

Appendix A

Acronyms and Definitions

Acronyms

AC	Advisory Circular
ADG	Airplane Design Group
ADO	Airport District Office
AGL	Above Ground Level
AIM	Aeronautical Information Manual
AIP	Airport Improvement Program
ALP	Airport Layout Plan
ANM	Northwest Mountain Region
ARC	Airport Reference Code
ARFF	Airport Rescue and Fire Fighting
ARP	Airport Reference Point
ARTCC	Air Route Traffic Control Center
ASDA	Accelerate-Stop Distance Available
ASV	Annual Service Volume
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
AVGAS	Aviation Gasoline
AWOS	Automated Weather Observing System
CFR	Code of Federal Regulations
CIP	Capital Investment Plan
CWY	Clearway
dB	Decibel
dBA	A-weighted Decibels
DH	Decision Height
DME	Distance Measuring Equipment
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAA Part 77	Objects Affecting Navigable Airspace
FAR	Federal Aviation Regulations
FBO	Fixed Based Operator
GA	General Aviation

GPS	Global Positioning System
IFR	Instrument Flight Rules
INM	Integrated Noise Model
LDA	Landing Distance Available
LDA	Landing Distance Available
MIRL	Medium Intensity Runway Lights
MSL	Mean Sea Level
NAVAIDS	Navigational Aids
NDB	Non-Directional Beacon
NEPA	National Environmental Policy Act
OFA	Object Free Area
OFZ	Obstacle Free Zone
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RW	Runway
SEPA	State Environmental Protection Act
SWY	Stopway
TH	Threshold
TL	Taxilane
TODA	Take-Off Distance Available
TORA	Take-Off Run Available
TSA	Taxiway Safety Area
TW	Taxiway
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
WSCASP	Washington State Continuous Airport System Plan
WSDOT	Washington State Department of Transportation

Definitions

- Aeronautical Activity Any activity commonly performed at airports involving, required for, or permitting the operation of aircraft, or required for or contributing to the safety of aircraft operations. Aeronautical activities include, but are not limited to: pilot training, aircraft rental, air taxi, charter operations, sightseeing, air carrier operations, aircraft repair and maintenance, sale of aircraft parts, sale of aviation fuels and petroleum products, air cargo, aerial crop applications, aerial photography, aerial surveying, aerial advertising, aircraft sales, aircraft storage, ultralight operations, skydiving, and power assisted hang gliding or parasailing.
- Aeronautical Service Any service involving, required for or permitting the operation of aircraft or required for or contributing to the safety of aircraft operations. These services are commonly conducted on the airport by persons or businesses who lease facilities or have permission from the airport operator to provide such services.
- Air Taxi An air carrier certificated in accordance with FAR Part 135 and authorized to provide, on demand, public transportation of persons and property by aircraft. Air taxi operators generally operate small aircraft “for hire” for specific trips.
- Aircraft Approach Category A grouping of aircraft based on a speed of 1.3 times the stall speed in the landing configuration at maximum gross landing weight. The aircraft approach categories are:
- Category A - Speed less than 91 knots;
 - Category B- Speed 91 knots or more but less than 121 knots;
 - Category C - Speed 121 knots or more but less than 141 knots;
 - Category D - Speed 141 knots or more but less than 166 knots; and
 - Category E - Speed 166 knots or more.
- Aircraft Mix The classification of aircraft into groups which are similar in size, noise, and operational characteristics. (Also see Fleet Mix.)

Aircraft Operations The airborne movement of aircraft. There are two types of operations: local and itinerant, defined as follows:

1. Local Operations are performed by aircraft which:
 - a... operate in the local traffic pattern or within sight of the airport;
 - b. . are known to be departing for or arriving from a local practice area.
2. Itinerant operations are all others.

Airfield A defined area on land or water including any buildings, installations, and equipment intended to be used either wholly or in part for the arrival, departure, or movement of aircraft.

Airplane Design Group A grouping of airplanes based on wingspan. The groups are as follows:

- Group I: Up to but not including 49 feet (15 m).
- Group II: 49 feet (15 m) up to but not including 79 feet (24 m).
- Group III: 79 feet (24 m) up to but not including 118 feet (36 m).
- Group IV: 118 feet (36 m) up to but not including 171 feet (52 m).
- Group V: 171 feet (52 m) up to but not including 214 feet (65 m).
- Group VI: 214 feet (65 m) up to but not including 262 feet (80 m).

Airport All of the property, buildings, facilities and improvements within the property boundaries of the airport as it now exists or will exist in the future. This area is defined on the Airport Layout Plan or Exhibit A.

Airport Elevation The highest point on an airport's usable runway expressed in feet above mean sea level (MSL).

Airport Layout Plan (ALP) The plan of an airport showing the layout of existing and proposed airport facilities.

Airport Owner	The designee who is charged with the operation and administration of the airport.
Airport Reference Point (ARP) ...	The latitude and longitude of the approximate center of the airport.
Airside	The runways, taxiways, aprons, ramps, buildings and facilities located inside the security fencing.
Airspace	The area above the ground in which aircraft travel. It is divided into corridors, routes, and restricted zones for the control and safety of aircraft.
Ambient Noise Level	Background noise level, exclusive of the contribution made by aircraft.
Annual Service Volume	A reasonable estimate of an airport's annual capacity. It accounts for differences in runway use, aircraft mix, weather conditions, etc., that would be encountered over a year's time.
Approach End of Runway	The near end of the runway as viewed from the cockpit of a landing aircraft.
Approach Surface	An imaginary surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based upon the planned approach. The inner edge of the approach surface is the same width as the primary surface and expands uniformly, depending upon the planned approach.
Approved Instrument Approach .	Instrument approach meeting the design requirement, equipment specifications, and accuracies, as determined by periodic FAA flight checks, and which are approved for general use and publication by the FAA.
Apron	A defined area where aircraft are maneuvered and parked, and where activities associated with the handling of flights can be carried out.

