

PROPOSED CHANGES-SHELBURNE ZONING BYLAW
Approved for Public Hearing by the Shelburne Planning Commission
June 24, 2010

[New text underlined.]

Section 320.26

Public and General Aviation Use Airport as of (effective date of bylaw amendment) PUD-AIR

Comment [DP1]: Subsequent items in this subsection would be renumbered

Section 345 Planned Unit Development

Public and General Aviation Use Airport. A Planned Unit Development for a public and general aviation use airport may be permitted in accordance with the provisions of subsection 1930.11 of these regulations.

1930.11 Planned Unit Development Public and General Aviation Use Airport (PUD-AIR)

Public and General Aviation Airport PUDs (PUD-AIR) may be allowed in the Rural district in accordance with the general PUD standards found in subsection 1930.2 and the specific requirements presented below:

- A. Purpose: The purpose of the PUD-AIR is to facilitate the development and operation of present and future Public and General Aviation Use Airports and associated facilities, while providing standards for review and development which will maintain compatibility of the airport use with the surrounding residential and commercial land uses.
- B. Allowed Uses and activities: The PUD-AIR is intended to accommodate Public and General Aviation Use Airports and Public and General Aviation Airport uses as defined in these bylaws. A PUD-AIR may also provide for the subdivision of single-family residences within the PUD-AIR on lots smaller than the minimum lot size for single family residential uses the district, so long as the overall density of primary uses within the PUD-AIR complies with requirements of the Rural District.
- C. Comprehensive Plan: Any development application submitted as a PUD-AIR shall include a comprehensive plan for the development and use of the airport facilities showing existing buildings planned buildings, runway, open space, circulation, landscaping, and parking.
- D. Design:
 - 1. Building Design: Elevation drawings shall be provided for facades of new or altered buildings if they will be visible from Route 7 or Mount Philo Road. The visual impact of new or altered buildings shall be reduced through the installation of landscaping and careful selection of colors and exterior materials.
 - 2. Maximum Building Coverage: Maximum building coverage shall be the greater of 10 percent of lot coverage or the overall building coverage of existing structures on the parcels making up the PUD-AIR.

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3. Minimum side and rear yard pertaining to the periphery of the PUD-AIR -- 50 feet. The foregoing standard notwithstanding, the minimum periphery buffer for buildings existing on [the effective date of this bylaw] shall be the distance from the existing building to the property line.
4. Maximum Building Height: The maximum building height shall be 35 feet.
5. Parking Areas: parking areas for passenger vehicles shall be screened by trees and other appropriate screening or landscaping.
6. Loading and Workspaces: Loading and workspaces shall be screened from view from any public road.
7. Landscaping: The PUD application shall contain a written statement of the goals and objectives of the landscaping and a discussion of how the landscape plan addresses those goals and objectives. At a minimum, landscaping shall be used to buffer the impacts of ground activities within the PUD-AIR from any surrounding residential uses.
8. Road Access: Access via public roads meeting Town Public Works standards for commercial uses shall be encouraged.

E. Setbacks and Dimensional Requirements:

1. Minimum area of PUD-AIR – 10 acres
2. Minimum frontage – 150 feet; as an alternative to demonstrating compliance with the minimum frontage standard, applicants for a PUD-AIR may instead propose that the PUD-AIR gain access to a public highway via a right-of-way at least 60 feet in width, within which is located an access drive meeting the standards for a Type 1 Road as defined in the Shelburne Public Works Specifications. However, a Public and General Aviation Use Airport existing as of [effective date of revisions] may be permitted to gain access via a drive located within a right-of-way 50 feet in width. In the event of the expansion or intensification of us at the airport then the DRB may require upgrades to the access road.
3. Minimum front setback – the lesser of 50 feet of the setback of existing structures
4. Minimum side and rear yard setback – the lesser of 50 feet or the setback of existing structures.

2110.159 Public and General Aviation Use Airport

A facility intended and used as a place where one or more fixed wing or rotary wing aircraft are regularly stored, maintained or repaired while not in flight, including the areas that the aircraft may use to take off and land. Subject to availability, airport uses may be available to the public.

2110.160 Public and General Aviation Airport Uses

A use or uses customarily conducted at Public and General Aviation Use Airports, including operations related to public, private and general aviation, including aircraft sales, fueling, repair, storage, shipping, rental, flight instruction, and other uses designed to serve aviation passengers and pilots.

Comment [DP2]: Subsequent items in this subsection would be renumbered