

STAFF REPORT

To: City Council
From: Doug Self, Director
Meeting Date: August 19, 2025



COMMUNITY DEVELOPMENT DEPARTMENT

ORDINANCE: AMENDMENT TO TITLE 9, LAND DEVELOPMENT CODE - AIRPORT OVERLAY DISTRICTS BOUNDARIES AND STANDARDS

PURPOSE & SUMMARY

Consider adoption of an ordinance amending Title 9, Land Development Code, and the Driggs Zoning Map, modifying the airport overlay zoning districts definitions and boundaries to reflect the runway shift to be completed next week, and amending the allowed and prohibited uses and standards within the Airport Hazards and Airport Operations Overlays.

The City Council approved the amendments, shown on ordinance attachments A and B, on September 17, 2024 following noticed public hearings at the City Council and Planning & Zoning Commission. The motion from the 9/17/2024 meeting was as follows:

Council Member Michalski made a motion having found that the proposed Zone Map Amendment meets the approval criteria in Article 14.9.4 of the Land Development Code and that the proposed Code Amendments meet the approval criteria in Article 14.4.4, moved to approve the proposed changes in Exhibits A and B. With this approval, Council directs staff to prepare the required ordinances, to be read and made effective when an opening date of the shifted runway is determined. Council Member Knowles seconded the motion. A roll call vote was taken: Council Member Knowles, aye; Council Member Michalski, aye; Council Member Popilsky, aye and Council Member Bragg, aye. The motion carried unanimously.

While the new overlay district boundaries show areas beyond the Driggs City Limits, the ordinance and new boundaries would only be effective in the City of Driggs until such time as Teton County, Idaho, adopts the same amendments.

RECOMMENDED MOTIONS

1. Move to waive the rules.
2. Move to adopt Ordinance No. _____-25

AN ORDINANCE OF THE CITY OF DRIGGS, IDAHO AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF DRIGGS AND AMENDING TITLE 9 OF THE DRIGGS CITY CODE (LAND DEVELOPMENT CODE); MODIFYING THE AIRPORT OVERLAY ZONING DISTRICTS DEFINITIONS AND BOUNDARIES TO REFLECT THE 2025 SHIFTED RUNWAY AND UPDATED FAA STANDARDS; AMENDING THE ALLOWED AND PROHIBITED LAND USES AND STANDARDS WITHIN THE AIRPORT HAZARDS AND AIRPORT OPERATIONS OVERLAYS; AND ESTABLISHING AN EFFECTIVE DATE.

THE CITY OF DRIGGS, IDAHO
ORDINANCE _____-25

Amendment to Title 9, Land Development Code: Airport Overlay Districts Boundaries and Standards

AN ORDINANCE OF THE CITY OF DRIGGS, IDAHO AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF DRIGGS AND AMENDING TITLE 9 OF THE DRIGGS CITY CODE (LAND DEVELOPMENT CODE); MODIFYING THE AIRPORT OVERLAY ZONING DISTRICTS DEFINITIONS AND BOUNDARIES TO REFLECT THE 2025 SHIFTED RUNWAY AND UPDATED FAA STANDARDS; AMENDING THE ALLOWED AND PROHIBITED LAND USES AND STANDARDS WITHIN THE AIRPORT HAZARDS AND AIRPORT OPERATIONS OVERLAYS; AND ESTABLISHING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF DRIGGS, COUNTY OF TETON, STATE OF IDAHO:

SECTION 1. That the Airport Overlay Zoning Districts of the City of Driggs Zoning Map, which is filed with the City Clerk of the City of Driggs and referenced in Title 9 Article 1.3 of the Driggs Zoning Ordinance is hereby amended and changed as shown in Attachment A, and as described in Attachment B, Land Development Code Text Amendments.

SECTION 2. That a new zoning map showing this amendment shall be certified to and declared to be the official zoning map of the City of Driggs by passage of this Ordinance by the City Council of the City of Driggs.

SECTION 3. This ordinance shall be in full force and effect from and after its passage, approval and publication, according to law.