Automated Weather Observing System (AWOS)	An automatic recording instrument for measuring cloud height, visibility, wind speed and direction, temperature, and dew point.
Aviation Gasoline (AVGAS)	Fuel used in reciprocating (piston) aircraft engines. Avgas is manufactured in the following grades: 80/87; 100LL; 100/130; and 115/145.
Avigation Easement	A form of limited property right purchase that establishes legal land-use control prohibiting incompatible development of areas required for airports or aviation-related purposes.
Based Aircraft	Aircraft stationed at an airport on an annual basis.
Circling Approach	An instrument approach procedure in which an aircraft executes the published instrument approach to one runway, then maneuvers visually to land on a different runway. Circling approaches are also used at airports that have published instrument approaches with a final approach course that is not aligned within 30 degrees of any runway.
Clear Zone	See Runway Protection Zone.
Clearway	A clearway is an area available for the continuation of the take-off operation which is above as clearly defined area connected to and extending beyond the end of the runway. The area over which the clearway lies need not be suitable for stopping aircraft in the event of an aborted take-off. Clearways are applicable only in the take-off operations of turbine-engined aircraft.
Commercial Service or Activity ..	Any commerce, trade or business involved in the exchange of goods, property or services of any kind.
Conical Surface	A surface extending outward and upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet.
Controlled Airspace	Airspace designated as continental control area, control area, control zone, or transition area within which some or all aircraft may be subject to air traffic control.

Critical Aircraft	The aircraft which controls one or more design items based on wingspan, approach speed and/or maximum certificated take-off weight. The same aircraft may not be critical to all design items.
Cross wind	When used concerning wind conditions, the word means a wind not parallel to the runway or the path of an aircraft.
dBA	Decibels measured on the A-weighted scale to factor out anomalies.
Decibel (dB)	The standard unit of noise measurement relating to a logarithm scale in which 10 units represents a doubling of acoustic energy.
Displaced Threshold	Actual touchdown point on specific runway designated due to obstructions which make it impossible to use the actual physical runway end.
Effective Runway Gradient	The maximum difference between runway centerline elevations divided by the runway length, expressed as a percentage.
Environmental Assessment (EA)	A report prepared under the National Environmental Policy Act (NEPA) analyzing the potential environmental impacts of a federally funded project.
Environmental Impact Statement (EIS)	A report prepared under NEPA fully analyzing the potential significant environmental impacts of a federally-funded project.
FAR Part 77	Federal Aviation Regulations which establish standards for determining obstructions in navigable airspace.
Federal Aviation Administration (FAA)	A branch of the US Department of Transportation responsible for the regulation of all civil aviation activities.
Final Approach	The flight path of an aircraft which is inbound to the airport on an approved final instrument approach course, beginning at the point of interception of that course and extending to the airport or the point where circling for landing or missed approach is executed.

Fixed Base Operation (FBO)	An individual or business property licensed and authorized by written agreement with the airport owner to provide specified aeronautical services at the airport, and who rents or leases facilities on the airport to conduct these services. These operators commonly occupy an office, hangar or shop on the airport, and are required to comply with the written agreements and referenced rules and regulations.
Fixed Wing	For the purposes of this report, any aircraft not considered rotorcraft.
Flying Club	A non-commercial organization established to promote flying. Activities include, but are not limited to, development of aeronautical skills such as pilotage, navigation, airmanship, and the awareness and appreciation of aviation requirements and techniques.
Fuel	Aviation gasoline, jet fuel, automotive fuel or diesel.
Full Service FBO	A fixed base operator who provides a full range of services. This range of services generally includes aircraft rental, flight instruction, aircraft maintenance and repair, and pilot supplies.
General Aviation	All civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.
Global Positioning System (GPS)	A system of US satellites orbiting the earth which is used to instantly and accurately determine the navigational position of users on or above the earth's surface.
Hazard to Air Navigation	An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of a navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.
Horizontal Surface	An elliptical surface at an elevation 150 feet above the established airport elevation created by swinging 5,000-foot radius arcs from the center of each end of the primary surface. Tangent lines then connect these arcs.

- Independent Flight Instructor A single individual, working alone and without employees, partners, or facilities on the airport who provides professional, licensed/certified flight instruction.
- Independent Mechanic A single individual, working alone and without employees, partners, or facilities on the airport who provides professional, certificated repair and/or maintenance services for aircraft or aeronautical components.
- Instrument Flight Rules (IFR) Instrument Flight Rules governing the procedures for conducting instrument flight. Pilots are required to follow these rules when operating in controlled airspace with visibility of less than three miles and/or ceiling lower than 1,000 feet.
- Itinerant Operation All aircraft operations at an airport other than local.
- Landside All buildings and surfaces on the airport used by pedestrian or surface vehicular traffic located outside the airport security fence.
- Large Airplane An airplane of more than 12,500 pounds (5,700 kg) maximum certificated takeoff weight.
- Limited Service FBO A fixed base operator whose services are confined to less than full service. Examples of Limited Service include FBOs who provide specialty services such as aircraft sales, painting or upholstery, avionics repair, or other specialty services, or who provide only aviation fuel, or only aircraft maintenance and repair, or only aircraft rental and charter.
- Local Operation Aircraft operation in the traffic pattern or within sight of the tower, or aircraft known to be departing or arriving from flight in local practice areas, or aircraft executing practice instrument approaches at the airport.
- Minimum Standards Standards established by the airport owner as the minimum requirements to be met as a condition for the right to provide commercial services on the airport.

