

25-19

City of Maryland Heights
ZONING CODE



The Zoning Code text contained in the Interpretive Version is current as of Ordinance #2024-4847 adopted on January 18, 2024.

The City Planner comments were last updated on February 2, 2024.

SECTION 25-19.1 PURPOSE

The purpose of this section is to establish regulations for airports and air navigation space.

SECTION 25-19.2 INTENT

It is the intent of this section to:

- A. Provide appropriate height limitations for structures and trees within proximity to aircraft landing approach areas and major airport maneuvering areas.
- B. Provide specific design standards for airports.

SECTION 25-19.3 SCOPE

These regulations shall apply as hereinafter indicated.

SECTION 25-19.4 AIRPORT ZONES

Airport zones are hereby created and established in the City of Maryland Heights and shall comprise all of the land lying beneath airport approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces. Except as otherwise provided in this section, no object shall be erected, altered, maintained, planted, or be allowed to grow in any zone to a height in excess of the applicable height limitations herein established for such zone. A tract of land located in more than one of the following zones shall be deemed to be in the zone with the more restrictive height limitation. Other regulations appearing in this section that are inconsistent herewith are superseded to the extent of such inconsistency.

SECTION 25-19.5 HEIGHT LIMITATIONS

The various zones and their height limitations are hereby established and defined as follows:

- A. *Utility Runway Visual Approach Zone.* Shall have a width at its inner edge coinciding with the width of the runway's primary surface, as defined in Appendix A.7, Definitions Relating to Air Navigation, and expanding outwardly to a width of one thousand two hundred fifty (1,250) feet at a horizontal distance of five thousand (5,000) feet from the primary surface. The centerline of the approach zone shall be established by an imaginary plane sloping twenty (20) feet outward for each foot upward, commencing at the end of and at the same elevation as the primary surface, and extending to a horizontal distance of five thousand (5,000) feet along the extended runway centerline.
- B. *Transitional Zones.* The areas beneath the transitional surfaces. The height limitations shall be established by an imaginary plane sloping seven (7) feet onward for each foot upward,

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commencing at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of one hundred fifty (150) feet above the airport elevation. In addition to the foregoing there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the approach surface, and extending to where they intersect the conical surface.

- C. *Horizontal Zones.* Established by swinging arcs of five thousand (5,000) feet radii from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones. The height limitation shall be an imaginary plane lying one hundred fifty (150) feet above the airport elevation.
- D. *Conical Zone.* Established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of four thousand (4,000) feet. The height limitation shall be established by an imaginary plane sloping twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at one hundred fifty (150) feet above the airport elevation and extending to a height of three hundred fifty (350) feet above the said airport elevation.

SECTION 25-19.6 ADDITIONAL LIMITATIONS

- A. Nothing in these regulations shall be construed to prohibit the construction or maintenance of any structure, or growth of any tree not exceeding a height of thirty-five (35) feet above the airport elevation at the base of such structure or tree.
- B. Notwithstanding any other provision, and with the exception of paragraph C below, no use may be made of land or water within any zone established by this section in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create a bird strike hazard, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.
- C. The regulations prescribed by this section shall not be construed to require the removal, lowering, or other change or alteration of any object not conforming to the regulations as of the effective date of this Code, or otherwise interfere with the continuance of the nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any object, the construction or alteration of which was begun

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prior to the effective date of this ordinance, and is diligently prosecuted. Notwithstanding the preceding provision of this paragraph, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the City Planner to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the airport to be protected thereby.

- D. Construction or alteration of structures near airport runways may require Federal Aviation Administration (FAA) review. In accordance with Federal Aviation Regulations Part 77, "Objections Affecting Navigable Airspace."

