except a maximum height of 275 feet shall be permitted in the following described area:

Beginning at a point 142 feet west of the west line of Tenth Street and 150 feet south of the south line of "R" Street; thence south to the centerline of "Q" Street; thence east along the centerline of "Q" Street to its intersection with the centerline of the north-south alley between 9th and 10th and "P" and "Q" Streets; thence south along said line to the centerline of the east-west alley between 9th and 10th and "P" and "Q" Streets; thence west along said line to a point 100 feet west of the west line of 9th Street; thence south to the centerline of "P" Street; thence west along the centerline of "P" Street to its intersection with the centerline of the north-south alley between 8th and 9th and "O" and "P" Streets; thence south along said line to the centerline of "O" Street; thence west along the centerline of "O" Street to a point 150 feet west of the west line of 9th Street; thence south to the centerline of the east-west alley between 8th and 9th and "N" and "O" Streets; thence east along said line to the centerline of the north-south alley between 9th and 10th and "N" and "O" Streets; thence south along said line to the centerline of "K" Street; thence east along the centerline of "K" Street to its intersection with the centerline of the north-south alley between 10th and 11th and "J" and "K" Streets; thence south along said line to a point 150 feet south of the south line of "K" Street; thence east to the centerline of 11th Street; thence north along the

centerline of 11th Street to the centerline of "K" Street; thence east along the centerline of "K" Street to the centerline of 12th Street; thence north along the centerline of 12th Street to the centerline of "L" Street; thence east along the centerline of "L" Street to the centerline of 13th Street; thence north along the centerline of 13th Street to the centerline of "M" Street; thence east along the centerline of "M" Street to the centerline of 14th Street; thence north along the centerline of 14th Street to the centerline of "N" Street; thence east along the centerline of "N" Street to the centerline of 15th Street; thence north along the centerline of 15th Street to the centerline of "O" Street; thence east along the centerline of "O" Street to a point 150 feet east of the east line of 15th Street; thence north to the centerline of the east-west alley between 15th and 16th and "Q" and "R" Streets; thence west along said line to a point 150 feet west of the west line of 15th Street; thence north to a point 95 feet south of the south line of "R" Street; thence west to the centerline of 14th Street; thence south along the centerline of the east-west alley between 13th and 14th and "Q" and "R" Streets; thence west along the said line to the point of beginning, and more specifically set forth upon a map which is attached hereto and made a part of this title, which map is designated as the airport zoning map.

(c) In the transition zones to a height above the planes forming the transition slopes;

(d) Within the inner boundary of the hazard area and in the existing or proposed runways to a height above the existing or proposed finished grade of said runways. All grades of said runways are hereby established by and referenced to the plans of said airport on file in the office of the City Clerk, which plans are made a part of this chapter by reference. (Ord. 12571 §283; May 8, 1979).

27.59.050 — Airport Zoning Map-

~~————The boundaries, approach zones, transition zones, and turning zones and all areas thereof are as indicated on the location sketch and airport zoning map which accompanies and is hereby made a part of this ordinance, a copy of which shall at all times be on file in the office of the City Clerk. (Ord. 12571 §284; May 8, 1979).~~

27.59.060 Permit Required; Procedure.

(a) It is hereafter unlawful to erect, construct, reconstruct, repair, or establish any building, tower, smokestack, chimney, or other structure or appurtenances thereto of any kind or character within the boundary of the zoned hazard area of said airport without first obtaining a height permit from the building official.

(b) In the outer ~~area~~ of approach zones and within the turning zones, no height permit shall be required generally for construction which is no higher than seventy-five feet above the elevation of the natural ground at the point of construction, except in specifically "shaded" areas indicated on the airport zoning map. Structures or buildings proposed to be constructed within or in close proximity to such "shaded" areas on said map shall require certification as to elevation if in the opinion of the building official such structure or building may exceed the allowable height of that particular "shaded" portion of the map, provided that no certification as to elevation or a height permit shall be required for proposed accessory structures or accessory buildings to dwelling units when said proposed accessory

structures or accessory buildings or any attachment thereto do not exceed the elevation of said dwelling unit.

(c) Application for a height permit as required under the provisions of this chapter shall be made upon a form which is available in the office of the building official. The application shall indicate the location, ground elevation with reference to the elevation at the closest point on a runway, and the height of the proposed structure. Said elevation shall be certified to by a land surveyor, registered by the State of Nebraska, which certificate must accompany said application. (Ord. 12571 §285; May 8, 1979).

(d) The Building Official shall require a registered professional surveyor to verify the actual height and location of any structure or building requiring a height permit. The certification shall be submitted to the Building Official at the point of final construction of the structure or building, but prior to operation or occupying the structure or building. Such information shall be recorded and maintained by the Building Official.

27.59.070 Airport Hazards.

(a) The Building Official shall examine or cause to be examined any transmission line, pole, tree, wires, or other structures or natural growth, not included in Section 27.59.060, reported to him as an airport hazard within the hazard area, and if such is found to be an airport hazard as defined in Section 27.59.010, it shall be the duty of the Building Official to give the owner of the property where such hazard exists written notice thereof, and to take such measures as are necessary and authorized by law to eliminate or alleviate said hazard. For the purpose of aiding the Building Official to determine whether the existence of any such reported transmission line, pole, tree, wires, or other structures or natural growth constitute an airport hazard, the Building Official may in each case request a written report from the State Department of Aeronautics under the provisions of Neb. Rev. Stat. §§ 3-108 and 3-113 (Reissue 1973) to advise whether or not an airport hazard, as defined in this chapter, exists.

(b) Notwithstanding any other provisions of this title, no use may be made of land within any zone established by this ordinance in such a manner as to create electrical interference with radio communication between the airport and aircraft, make it difficult for fliers to distinguish between airport lights and others, result in glare in the eyes of fliers using the airport, impair visibility in the vicinity of the airport, or otherwise endanger the landing, take-off, or maneuvering of aircraft. (Ord. 12571 §286; May 8, 1979).