Navigational Aid (NAVAID) Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

Non-Aeronautical Service Any service conducted on the airport that provides products or services that are not associated with aviation. These services are provided by persons or businesses who lease facilities or have permission from the airport operator to provide such services on the airport.

Non-Directional Beacon (NDB) .. Non-Directional Beacon which transmits a signal on which a pilot may “home” using equipment installed in the aircraft.

Object Includes, but is not limited to above ground structures, NAVAIDs, people, equipment, vehicles, natural growth, terrain, and parked aircraft.

Object Free Area (OFA) An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ) The OFZ is the airspace below 150 feet (45 m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches. The OFZ is subdivided as follows:

Runway OFZ - The airspace above a surface centered on the runway centerline.

Inner-approach OFZ - The airspace above a surface centered on the extended runway centerline. It applies to runways with an approach lighting system.

Inner-transitional OPZ - The airspace above the surfaces located on the outer edges of the runway OFZ and the inner-approach OFZ. It applies to runways with approach visibility minimums lower than $\frac{3}{4}$ -statute mile (1,200 m).

- Obstruction to Air Navigation An object of greater height than any of the heights or surfaces presented in Subpart C of the Code of Federal Regulation (14 CFR), Part 77. (Obstructions to air navigation are presumed to be hazards to air navigation until an FAA study has determined otherwise).
- Primary Surface A rectangular surface with a width of 250 feet (centered on the runway centerline) and a length that extends 200 feet beyond each end of the runway. The elevation of the primary surface corresponds to the elevation of the nearest point of the runway centerline.
- Rotorcraft (Helicopter) A heavier-than-air aircraft supported in flight by the reactions of the air on one or more power-driven rotors on substantially vertical axis.
- Runway (RW) A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.
- Runway Blast Pad A surface adjacent to the ends of runways provided to reduce the erosive effect of jet blast and propeller wash.
- Runway Protection Zone (RPZ) .. An area off the runway end to enhance the protection of people and property on the ground.
- Runway Safety Area (RSA) A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.
- Segmented Circle A system of visual indicators designed to provide traffic pattern information at airports without operating control towers.
- Self-Fueling Operator A person who dispenses aviation fuel to aircraft owned by that person, or leased from others and operated by that person.

Shoulder	An area adjacent to the edge of paved runways, taxiways, or aprons providing a transition between the pavement and the adjacent surface; support of aircraft running off the pavement; enhanced drainage; and blast protection.
Small Airplane	An airplane of 12,500 pounds (5,700 kg) or less maximum certificated takeoff weight.
Stopway (SWY)	A defined rectangular surface beyond the end of a runway prepared or suitable for use in lieu of runway to support an airplane, without causing structural damage to the airplane, during an aborted takeoff.
Taxilane (TL)	The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.
Taxiway (TW)	A defined path established for the taxiing of aircraft from one part of an airport to another.
Taxiway Safety Area (TSA)	A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.
Threshold (TH)	The beginning of that portion of the runway available for landing. In some instances, the landing threshold may be displaced.
Touch and Go Operation	Practice flight performed by a landing touch down and continuous take-off without stopping or exiting the runway.
Transitional Surface	A sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces.
Ultralight	An aeronautical vehicle operated for sport or recreational purposes which does not require FAA registration, an airworthiness certificate, nor pilot certification. They are primarily single occupant vehicles, although some two-place vehicles are authorized for training purposes.
Utility Runway	A runway that is constructed for, and intended to be used by, aircraft of 12,500 pounds maximum gross weight and less.

Visual Approach Slope Indicator (VASI)	See definition of PAPI.
Visual Flight Rules (VFR)	Visual Flight Rules by which aircraft are operated by visual reference to the ground. Weather conditions for flying under these rules must include a ceiling greater than 1,000 feet, three miles visibility, and standard cloud clearance.
Visual Runway	A runway without an existing or planned straight-in instrument approach procedure.
Wind Coverage	Wind coverage is the percent of time for which aeronautical operations are considered safe due to acceptable crosswind components.
Wind Rose	A scaled graphical presentation of wind information.

Chapter 11.04 DISTRICT USE CHART

Sections:

- 11.04.010 Purpose.
- 11.04.020 District use chart.

11.04.010 Purpose.

A district use chart is established and contained herein as a tool for the purpose of determining the specific uses allowed in each use district. If a proposed use is not listed the administrator will determine if the proposed use is similar to one that is already enumerated in the use chart and may therefore be allowed, subject to the requirements associated with that use and all other applicable provisions of Chelan County. (Res. 2007-98 (part), 7/2/07).

11.04.020 District use chart.

The use chart located on the following pages is made a part of this section. The following acronyms apply to the following use chart. If a cell in the table is blank, the use listed in the left hand column is a prohibited use in the zone that is the heading for that cell.

- P — Permitted use
- P(1) Permitted use subject to development standards in Chapter 11.88, 11.93 and/or within the applicable zoning district standards
- P(2) Permitted use subject to development standards in Chapter 11.88, 11.93 and/or within the applicable zoning district standards, except for on parcels that are twelve thousand square feet or smaller, the use/structure must be located on a lot with an existing single-family residence
- A — Accessory use
- A(1) Subject to development standards in Chapter 11.88, 11.93 and/or within the applicable zoning district standards
- CUP Conditional use permit

Chapter 11.12 RURAL RESIDENTIAL/RESOURCE—1 DWELLING UNIT PER 5 ACRES (RR5)

Sections:

- 11.12.010 Permitted, accessory and conditional uses.
- 11.12.020 Standards.