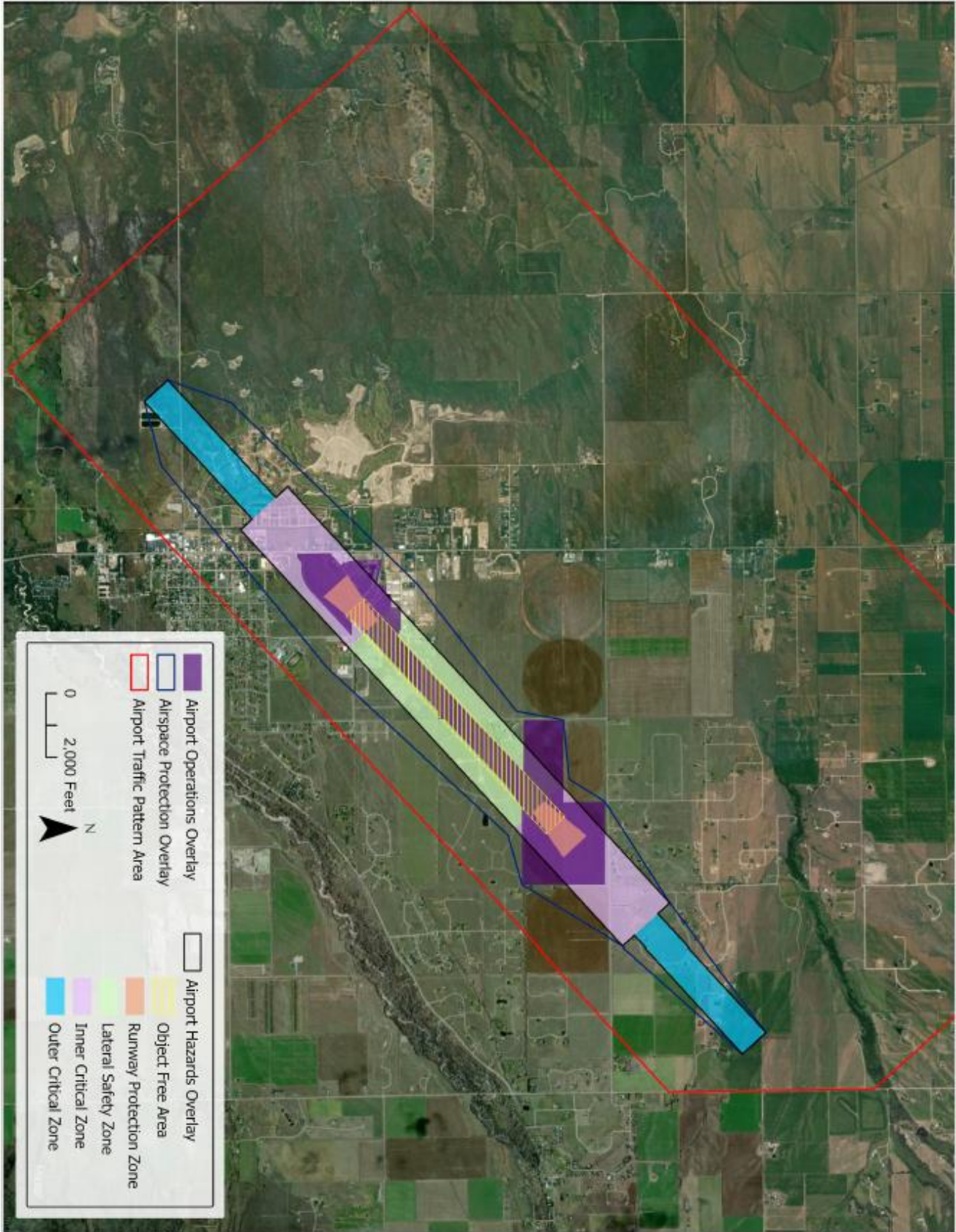
PASSED BY THE COUNCIL OF THE CITY OF DRIGGS, IDAHO, this 19th day of August, 2025.

APPROVED BY THE MAYOR OF THE CITY OF DRIGGS, IDAHO, this 19th day of August, 2025.