27.59.080 Nonconforming Height.

Within the ~~zoned~~ hazard area as hereinbefore defined, the lawful height of a building, structure, or premises existing at the time of the effective date of this chapter may be continued although such height does not conform to the provisions hereof. Within the ~~zoned~~ hazard area no nonconforming building, structure, smokestack, chimney, or appurtenance thereof of any kind or character shall hereafter be replaced, substantially reconstructed, repaired, or altered to a height which constitutes a greater hazard to air navigation than existed before the effective date of this chapter, nor above the heights permitted by this chapter if such structures are torn down, destroyed, burned, deteriorated, or decayed to an extent of sixty percent or more, or abandoned for a period of twelve months or more. (Ord. 12571 §287; May 8, 1979).

27.59.090 Administration.

It is the duty of the Building Official who is the Director of Building and Safety of the City of Lincoln, to administer and enforce this chapter, and said officer is hereby appointed the "administrative agency" provided for in Neb. Rev. Stat. § 3-319 (Reissue 1943, as amended), and shall have all the powers and perform all the duties of the administrative agency as provided by the airport zoning act, until or unless otherwise ordered by the Mayor. Applications for permits and variances shall be made to the building official upon a form furnished by said official. Applications which are by this chapter to be decided by the building official shall be promptly considered and granted or denied. Applications for action by the Board of Zoning Appeals shall be forthwith transmitted by the Building Official to the Board for hearing and decision. (Ord. 12571 §288; May 8, 1979).

27.59.100 Board of Zoning Appeals.

(a) The Board of Zoning Appeals is the "Board of Adjustment" with respect to this chapter, to have and exercise the powers conferred by Section 27.59.120 and such other powers and duties as are conferred and imposed by law. Any person aggrieved or affected by any decision or action of the Building Official made in the administration of this chapter may appeal such decision or action to the Board of Zoning Appeals.

(b) Any appeal taken pursuant to this section shall be by the procedure established by Section 27.75.030. (Ord. 12571 §289; May 8, 1979).

27.59.110 Powers of the Board of Zoning Appeals.

The Board of Zoning Appeals has the following powers:

(a) To hear and decide appeals from any order, requirement, or decision made by the Building Official in the enforcement of this chapter;

(b) To hear and decide any special exceptions to the terms of this chapter which such board may be required to pass upon under this chapter; and

(c) To hear and decide specific variances to the extent necessary, where there are peculiar, exceptional, and unusual circumstances in connection with a specific situation where the relief granted would not be contrary to the public interest but would do substantial justice and be in accordance with the spirit of this chapter. Provided, that any variance may be allowed subject to any reasonable conditions that the Board of Zoning Appeals may deem necessary to effectuate the purpose of this chapter. (Ord. 12571 §290; May 8, 1979).

27.59.120 Airport Zoning Commission.

The Lincoln City-Lancaster County Planning Commission is hereby appointed the "Airport Zoning Commission," referred to in Neb. Rev. Stat. § 3-308, (Reissue 1943), to have and exercise the powers conferred by Neb. Rev. Stat. § 3-308, (Reissue 1943), and such other powers and duties as are conferred and imposed by law. (Ord. 12571 §291; May 8, 1979).

27.59.130 Use of Land.

No use of land which is prohibited by Title 27 of this code is permitted within the airport hazard area. (Ord. 12571 §292; May 8, 1979).

27.59.140 Appeal from Board of Zoning Appeals.

Any person aggrieved or taxpayer affected by any decision of the board of zoning appeals or governing body of a political subdivision which is of the opinion that a decision of the board of zoning

appeals is illegal, may appeal to the District Court of Lancaster County in the manner provided in Neb. Rev. Stat. §§ 3-324 et seq. (Reissue 1973). (Ord. 12571 §293; May 8, 1979).

27.59.150 Penalty for Violations.

(a) Each violation of any provision of this chapter shall constitute a misdemeanor and shall be punishable by a fine of not less than \$50.00 nor more than \$300.00, or imprisonment for not less than five nor more than thirty days, or both such fine and imprisonment. Each day a violation continues to exist shall constitute a separate offense.

(b) In any case where use of land is made in violation of this chapter or where any building or structure is erected, constructed, reconstructed, altered, repaired, or converted in violation of this chapter, the city attorney, in addition to other remedies, is hereby authorized to institute on behalf of the city, injunction, mandamus, or any other appropriate action or proceeding to prevent such unlawful use, erection, construction, reconstruction, alteration, or conversion, or to correct or abate such violation. (Ord. 12571 §294; May 8, 1979).

CHANGE OF ZONE NO. 3254

PUBLIC HEARING BEFORE PLANNING COMMISSION

January 23, 2002

Members present: Steward, Newman, Bills, Carlson, Krieser and Schwinn; Hunter, Duvall and Taylor absent.

Staff recommendation: Approval.

This application was removed from the Consent Agenda at the request of the Commission and had separate public hearing.

Proponents

1. Mike DeKalb of the Planning staff appeared to answer questions. He explained that the characteristic of the requested change is basically a “clean-up”. This text amendment has been in process for about two years. It came about when we were changing the elevation readings from mean sea level to NAVD 1988. In addition, the Airport has extended its boundaries, purchased additional land and constructed additions to the ends of the runways. This text amendment embodies all of those changes. The Airport Authority and Planning staff have worked with Building & Safety and the City Law Department to make these corrections. The old Airport Zoning Map was based on USDS contours. The proposed revised map uses GIS data, so it is the same information but more accurate.

Schwinn inquired whether the property owners around the airport will be affected in any way by these changes. DeKalb suggested that there should be no effect. But if there is some effect, it would now be more accurate. In other words, if the property was not in the gray area prior but is now because of better information, it certainly could have an impact. However, DeKalb was not aware of any specific instances where there would be a change.

There was no testimony in opposition.