11.12.010 Permitted, accessory and conditional uses.

Permitted, accessory and conditional uses in this district shall be as identified in Chapter 11.04, District Use Chart, of this title. Said uses shall be allowed, as indicated in the district use chart, only after the provisions of this chapter and all other applicable provisions of the Chelan County Code are met. (Res. 2007-98 (part), 7/2/07; Res. 2006-45 (part), 4/4/06; Res. 2005-66 (part), 6/28/05; Res. 2004-84 (part), 7/27/04; Res. 2004-16, 1/27/04; Res. 2003-96 (part), 7/22/03; Res. 2002-8 (part), 1/15/02; Res. 2002-6 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).

11.12.020 Standards.

All development in this zone shall meet the applicable provisions of the Chelan County Code, including without limitation the following:

(1) Signs. The following signs are permitted as accessory structures consistent with the provisions contained in Chapter 11.92, except as otherwise provided for in this title:

(A) One nonilluminated sign, not to exceed two hundred square inches, stating the name and/or address of the occupant of the dwelling;

(B) For a nonresidential use within this district, one nonilluminated or illuminated, nonflashing freestanding sign not to exceed sixteen square feet, not exceeding the height of the primary structure, and one fascia sign, not to exceed four square feet attached to the face of the structure used as the front entrance; except as otherwise provided for in this title;

(C) Agricultural identification sign not to exceed four square feet.

(2) Minimum lot size: five acres, which measures to the centerline of adjoining public rights-of-way. Cluster subdivisions approved pursuant to Title 12 of the Chelan County Code or planned development districts approved pursuant to Chapter 11.76 of this title may have reduced minimum lot sizes. Where a land division process would result in a fractional lot that is less than the required minimum but greater than fifty percent of the minimum area of the district, said lot may be allowed. Only one fractional lot per land use application may be created through this process.

(3) Minimum lot width: one hundred feet at the front building line.

(4) Maximum building height: thirty-five feet.

(5) Maximum Lot Coverage. Buildings and structures shall not occupy more than thirty-five percent of the lot area.

(6) Minimum Setback Distances. Minimum setback requirements shall be as provided in this section except when abutting commercial agricultural lands (AC),

commercial forest lands (FC), riparian and shoreline areas, or as modified by the provisions of this title:

(A) Front yard: twenty-five feet from the front property line or fifty-five feet from the street centerline, whichever is greater.

(B) Rear yard: twenty feet from the rear property line.

(C) Side yard: five feet from the side property line. On corner lots the street side yard shall be a minimum of twenty-five feet from the property line or fifty-five feet from the street centerline, whichever is greater.

(7) Off-street parking requirements in this district shall be as follows:

(A) Two spaces per single-family dwelling unit.

(B) One space per five beds and one space per staff person for adult family homes.

(C) Other off-street parking and loading shall be provided as prescribed in Chapter 11.90 of this title.

(8) Landscape standards shall be provided as prescribed in Chapter 15.50 of Title 15, Development Standards, as amended.

(9) Accessory uses, which support, promote, or sustain agricultural operations and production as a secondary, subordinate, and/or supplemental element of the operation of an ongoing agricultural activity as defined by RCW 84.34.020(2) must be on the same parcel (or have adjacent or contiguous ownership) as the agriculture use that it is supporting. (Res. 2007-98 (part), 7/2/07; Res. 2002-8 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).



Chapter 11.14 RURAL RESIDENTIAL/RESOURCE—1 DWELLING UNIT PER 2.5 ACRES (RR2.5)

Sections:

- 11.14.010 Permitted, accessory and conditional uses.
- 11.14.020 Standards.

11.14.010 Permitted, accessory and conditional uses.

Permitted, accessory and conditional uses in this district shall be as identified in Chapter 11.04, District Use Chart, of this title. Said uses shall be allowed, as indicated in the district use chart, only after the provisions of this chapter and all other applicable provisions of the Chelan County Code are met. (Res. 2007-98 (part), 7/2/07; Res. 2006-45 (part), 4/4/06; Res. 2005-66 (part), 6/28/05; Res. 2004-84 (part), 7/27/04; Res. 2002-8 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).

11.14.020 Standards.

All development in this zone shall meet the applicable provisions of the Chelan County Code, including without limitation the following:

(1) Signs. The following signs are permitted as accessory structures consistent with the provisions contained in Chapter 11.92, except as otherwise provided for in this title:

(A) One nonilluminated sign, not to exceed two hundred square inches, stating the name and/or address of the occupant of the dwelling;

(B) For a nonresidential use within this district, one nonilluminated or illuminated, nonflashing freestanding sign not to exceed sixteen square feet, not exceeding the height of the primary structure, and one fascia sign, not to exceed four square feet attached to the face of the structure used as the front entrance; except as otherwise provided for in this title;

(C) Agricultural identification sign not to exceed four square feet.

(2) Minimum lot size: two and one-half acres, which measures to the centerline of adjoining public rights-of-way. Cluster subdivisions approved pursuant to Title 12 of the Chelan County Code or planned development districts approved pursuant to Chapter 11.76 of this title may have reduced minimum lot sizes.

(3) Minimum lot width: one hundred feet at the front building line.

