
Sec. 4.3.29 – Private Airports

A new or expanded (defined as a geographic expansion beyond the limits of a previously approved Private Airport) Private Airport listed as a Special Use in a zoning category, or as deemed by the Growth Services Director to be permissible in a zoning category, must be approved through a Special Use Permit process meeting all requirements of Article 2, Division 8 except as modified below. Alternatively, a Private Airport may be approved through a Planned Unit Development process in accordance with Article 4, Division 2, Section 4.2.31 except as modified below.

- A. A Special Use Permit or Planned Unit Development application must additionally include the following items:
 - (1) A formal written application on a form provided by the Growth Services Department is submitted to the Planning/Zoning Manager indicating that a Private Airport is sought and stating the grounds on which it is requested.
 - (2) A fee in the amount established by resolution of the Board shall accompany the application. The fee schedule is available at the Growth Services Department.
 - (3) A Conceptual Plan prepared in accordance with the provisions of Article 6 and at an appropriate scale showing:
 - a. The limits of the proposed Private Airport in relation to adjacent properties.
 - b. A conceptual site plan for the Private Airport.
 - c. The proposed buffers, setbacks, and structure heights for uses within the Private Airport.
 - d. Provisions for ingress and egress
 - e. Provisions for screening and buffering of dissimilar uses and of adjacent properties
 - f. Provisions for general compatibility with adjacent properties, and other property in the surrounding area