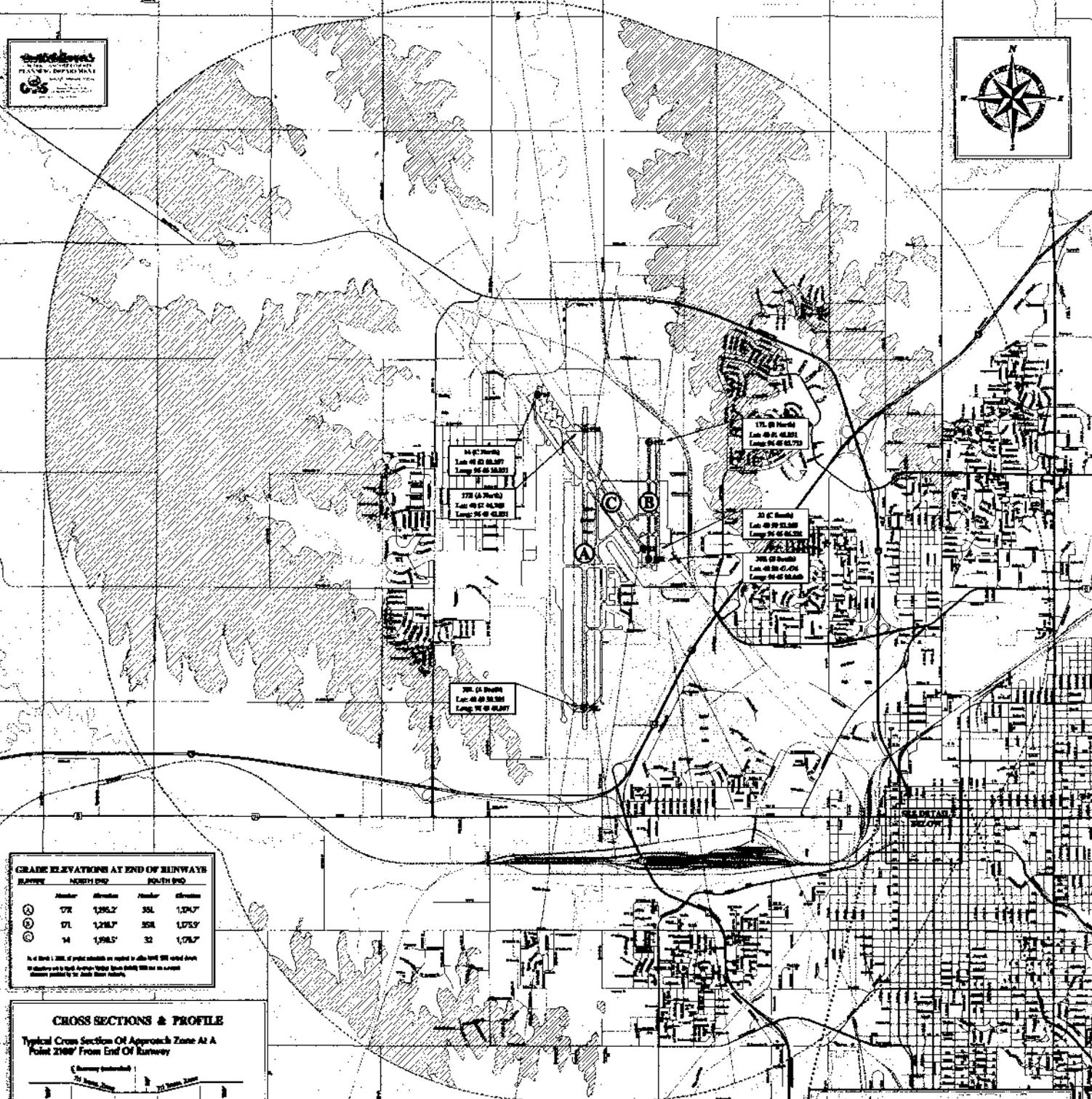
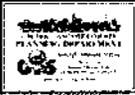
Public hearing was closed.

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

January 23, 2002

Steward moved approval, seconded by Bills and carried 6-0: Steward, Newman, Bills, Carlson, Krieser and Schwinn voting ‘yes’; Hunter, Duvall and Taylor absent.

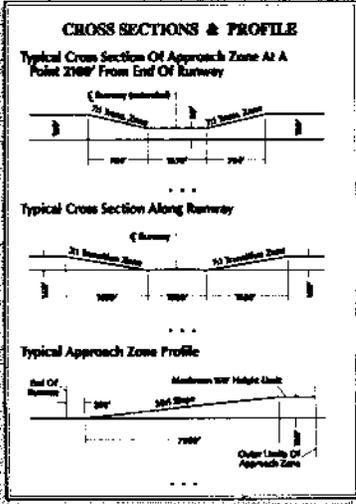
LINCOLN AIRPORT ZONING MAP



GRADE ELEVATIONS AT END OF RUNWAYS

MARKER	NORTH END	SOUTH END	
17R	1,982.7	35L	1,947.7
17L	1,218.7	35R	1,753.7
14	1,985.7	32	1,767.7

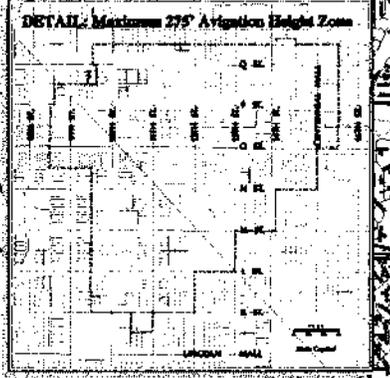
In all cases 1/8" of grade is shown as required to allow 100' 100' wheel down. All elevations are in feet. Airport-1988. Data Source: 1988. All elevations are subject to change without notice.