(4) Maximum building height: thirty-five feet.

(5) Maximum Lot Coverage. Buildings and structures shall not occupy more than thirty-five percent of the lot area.

(6) Minimum Setback Distances. Minimum setback requirements shall be as provided in this section except when abutting commercial agricultural lands (AC), commercial forest lands (FC), riparian and shoreline areas, or as increased by the provisions of this title:

(A) Front yard: twenty-five feet from the front property line or fifty-five feet from the street centerline, whichever is greater.

(B) Rear yard: twenty feet from the rear property line.

(C) Side yard: five feet from the side property line. On corner lots the street side yard shall be a minimum of twenty-five feet from the property line or fifty-five feet from the street centerline, whichever is greater.

(7) Off-street parking requirements in this district shall be as follows:

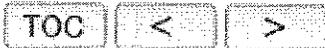
(A) Two spaces per single-family dwelling.

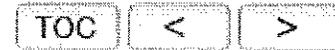
(B) One space per five beds and one space per staff person for adult family homes.

(C) Other off-street parking and loading shall be provided as prescribed in Chapter 11.90 of this title.

(8) Landscape standards shall be provided as prescribed in Chapter 15.50 of Title 15, Development Standards, as amended.

(9) Accessory uses, which support, promote, or sustain agricultural operations and production as a secondary, subordinate, and/or supplemental element of the operation of an ongoing agricultural activity as defined by RCW 84.34.020(2) must be on the same parcel (or have adjacent or contiguous ownership) as the agriculture use that it is supporting. (Res. 2007-98 (part), 7/2/07; Res. 2002-8 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).





Chapter 11.20 RURAL VILLAGE (RV)

Sections:

11.20.010 Permitted, accessory and conditional uses.

11.20.020 Standards.

11.20.010 Permitted, accessory and conditional uses.

Permitted, accessory and conditional uses in this district shall be as identified in Chapter 11.04, District Use Chart, of this title. Said uses shall be allowed, as indicated in the district use chart, only after the provisions of this chapter and all other applicable provisions of the Chelan County Code are met. (Res. 2007-98 (part), 7/2/07; Res. 2006-22 (part), 2/7/06; Res. 2005-66 (part), 6/28/05; Res. 2002-8 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).

11.20.020 Standards.

All development in this zone shall meet the applicable provisions of the Chelan County Code, including without limitation the following:

(1) Signs. The following signs are permitted as accessory structures consistent with the provisions contained in Chapter 11.92, except as otherwise provided for in this title:

(A) One nonilluminated sign, not to exceed two hundred square inches, stating the name and/or address of the occupant of the dwelling;

(B) For a nonresidential use within this district, one nonilluminated or illuminated, nonflashing freestanding sign not to exceed sixteen square feet, not exceeding the height of the primary structure, and one fascia sign, not to exceed four square feet attached to the face of the structure used as the front entrance; except as otherwise provided for in this title;

(C) Agricultural identification sign not to exceed four square feet.

(2) Minimum Lot Size. Lot size, which measures to include ten percent of the adjoining public rights-of-way, shall be in accordance with the Chelan-Douglas health district standards for public or community water and sewage disposal; however, in no case shall lot size be less than twelve thousand square feet for single-family; requiring minimum lot size for a duplex structure to be not less than fifteen thousand and fifty square feet; and requiring three thousand and fifty additional square feet to the minimum required lot size for each additional dwelling unit for multifamily dwelling unit structures, except for cluster subdivisions approved pursuant to Title 12 of the Chelan County Code or planned development districts approved pursuant to Chapter 11.76 of this title.

(3) Minimum lot width: seventy feet at the front building line for an interior lot, eighty feet for a corner lot.

(4) Maximum building height: thirty-five feet.

(5) Maximum Lot Coverage. Buildings and structures shall not occupy more than thirty-five percent of the lot area.

(6) Minimum Setback Distances. Minimum setback requirements shall be as

provided in this section except when abutting commercial agricultural lands (AC), commercial forest lands (FC), riparian and shoreline areas, or as increased by the provisions of this title:

(A) Front yard: twenty-five feet from the front property line or fifty-five feet from the street centerline, whichever is greater.

(B) Rear yard: twenty feet from the rear property line.

(C) Side yard: five feet from the side property line. On corner lots the street side yard shall be a minimum of twenty-five feet from property line or fifty-five feet from street centerline, whichever is greater.

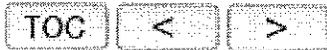
(7) Off-street parking requirements in this district shall be as follows:

(A) Two spaces per single-family dwelling unit.

(B) One space per five beds and one space per staff person for adult family homes.

(C) Other off-street parking and loading shall be provided as prescribed in Chapter 11.90 of this title.

(8) Landscape standards shall be provided as prescribed in Chapter 15.50 of Title 15, Development Standards, as amended. (Res. 2007-98 (part), 7/2/07; Res. 2006-22 (part), 2/7/06; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).



Chapter 11.46 TOURIST COMMERCIAL (CT)

Sections:

11.46.010 Permitted, accessory and conditional uses.

11.46.020 Standards.

11.46.010 Permitted, accessory and conditional uses.

Permitted, accessory and conditional uses in this district shall be as identified in Chapter 11.04, District Use Chart, of this title. Said uses shall be allowed, as indicated in the district use chart, only after the provisions of this chapter and all other applicable provisions of the Chelan County Code are met. (Res. 2007-98 (part), 7/2/07; Res. 2007-53 (part), 3/27/07; Res. 2004-16 (part), 1/27/04; Res. 2002-8 (part), 1/15/02; Res. 2002-6 (part), 1/15/02; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).