See the referenced document for scope and applicability. A copy is available in the Department of Community Development or online at:

https://oeaaa.faa.gov/oeaaa/external/content/FAR_Part77.pdf

SECTION 25-19.7 DESIGN STANDARDS

- A. *Airports.* All airports require a Conditional Use Permit. When approved as a Conditional Use, an airport must comply with all other applicable requirements of the Zoning Code.
- B. *Location Requirements.* Utility runway protection zones as defined in Appendix A.7, Definitions Relating to Air Navigation, of the Zoning Code shall not overlay any residential zones.
- C. *Airport Layout Plan.* A proposed airport layout plan, approved by the FAA, State of Missouri, and the East-West Gateway Coordinating Council, shall be submitted.
- D. *Site Design Standards.* The following design standards shall be met for all airports:
1. *Runways.* Paved runway length shall not exceed three thousand six hundred (3,600) feet between thresholds. Thresholds on paved runways shall be located at least two hundred (200) feet from any property line. Airports shall be required to have legal control of the Runway Protection Zone (RPZ) as defined in current FAA standards. Runways shall be used solely for the operation of aircraft using visual or non-precision approach procedures.
 2. *Aircraft Restrictions.* Airports shall be designed with the following restrictions:
 - a. Aircraft approach category shall not exceed Category B as defined in Appendix A.7, Definitions Relating to Air Navigation.
 - b. Airplane design group shall not exceed Group I as defined in Appendix A.7, Definitions Relating to Air Navigation.



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3. *Separation Standards:*

- a. Visual runway centerline to parallel runway centerline shall not be less than seven hundred (700) feet.
- b. Visual runway centerline to taxiway/taxilane centerline shall not be less than one hundred fifty (150) feet.
- c. Visual runway centerline to aircraft parking areas shall not be less than one hundred twenty-five (125) feet.

In the event of an amendment to the visual separation distances, the most current FAA standards shall apply.

4. *Building and Structure Requirements:*

- a. *Front Yard Set Back.* Not less than seventy-five (75) feet from any public right-of-way.
- b. *Side and Rear Yard Setback.* Not less than twenty-five (25) feet from any property line.
- c. Fuels and flammables storage shall not be located less than one hundred (100) feet from any property line. Said location and method of storage shall be approved by the applicable fire district.
- d. All tie-down locations, T-hangars, and enclosed hangars shall be shown on the airport layout plan. All structures shall meet the applicable codes as adopted by the city.
- e. All airport buildings shall be limited to the storage and/or maintenance of aircraft and accessory uses as identified in Section 25-9.7.E.7, Accessory Uses.

5. *Height Requirements.* No building or structure shall exceed a height of thirty-five (35) feet. All structures within the airport boundaries shall be limited in height to comply with FAA Part 77 and Advisory Circular 5300-13, Change 13, "Airport Design Criteria," dated June 19, 2008, or later version, and have accomplished FAA Airspace Review utilizing Form 7460.

6. *Performance Standards.*

- a. Temporary outdoor storage or display of aircraft parts and supplies, merchandise, materials, or equipment, except operational aircraft shall be permitted for no more than thirty (30) days.

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- b. All repairs shall be done indoors or on designated ramp areas except in the case of emergencies.
 - c. All trash containers must be stored in an enclosure.
 - d. Runway markings and lighting equipment shall be maintained according to FAA standards.
 - e. No taxiways shall be permitted in the required setback.
 - f. Flight patterns for all runways shall be conducted to maximize compatibility with existing land uses. Flight patterns shall be submitted to the Planning Commission for review prior to approval of the Conditional Use Permit.
7. *Accessory Uses.* Accessory uses shall be limited to the following:
- a. Classrooms for flight training.
 - b. Hobby aircraft construction, repair or storage.
 - c. Office uses as related to the airport's operation and maintenance.
 - d. Airport mechanic services; fuel and parts sales.
 - e. Display of vintage aircraft and flight equipment.
 - f. Airport maintenance (i.e., lawn mowing, emergency equipment).
 - g. Restaurants (sit down).
 - h. Wholesale and/or retail sale of aircraft, rental or charter of aircraft or sale of aircraft supplies and related equipment.
8. *Utilities.* All airports shall be served by an approved water supply and an approved sanitary sewer or septic tank facility.
- E. *Control of Transitional Zones.* Airports shall not be required to have legal control of the land underlying transitional zones. However, should an adjacent landowner request a building permit for a structure that would penetrate the transitional zone surface, the airport owner shall enter into an agreement with the landowner to prevent construction of said structure.