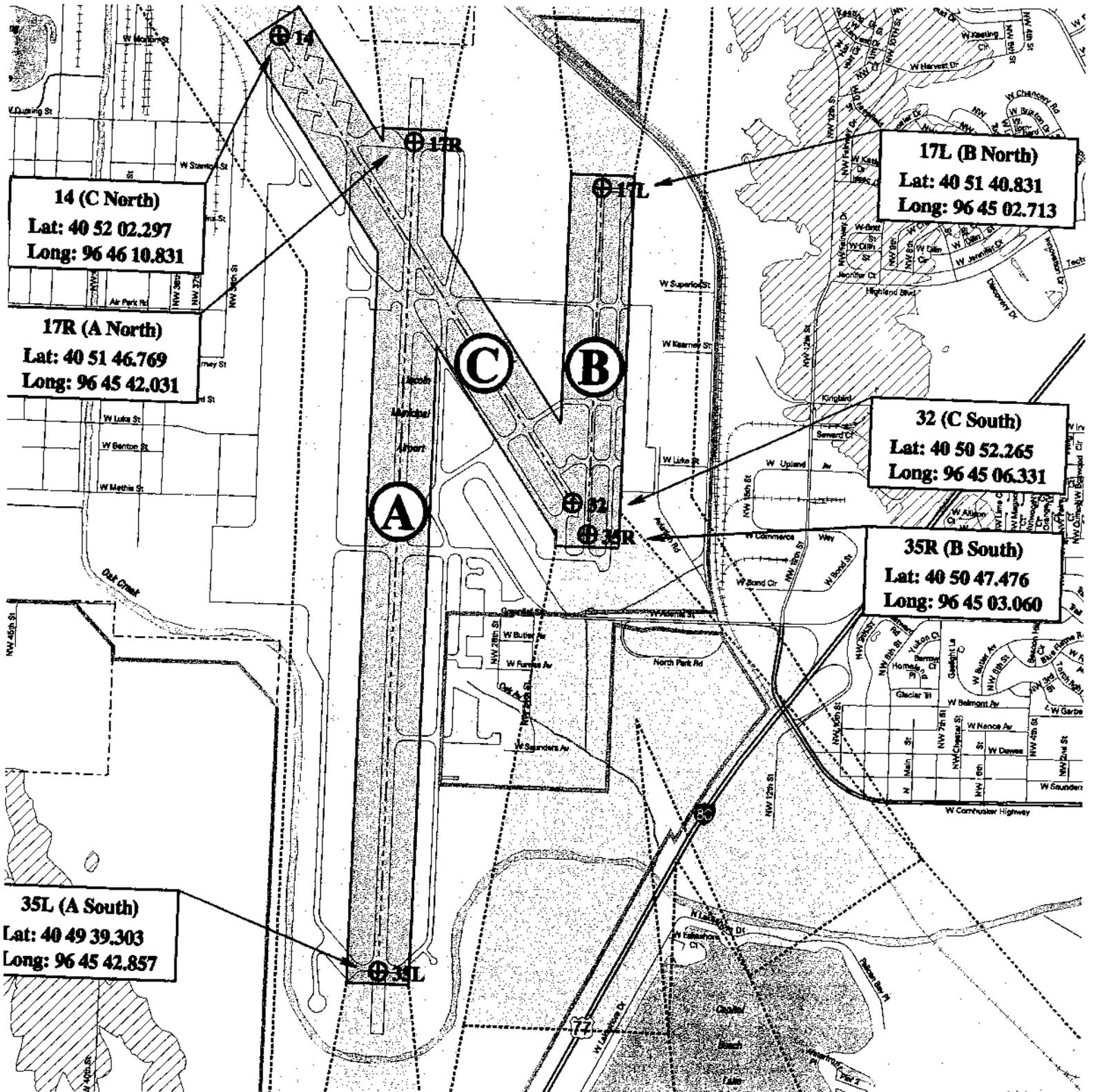


... LEGEND ...

	Streets		Outer Hazard Area Boundary
	Major Streets & Highways		275' Max. Height Zone
	Streams & Water Bodies		Inner Hazard Area
	Railroads		Inner Approach Zone
	Lincoln Corporate Limits		Outer Approach Zone
	Airport Boundary		Transition Zone
	Runway Centerline		Turning Zone
			Elevation 1248 Feet or Greater

012





14 (C North)
 Lat: 40 52 02.297
 Long: 96 46 10.831

17R (A North)
 Lat: 40 51 46.769
 Long: 96 45 42.031

17L (B North)
 Lat: 40 51 40.831
 Long: 96 45 02.713

32 (C South)
 Lat: 40 50 52.265
 Long: 96 45 06.331

35R (B South)
 Lat: 40 50 47.476
 Long: 96 45 03.060

35L (A South)
 Lat: 40 49 39.303
 Long: 96 45 42.857

GRADE ELEVATIONS AT END OF RUNWAYS

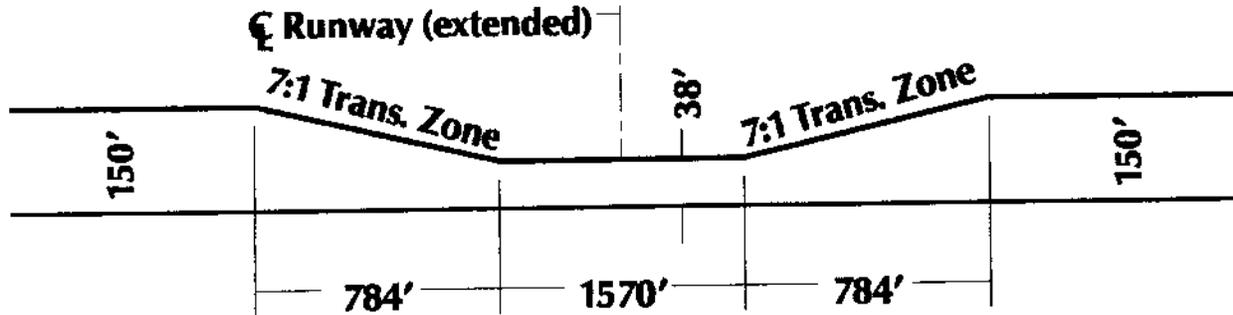
RUNWAY	NORTH END		SOUTH END	
	<i>Number</i>	<i>Elevation</i>	<i>Number</i>	<i>Elevation</i>
Ⓐ	17R	1,195.2'	35L	1,174.7'
Ⓑ	17L	1,218.7'	35R	1,175.9'
Ⓒ	14	1,198.5'	32	1,176.7'

As of March 1, 2000, all project submittals are required to utilize NAVD 1988 vertical datum.

All elevations are in North American Vertical Datum (NAVD) 1988 and are surveyed elevations provided by the Lincoln Airport Authority.