11.46.020 Standards.

All development in this zone shall meet the applicable provisions of the Chelan County Code, including without limitation the following:

(1) Signs. The following signs are permitted as accessory structures consistent with the provisions contained in Chapter 11.92, except as otherwise provided for in this title:

(A) Single-tenant buildings may have one freestanding sign not to exceed one square foot in area for each foot of lot width, not to exceed one hundred square feet, and not exceeding the height of the primary structure;

(B) Multiple-tenant buildings or projects may have one freestanding reader board sign per street frontage listing the names of the tenants, not to exceed one hundred fifty square feet, and not to exceed the height of the primary structure;

(C) Fascia signs;

(D) Agricultural identification sign not exceeding four square feet in area.

(2) Minimum Lot Size. The minimum lot size shall be based on the availability of public water and sewer. Lot sizes shall meet the requirements of the Chelan-Douglas health district, State Department of Health, Department of Ecology or other adopted regulations.

(3) Minimum lot width: twenty-five feet.

(4) Maximum building height: fifty feet.

(5) Maximum lot coverage: no maximum is required, provided all applicable standards are complied with, including without limitation parking, landscaping and other dimensional requirements.

(6) Minimum Setback Distances. Minimum setback requirements shall be as provided in this section except when abutting the commercial agricultural district (AC), commercial forest lands (FC), riparian and shoreline areas, and as otherwise increased by the provisions of this title:

(A) Front yard: ten feet from the front property line or forty feet from the street centerline, whichever is greater.

(B) Rear yard: zero feet, except thirty feet from the rear property line when the lot abuts any zone other than a commercial or industrial zone.

(C) Side yard: zero feet, except thirty feet from the side property line when the lot abuts any zone other than a commercial or industrial zone.

(7) Off-street parking and loading shall be provided as prescribed in Chapter 11.90 of this title.

(A) Restaurants and drinking establishments: one space for each one hundred square feet of public use area.

(B) Retail sales: one space for each three hundred square feet of public use area.

(C) Personal and professional services: one space for each three hundred square feet of public use area.

(D) Places of public and private assembly: one space per four seats or eight feet of bench.

(E) Lodging facilities: one space per guest room or suite and one-half space per employee.

(F) Other uses: please refer to Table 11.90-3.

(8) Landscape standards shall be provided as prescribed in Chapter 15.50 of Title 15, Development Standards, as amended. (Res. 2007-98 (part), 7/2/07; Res. 2001-60 (part), 4/17/01; Res. 2000-129 (part), 10/17/00).



Chapter 11.74 AIRPORT OVERLAY DISTRICT (AOD)

Sections:

- [11.74.010 Authority.](#)
- [11.74.020 Applicability.](#)
- [11.74.030 Exemptions.](#)
- [11.74.040 Airport overlay districts established.](#)
- [11.74.050 Development standards.](#)
- [11.74.060 Review procedures.](#)
- [11.74.070 Application requirements.](#)

11.74.010 Authority.

(1) This chapter is adopted pursuant to the requirements of RCW 36.70A.510 and 36.70.547 wherein counties within which general aviation airports are located and operated for the benefit of the general public, whether publicly owned or privately owned public use, shall through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such airports.

(2) RCW 36.70A.200 identifies airports as essential public facilities and requires local jurisdictions to provide a process for identifying and siting essential public facilities. The Chelan County zoning maps identify the existing airports located within Chelan County. (Res. 2000-129 (part), 10/17/00).

11.74.020 Applicability.

(1) The provisions of this chapter apply to all lands and all zoning districts lying within the boundaries of the airport overlay districts as shown on the Chelan County zoning maps. Airport overlay districts in Chelan County include lands lying outside of existing city limits incorporating and adjacent to the Cashmere Dryden Airport, the Chelan Municipal Airport, the Lake Wenatchee State Airport, and the Stehekin Airfield.

(2) All land uses, buildings, structures, features, including vegetation, and lighting located within the airport overlay district are subject to the provisions of this chapter with the exceptions of those listed in Section 11.74.030. (Res. 2000-129 (part), 10/17/00).

11.74.030 Exemptions.

The following structures, uses or activities are exempt from the provisions of this chapter when permitted in the underlying zoning district:

(1) Necessary Aviation Facilities. Any aviation use or air navigation or landing facility or device approved by the Federal Aviation Administration (FAA).

(2) Shielded Objects. Any structure or object that is shielded by existing structures of a permanent and substantial character or by natural terrain of equal or greater height and located in an area of established development where the structure so shielded would not further adversely affect air navigation safety. A determination that a structure or object is shielded will be subject to approval of the administrator.

(3) Temporary Uses. Temporary, lawful uses, such as but not limited to carnivals, religious assembly, or outdoor entertainment, limited to a period of operation of five days.

(4) Existing Uses. Any existing use, lot, building, structure or feature, including vegetation, legally existing prior to the effective date of the resolution codified in this chapter shall be considered a legal nonconforming use. No such nonconforming use shall be changed, however, in any manner that would result in a greater degree of nonconformity with respect to this chapter.

(5) Agricultural Uses. Nonresidential agricultural uses, structures or buildings are allowed; provided, that they do not penetrate the airspace zones established herein or create other safety impacts.

(6) Other Uses. Other uses may be exempt when determined by the administrator to be minor or incidental in nature and do not compromise the intent of this chapter. (Res. 2000-129 (part), 10/17/00).