August Christensen, Mayor

ATTEST: _____
Kreslyn Schuehler, City Clerk

ATTACHMENT A: Airport Overlay Zoning Districts



ATTACHMENT B: Land Development Code Text Amendments

9.2.1. Purpose

The purpose of the Airport Overlay Districts is to ensure that the uses established in the vicinity of and on the Driggs-Reed Memorial Airport will not be in conflict with the Driggs Comprehensive Plan, Airport Master Plan or Airport Layout Plan; that sensitive or vulnerable uses will be reasonably protected from airport related activities including noises, hazards and similar conditions; and that the airport and airport related activities are reasonably protected from the encroachment of uses incompatible with the operation of the airport.

9.2.2. Scope and Boundaries

The provisions of this Article shall apply to the land and structures within each of the following overlay districts:

A. Aircraft Traffic Pattern Overlay

Shown on the official City of Driggs Zoning Map, and defined as encompassing all land on and around the airport to a distance of 14,000 feet from the runway centerline surface, except on the southeast side, where the boundary is 3,700 feet from the runway centerline surface. This difference accounts for the prescribed turning movements being on the north side of the airport.

B. Airspace Protection Overlay

Shown on the official City of Driggs Zoning Map, and defined as the area underneath the Approach and Transitional Surfaces designated on the adopted Driggs-Reed Memorial Airport Layout Plan and also applies to land in the Airport Hazards and Airport Operations Overlays. Generally speaking, the approach surfaces are sloped at 34:1 off the SW end of the runway, 20:1 off the NE end of the runway and 7:1 on each side, starting at the outer boundary of the Object Free Area.

C. Airport Hazards Overlay

Shown on the official City of Driggs Zoning Map, and consisting of and defined by the following areas as

established by the adopted Driggs-Reed Memorial Airport Master Plan and Airport Layout Plan.

1. Object Free Area, as regulated by the FAA, Advisory Circular 150/5300-13, or current edition: An area 400ft in width either side of and parallel to the runway centerline. The purpose of the OFA is to enhance the safety of aircraft operations by remaining clear of objects.
2. Runway Protection Zone (RPZ), as regulated by the FAA, Advisory Circular 150/5300-13, or current edition: An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline.
3. Lateral Safety Zone (LSZ): An area extending 1,000 feet either side of the runway centerline, except where the Airport Operations Overlay is applied. The LSZ is recommended by the Idaho Airport Land Use Guidelines, and adopted by the City.
4. Inner Critical Zone (ICZ): An area rectangular in shape and centered about the extended runway centerline. The width of the ICZ is 2,000 feet and extends a horizontal distance of 5,000 feet from each end of the runway surface, except where the Airport Operations Overlay is applied.
5. Outer Critical Zone (OCZ): An area rectangular in shape and centered about the extended runway centerline. The width of the OCZ is 1,000 feet and extends a horizontal distance of 4,000 feet from each end of the ICZ.

D. Airport Operations Overlay

Shown in approximation on the official City of Driggs Zoning Map, and defined as all properties within the airport security fence.

9.2.3. Airport Overlay District Provisions

A. Aircraft Traffic Pattern Overlay

1. Avigation Easement Required: Within the Airport Traffic Pattern Overlay, the execution of an Avigation Easement for the unobstructed passage of aircraft, as specified by the city, will be a condition of any land use permit.

B. Airspace Protection Overlay

1. Structure Height: No building permit will be issued within the Airspace Protection Overlay without acknowledgement from the FAA that a completed FAA Form 7460-1 has been received and that the proposed construction will either not encroach into the protected airspace or that acceptable mitigation has been agreed to.

C. Airport Hazards Overlay

1. Use Provisions: The following provisions restrict uses within the Airport Hazards Overlay, and are in addition to the use provisions contained in Articles 9.4 and 9.6, Chapter 10, and those listed in the zone districts in the AOI. Uses not permitted below that existed at the time these regulations were adopted may be continued pursuant to section 14.12.2.