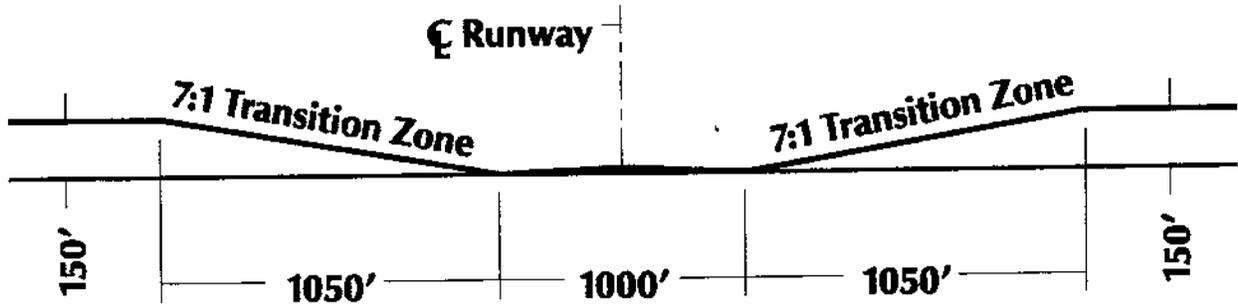
CROSS SECTIONS & PROFILE

Typical Cross Section Of Approach Zone At A Point 2100' From End Of Runway



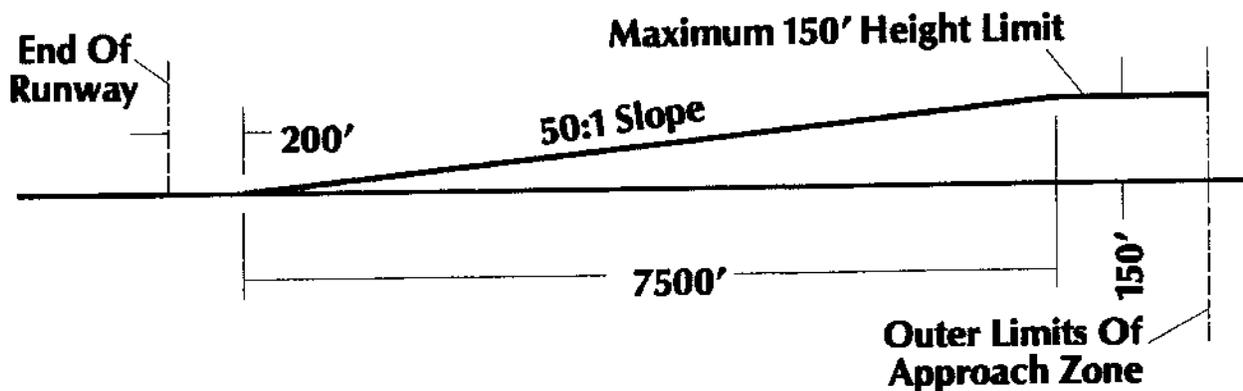
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Typical Cross Section Along Runway



...

Typical Approach Zone Profile



INTER-DEPARTMENT COMMUNICATION

TO Mike DeKalb
DEPARTMENT Planning
ATTENTION
COPIES TO Dale Stertz
John Wood, Airport
Authority

DATE December 27, 2001
FROM Rick Peo *Rick Peo*
DEPARTMENT City Law
SUBJECT Revised Zoning Text

I reviewed the latest draft of the revised zoning text and map for the Airport Zoning Regulations, Chapter 27.59 of the Lincoln Municipal Code and would suggest that the following revisions be made:

1. Revise the new language added to subparagraph (b) of § 27.59.060 to read as follows:

Strike the existing language and insert the following in lieu thereof:
provided that no certification as to elevation or a height permit shall be required for proposed accessory structures or accessory buildings to dwelling units when said proposed accessory structures or accessory buildings or any attachment thereto do not exceed the elevation of said dwelling unit.

2. In the first line of § 27.59.080 strike the word zoned before the word "hazard" and in line four, strike the word "zoned" and insert the word hazard in lieu thereof.

Do we have an updated Lincoln Airport Zoning Map which shows the shaded areas referred to for the provisions requiring height elevation certifications? My recollection that the map we had been using was very old and out of date. If so, it may be appropriate to also amend § 27.05.020 to refer to the Lincoln Airport Zoning Map dated _____ and refer the Airport Environs District Map as the Airport Environs Noise District Map dated June 1, 2000 in order to incorporate the latest versions of those maps.

If you have any questions concerning my suggested revisions please contact me.

ERP/tb

INTER-DEPARTMENT COMMUNICATION
Building & Safety Department

TO	John Wood, Executive Director	DATE	June 21, 2001
DEPARTMENT	Airport Authority	FROM	Dale Stertz, Chief Plans Examiner <i>D/S</i>
COPIES TO	Mike Dekalb, Planning Dept. Nicole Fleck-Tooze, Public Works Mike Merwick, Director Chuck Zimmerman, Manager Building Services	DEPARTMENT	Building and Safety
		SUBJECT	Change of Zone No. 3254 Airport Zoning and Map

This Department would suggest the following changes and additions to portions of the Airport Zoning Regulations. Please note that our suggestions have been highlighted.

27.59.040

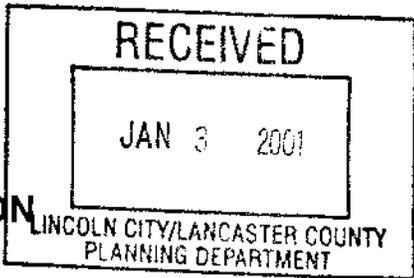
- (a) In **the inner approach zones** to a height above the planes forming the inner area of the approach zones;
- (b) In the outer **approach zones** and in turning zones to a height in excess of 150 feet above the elevations at the closest ~~point on the nearest runway~~, or to a height in excess of seventy-five feet above the elevation of the natural ground at the location of the structure;

27.59.060

- (b) In the outer **approach zones** and within the turning zones no height permit shall be required generally for construction which is no higher than seventy-five feet above the elevation of the natural ground at the point of construction, except in specifically "shaded" areas indicated on the Airport Zoning Map. Structures or buildings proposed to be constructed within or in close proximity to such "shaded" areas on the map shall require certification as to elevation if in the opinion of the Building Official such structure or building may exceed the allowable height of that particular "shaded" portion of the map, **an exception to accessory structures or buildings to dwelling units of which accessory structures or buildings or any attachments thereof don't exceed a height of _____ feet are excepted from height permit regulations.**

27.59.060

- (D) **The Building Official shall require a registered professional surveyor to verify the actual height and location of any structure or building requiring a height permit. The certification shall be submitted to the Building Official at the point of final construction of the structure or building, but prior to operating or occupying the structure or building. Such information shall be recorded and maintained by the Building Official.**