11.74.040 Airport overlay districts established.

(1) The airport overlay district (AOD) identifies a series of imaginary air surfaces and aircraft accident safety zones within the area influenced by airports and lying outside of incorporated city limits. The imaginary surfaces and safety zones are based upon Title 14, Code of Federal Regulations, Subchapter C, Part 77, Objects Affecting Navigable Airspace, and data from the National Transportation Safety Board (NTSB), analyses performed on the NTSB data, case law, other general resource areas, and an analysis of the existing land use patterns and land use designations established in the Chelan County comprehensive plan.

(2) The imaginary air surfaces are those air spaces above and around airports that require protection from potential obstructions that might interfere with airport traffic. The size of the imaginary surfaces is based upon the category of each runway. The outer limit of the imaginary surfaces included in the airport overlay district is shown on the Chelan County zoning maps. Imaginary surfaces include the following:

(A) Horizontal Surface. A horizontal plane one hundred fifty feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of five thousand feet (for utility or visual runways) radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

(i) The established airport elevations for airports in Chelan County are as follows:

(a) Cashmere-Dryden Airport—eight hundred fifty-three feet above mean sea level.

(b) Chelan Municipal Airport—one thousand two hundred sixty-three feet above mean sea level.

(c) Lake Wenatchee State Airport—one thousand nine hundred thirty-six feet above mean sea level.

(d) Stehekin Airfield—one thousand two hundred thirty feet above mean sea level.

(B) Conical Surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of four thousand feet.

(C) Primary Surface. A two-hundred-fifty-foot-wide surface for utility runways having only visual approaches longitudinally centered on the runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred 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 each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.

(D) Approach Surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface expanding uniformly to a width of one thousand two hundred fifty feet (for utility runways with only visual approaches). The approach surface extends for a horizontal distance of five thousand feet at a slope of 20:1 for all utility and visual runways.

(E) Transitional Surfaces. These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and from the sides of the approach surfaces.

(3) The aircraft accident safety zone, as shown on the Chelan County zoning maps, includes areas surrounding airports that encompasses potential accident areas based upon analysis of accident locations near airports, historically. The aircraft accident safety zone includes the following:

(A) Runway Protection Zone 1. An area extending out from the end of the primary surface for one thousand feet with a width of four hundred fifty feet at the end away from the primary surface and centered on the extended runway centerline.

(B) Inner Safety Zone 2. An area adjacent to the end of the runway protection zone four hundred fifty feet wide and one thousand five hundred feet in length, centered on the extended runway centerline.

(C) Inner Turning Zone 3. An area composed of a sixty-degree sector centered on the end of the primary surface with an arc radius of two thousand five hundred feet.

(D) Outer Safety Zone 4. An area adjacent to the end of the inner safety zone four hundred fifty feet wide and two thousand five hundred feet in length, centered on the extended runway centerline.

(E) Sideline Safety Zone 5. An area adjacent to the primary surface extending five hundred feet perpendicular to the centerline of the runway and extending parallel to the primary surface and until the intersection with Runway Protection Zone 1 and Inner Turning Zone 3. (Res. 2000-129 (part), 10/17/00).

11.74.050 Development standards.

Except as noted in Section 11.74.030, the following standards shall be applied to all lands within the airport overlay district:

(1) With the exception of those necessary and incidental to airport operations, no uses shall be permitted that allow buildings, structures, vegetation or other development that penetrates the imaginary air surfaces described in Section 11.74.040(2).

(2) No uses shall be allowed that cause electrical interference with the operation of radio or electronic signals at the airport or between the airport and aircraft.

(3) No structure, device or other object shall be placed that makes it difficult for pilots to distinguish between airport lights and other lights, impairs visibility, or otherwise endangers the takeoff, landing or maneuvering of aircraft.

(4) No use, building or structure shall emit smoke, steam, ash, dust, vapor, gas or other emissions that may conflict with operations at the airports.

(5) No use shall be made of the land within Runway Protection Zone 1, Inner Safety Zone 2, Inner Turning Zone 3, Outer Safety Zone 4 or Sideline Safety Zone 5 that promotes areas of standing water one-half acre or larger in size.

(6) No use, building or structure shall be permitted within Runway Protection Zone

1, Inner Safety Zone 2, Inner Turning Zone 3, Outer Safety Zone 4 or Sideline Safety Zone 5 that promotes large concentrations or bulk storage of hazardous or flammable materials.

(7) Land uses that promote large assemblies of people such as multifamily housing, hospitals, churches, schools, etc., shall be prohibited within Runway Protection Zone 1, Inner Safety Zone 2, Inner Turning Zone 3, Outer Safety Zone 4 or Sideline Safety Zone 5.

(8) A note shall be recorded with the county auditor for each lot when subdivision, short subdivision, binding site plan, building permit or other development activity is located within the horizontal surface. Additionally the note shall specifically state when the properties are located within the approach surfaces of airport runways. The statement shall essentially read as follows:

The subject property is located within an Airport Overlay District (AOD) in which a variety of aviation activities occur. Such activities may include but are not limited to noise, vibration, chemicals, odors, hours of operation and other associated activities.

(Res. 2000-129 (part), 10/17/00).

11.74.060 Review procedures.

(1) All land use and building permit applications within any portion of the airport overlay district (AOD) shall be subject to the application and review procedures prescribed in Title 14, Development Permit Procedures and Administration, of the Chelan County Code.

(2) No use, building, structure, or development activity on lands within the AOD district shall be established, altered or relocated except as authorized by this chapter and shall be processed in accordance with the applicable provisions of the underlying zone. (Res. 2000-129 (part), 10/17/00).