INTER-DEPARTMENT COMMUNICATION
Building & Safety Department

TO	Ray Hill	DATE	January 2, 2001.
DEPARTMENT	Planning Department	FROM	Dale Stertz, Chief Plans Examiner
COPIES TO	Mike Merwick, Director Chuck Zimmerman, Mgr Building Services Rodger Harris File	DEPARTMENT	Building & Safety
		SUBJECT	Airport Zoning Text Change - CZ3254

This Department has the following comments regarding the Airport Zoning Text Change - CZ3254

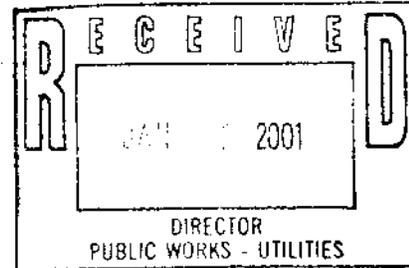
- It appears that Sec. 27.59.020 means that the north limit of the hazard area is measured from the north City limit line, as opposed from the airport boundary, since the City limits are south of the north airport boundary line. Measurement to (or from) the north City limits would provide a lesser distance from the hazard area limit from the airport boundary line. This does not appear to be how the limit is shown on the GIS system.
- Is the reference to and adoption of the Airport Zoning Map in Sec. 27.05.020 sufficient or should the reference to the Airport Zoning Maps in 27.59.020(b) contain additional language to say "which are declared to be a part of this ordinance"?
- The language of Sec. 27.59.040(b) does not correspond with reference to proposed language in Sec. 27.59.060(b). The former section contains height restrictions, that do not restrict the height in excess of seventy-five feet above the elevation of the natural ground at the location of the structure, in the outer area of approach zones and in turning zones. The latter section requires a height permit, within the outer area of approach zones and within turning zones, at elevation 1,369 feet NAVD 1988 or greater elevation, *without regard* to natural ground at the structure location. Without the exception to a height permit requirement for those constructions no higher than 75 feet above natural ground at the construction locations, which is now a part of Sec.27.59.060(b), a height permit appears to be required for all locations in the outer area of approach zones and within the turning zones, in order to verify that the construction does not meet or exceed the 1,369 feet. The height would be necessary because there is no reasonable way to determine, in the absence of survey elevation, the elevation of a particular parcel or location. Why require a height permit where there is no height restriction per Sec 27.59.040(b).

- It appears that in Sec 27.59.030(c), we have struck the words "as shown on the attached Airport Zoning Map" shouldn't we have some reference to the Map such as "which are shown on the Airport Zoning Maps"?
- Within Chapter 27.59, the only time we ask for elevation of the item we are permitting to be certified is found in Sec 27.59.060(c), which requires a "certificate must accompany said application". How do we know it was built to this height? Do we want to ask for an as built certification?

F:\files\kreja\misc-stertz.memo-1-2-01

December 28, 2000

Ms. Nicole Fleck-Tooze
Lincoln-Lancaster County Planning Dept.
555 So. 10th, Suite 213
Lincoln, NE 68508



Dear Ms. Fleck-Tooze:

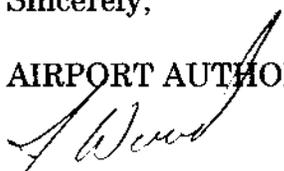
Thank you for your Memorandum of December 15th with proposed language changes to the Airport Zoning Ordinance.

We have only one comment in the Ordinance in which you refer to an "Airport Zoning Map". The drawing which we have to go with this Ordinance is entitled Airport Environs Height Regulations. We would therefore suggest that the language in the Ordinance be changed to reflect the proper title of the map. Instead of Airport Zoning Map it should be referred to as the Airport Environs Height Regulations Map. This would also serve to differentiate it from the other Airport related map, i.e. Airport Environs Noise Regulations Map.

Other than that one simple change we have no other comments for you on the Ordinance amendments as proposed. We appreciate this opportunity to work with you. If you have any other questions please let me know.

Sincerely,

AIRPORT AUTHORITY


John Wood
Executive Director

JW/lb

Received by...
MAR 31 2000
PLANNING DEPT.
KS

March 30, 2000

Kathleen Sellman
Director of Planning
Lincoln City/Lancaster Co. Planning Dept.
555 South 10th Street
Lincoln, NE 68508

*cc KM
JB
NFT*

Dear Ms. Sellman:

As per our conversations with City staff from Planning, Public Works & Utilities, and the Building and Safety Depts., the Lincoln Airport Authority would like to request revisions to the Lincoln Airport Zoning Map to reflect the following information:

1. NAVD 1988 elevations for the runway endpoints as surveyed in July of 1997 and shown on the attached sheet.
2. Note the location and the longitude/latitude for each runway endpoint as surveyed in July of 1997 and shown on the attached sheet.
3. Changes to the Airport boundaries as shown on Sheet 17 of 17 of the Airport Layout Plans for the Lincoln Municipal Airport dated June 17, 1999 and forwarded to Nicole Fleck-Tooze by HWS Consulting Group on March 6, 2000.

We ask that the Airport be afforded the opportunity to review these changes one more time before they are finalized. We also would like to have three (3) copies of the new zoning map on its completion.

Thank you for your assistance in this matter. Should you have any questions, please let us know.

Sincerely,
AIRPORT AUTHORITY

[Handwritten signature of Larry G. Hickok]

Larry G. Hickok
Deputy Director

LGH/lb
Att.

cc: Kent Morgan/John Bradley/Nicole Fleck-Tooze, Planning Dept.
Dale Stertz, Building & Safety Dept.
Lalit Jha, Public Works & Utilities Dept.
Larry Worrell/Jim Langtry, County Engineering Dept.

Subject: Airport Height Map

Date: Thu, 21 Sep 2000 11:37:05 -0500

From: "Wood, John" <JWood@LincolnAirport.com>

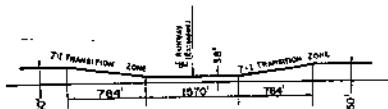
To: "ntooze@ci.lincoln.ne.us" <ntooze@ci.lincoln.ne.us>

Dear Ms. Tooze,

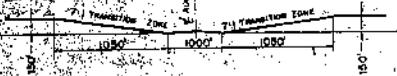
Following up on our conversation earlier today. We have reviewed the Airport Height Restriction Map and ordinance. As I understand it the main issue was with the old map and the "shaded" areas. The map was difficult to use and in fact was often ignored.

We believe that within the yellow area depicted on the new map that if an object meets or exceeds a height above sea level of 1,369 feet then it needs to be reviewed by the airport authority and have an FAA form 7460-1 filed to determine if it poses any hazards to air navigation. If this approach will work for you we can assist in rewording the ordinance and move forward. Please let me know how you wish to proceed.

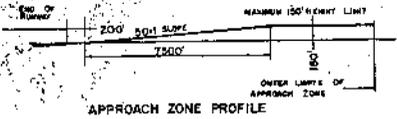
TYPICAL SECTIONS



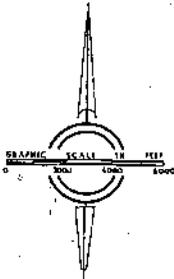
TYPICAL CROSS SECTION OF APPROACH ZONE AT A POINT 2100' FROM END OF RUNWAY



TYPICAL CROSS SECTION ALONG RUNWAY

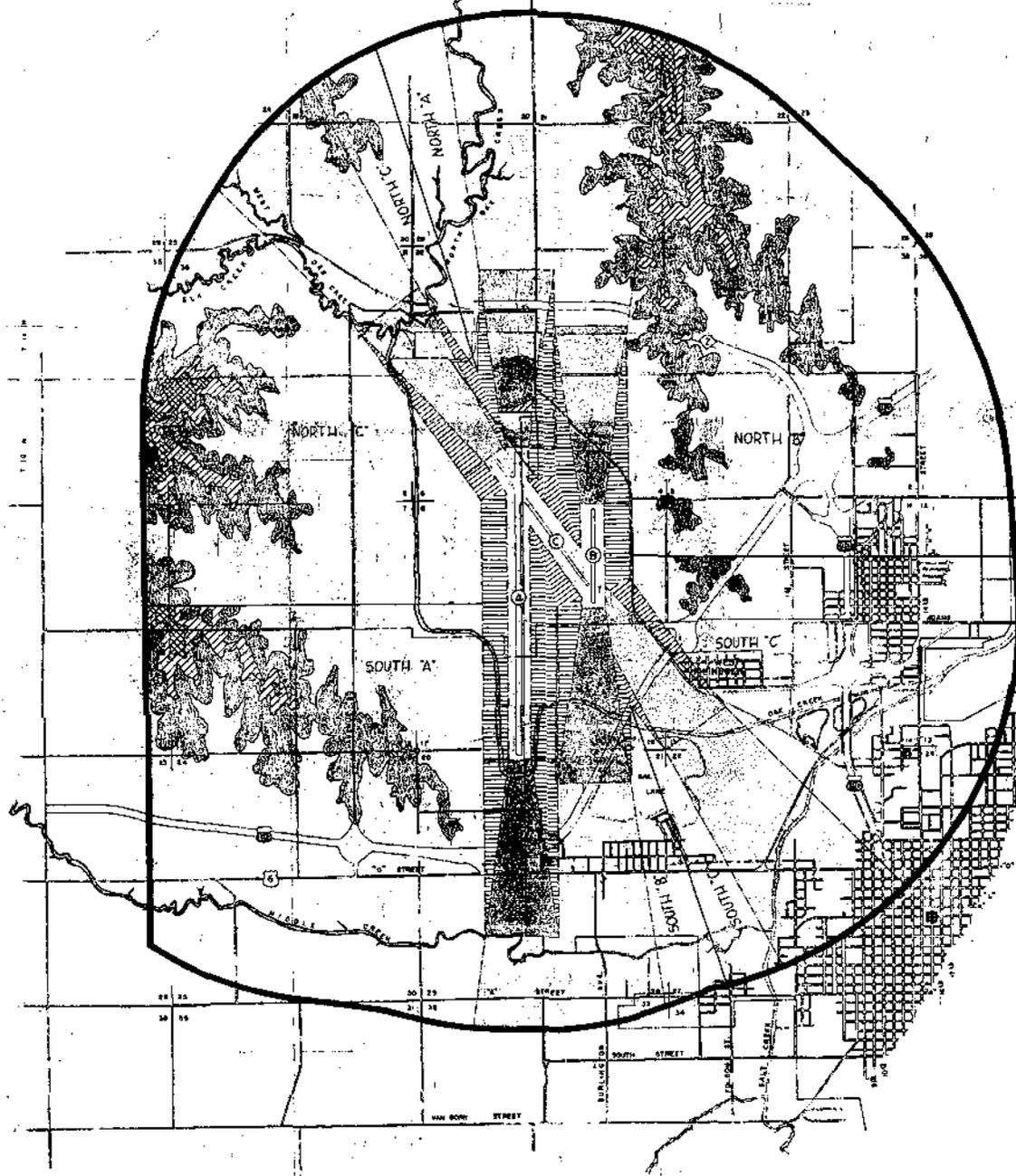


APPROACH ZONE PROFILE



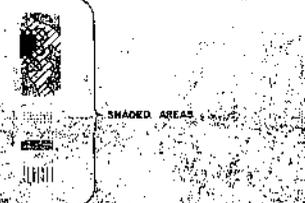
LINCOLN CITY — LANCASTER COUNTY
PLANNING COMMISSION
LINCOLN NEBRASKA

023



LEGEND

- CORPORATE LIMITS
- AIRPORT BOUNDARY
- HAZARD AREA BOUNDARY
- APPROACH ZONE & TRANSITION ZONE BOUNDARY
- INNER APPROACH ZONE
- TRANSITION ZONE
- INNER HAZARD AREA (10% WITH SHAD. DRAIN.)