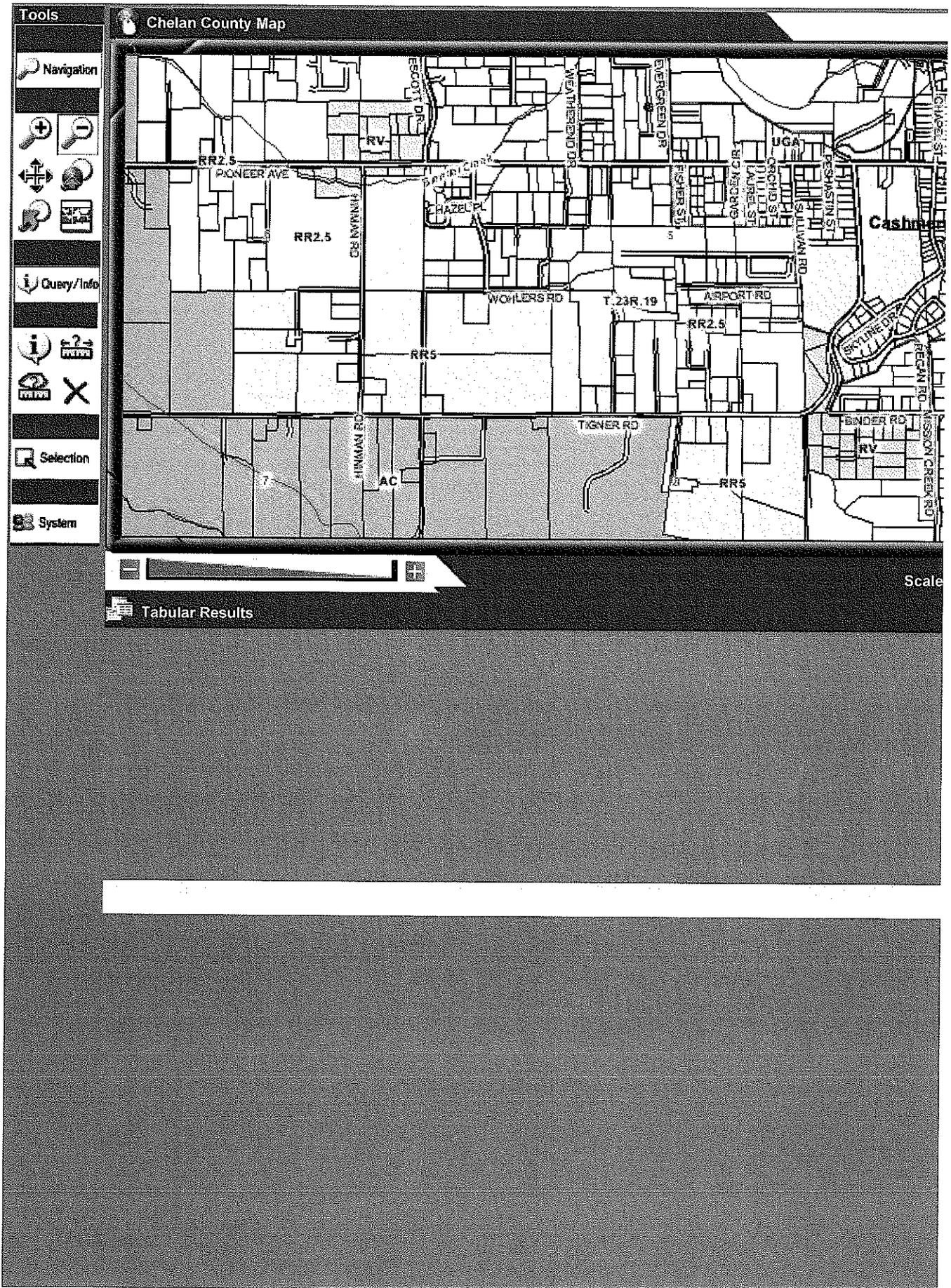
11.74.070 Application requirements.

In addition to that information required pursuant to Title 14, Development Permit Procedures and Administration, Chelan County Code, all development applications within the AOD district shall provide information sufficient to determine the maximum finished elevation of all vegetation, buildings and structures relative to established airport elevations. Additionally, the review authority may require the applicant to submit either or both of the following:

(1) A certificate from a licensed engineer or registered land surveyor that clearly states that no airspace obstruction will result from the proposed use;

(2) The maximum elevation of proposed buildings, structures or vegetation based on the established airport elevation. Elevations shall be determined by an engineer or land surveyor. (Res. 2000-129 (part), 10/17/00).





Landuse - County

-  AC Commercial Agricultural Lands
-  FC Commercial Forest Lands
-  P Public Lands and Facilities
-  RR2.5 Rural Residential/Resource 2.5
-  RR5 Rural Residential/Resource 5
-  RR10 Rural Residential/Resource 10
-  RR20 Rural Residential/Resource 20
-  RV Rural Village
-  RC Rural Commercial
-  RI Rural Industrial
-  RRR Rural Recreational and Resource
-  RW Rural Waterfront
-  UR1 Urban Residential 1
-  UR2 Urban Residential 2
-  UR3 Urban Residential 3
-  CP Pedestrian Oriented Commercial
-  CPV Peshastin Village Commercial
-  CG General Commercial
-  CT Tourist Commercial
-  I Industrial
-  MC Commercial Mineral
-  U-WR Urban Waterfront Residential
-  Indian Allotment Land
-  UGA City Urban Growth Area
-  Open Water Features