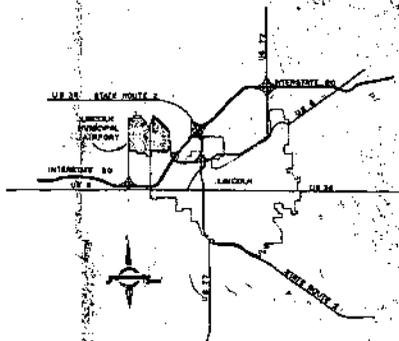
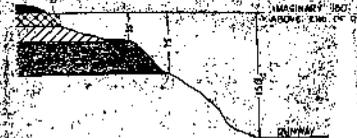


SHADED AREAS

GRADE ELEVATIONS AT ENDS OF RUNWAYS

RUNWAY	NORTH END	SOUTH END
1	1194.4'	1174.5'
2	1198.0'	1172.0'
3	1199.0'	1175.8'

NOTE: ALL ELEVATIONS BASED ON 1985 MEAN SEA LEVEL



LOCATION SKETCH

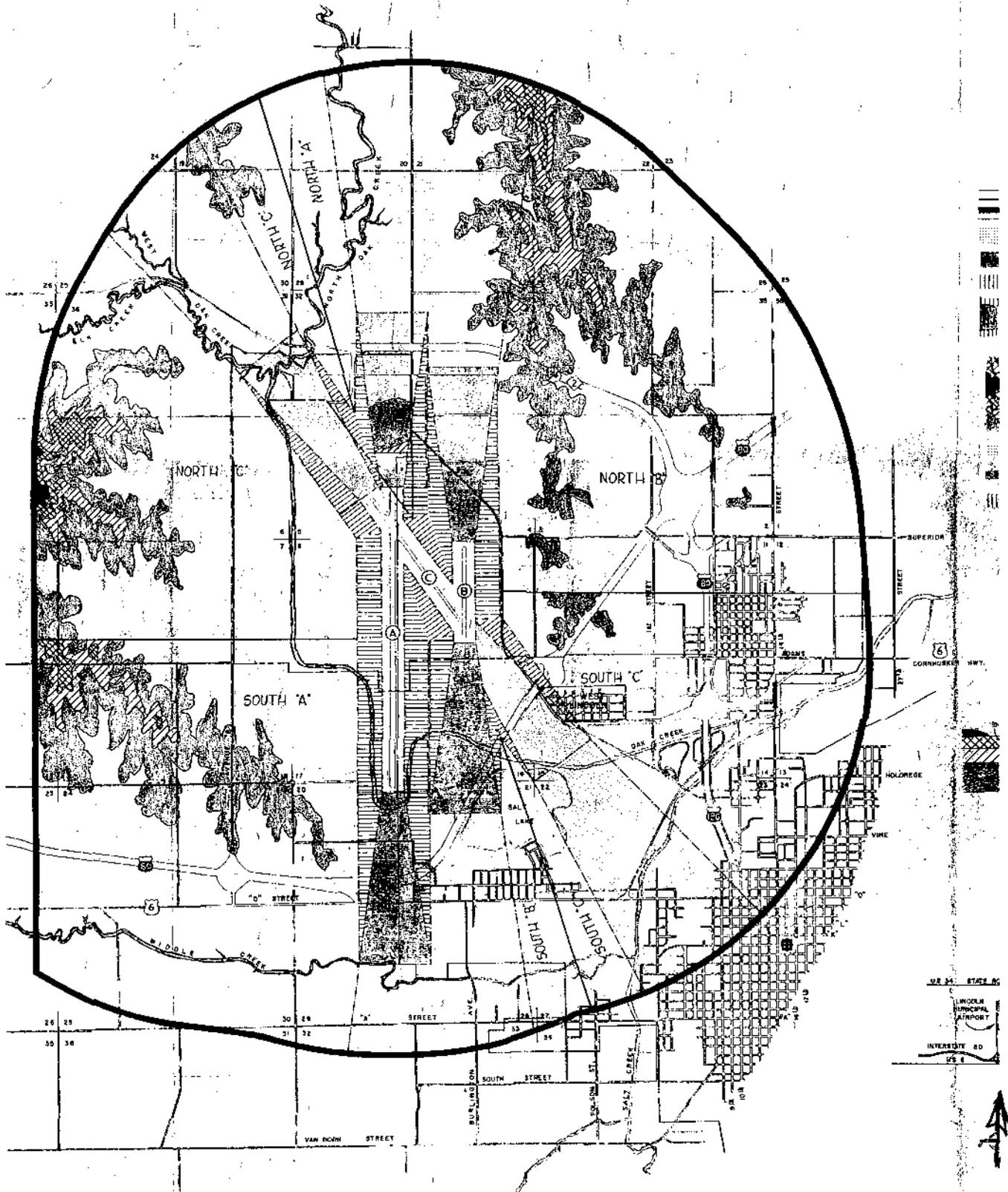
AIRPORT ZONING MAP
LINCOLN MUNICIPAL AIRPORT LINCOLN, NEBRASKA

AUG. 11, 1969

Existing

THIS IS TO CERTIFY THAT THIS MAP IS THE "AIRPORT ZONING MAP" REFERRED TO IN SECTION OF ORDINANCE No. ADOPTED ON THE DAY OF 1969.

ATTEST: _____ MAYOR
CITY CLERK



AIRPORT ZONING MAP
 LINCOLN MUNICIPAL AIRPORT LINCOLN, NEBRASKA

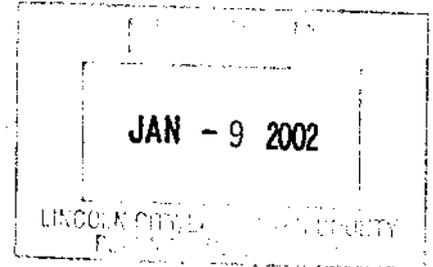
AUG. 11, 1969

THIS IS TO CERTIFY
 THAT THE "AIRPORT"
 SECTION IS THE SECTION
 ADOPTED ON T

ATTEST: **024**

CITY CLERK

Memo



To: Mike DeKalb - Planning
From: Jon Large
CC: Dale Stertz
Date: 1/8/2002
Re: Revised Zoning text

Mike:

John and I have been through the revised text suggested by Rick Peo in his December 27 memo. We concur with the changes in §27.59.060 and §27.59.080, as proposed.

Concerning changes to map references in §27.59.020, we agree that we need to choose an appropriate map and refer to it in the text. I believe we all agreed at our meeting on December 14 that the map dated June 14, 2001 was acceptable. We would suggest that the name of the map be changed to Airport Environs Height Zoning Map. This seems to be consistent with the naming of the noise district map referred to in §27.58 (Airport Environs Noise District Map).

If you have any questions on our concurrence, please give me a call.

When all is said and done, if you would provide me with a copy of the updated §27.59, a copy of the updated/retitled airport height zoning map and a copy of the §27.58 noise district map, I would appreciate it.

Thanks for all of your help.

Jon Large