- a. Object Free Area: No structures, storage, equipment or trees shall be located in the OFA except for objects needed for air navigation or aircraft ground maneuvering purposes. The only permitted land uses in the OFA are:
 - i. Aircraft runways, taxiways, ramps. The Runway shall be no more or no less than 7,300 feet long and 100 feet wide, as depicted in the approved Airport Master Plan. The Runway shall have a weight bearing capacity of PCN 28 F/B/X/T with single wheel limits of 30,000 lbs and double wheel limits of 75,000 lbs.

- ii. Easements allowing access to the Runway are not to exceed 60 feet in width.
 - iii. Cropland or open space
- b. Runway Protection Zone (RPZ): The only permitted land uses in the RPZ are:
 - i. Cropland or open space
 - ii. Navigational aids
 - c. Lateral Safety Zone (LSZ): The allowed and conditionally permitted land uses in the LSZ are those allowed or conditionally permitted in the underlying zoning district, as regulated in Chapter 10 and those listed in the zone districts in the AOI, with the exception that the following land uses are not permitted within the LSZ:
 - i. Residential, except residential uses accessory to an authorized airport use and on properties that have a valid Through-The-Fence agreement.
 - ii. Lodging
 - iii. Civic uses with public assembly (schools, libraries, churches, etc.)
 - iv. Hospital
 - v. Day care center
 - vi. Playgrounds
 - vii. Indoor recreation, special event facility ~~or~~ retail use with greater than 5,000 square feet of net floor area
 - viii. Retail use with greater than 5,000 square feet of net floor area
 - ix. Outdoor spectator sports seating

d. Inner Critical Zone (ICZ): The allowed and conditionally permitted land uses in the ICZ are those allowed or conditionally permitted in the underlying zoning district, as regulated in Chapter 10 and those listed in the zone districts in the AOI, with the exception that the following land uses are not permitted within the ICZ:

- i. Hotel/Motel
- ii. Civic uses with public assembly (schools, libraries, churches, etc.)
- iii. Hospital
- iv. Day care center
- v. Recreation, special event facility ~~or retail building~~ larger than 5,000 square feet of net floor area
- vi. Retail use with greater than 5,000 square feet of net floor area
- vii. Outdoor spectator sport facilities

e. Outer Critical Zone (OCZ): The allowed and conditionally permitted land uses in the OCZ are those allowed or conditionally permitted in the underlying zoning district, as regulated in Chapter 10 and those listed in the zone districts in the AOI, with the exception that the following land uses are not permitted within the OCZ:

- i. Hotel/Motel
 - ii. Civic uses with public assembly (schools, libraries, churches, etc.)
 - iii. Hospital
 - iv. Day care center
- f. The city may prohibit or require conditions on land use elements that are considered

bird attractants, such as ponds and water features or garbage, or that may cause pilot distraction such as light glare, to ensure the safety of aircraft operations in the surrounding airspace.

D. Airport Operations Overlay

1. Purpose: The purpose of the Airport Operations Overlay District is to preserve the safety and utility of the airport and the public investment therein by regulating the uses within the airport's perimeter security fence.
2. Uses Allowed: Within the Airport Operations Overlay District, uses other than those listed and defined below are not permitted.
 - a. Aircraft runways, taxiways, ramps, parking areas.
 - b. Aircraft operational facilities including, but not limited to, instrument landing systems, visual navigational aids and related equipment; communication facilities; weather service offices and equipment.
 - c. Hangars and buildings which may only be used for the storage or maintenance of aircraft; airport snow removal, sweeping and other aviation or airport maintenance equipment, and other aviation related or ancillary activities only.
 - d. Offices and facilities for airport management, air charter, air taxi, crop spraying, aircraft sales or rentals, and air cargo processing facilities.
 - e. Flight schools, flying clubs and other schools or training facilities relating to aviation or air related transportation.
 - f. Offices and facilities for the operation and maintenance of air rescue, emergency and firefighting services.

- g. Aircraft or aviation related maintenance, manufacturing, and testing facilities.
 - h. Offices and facilities of Federal, State and local government entities.
 - i. Apartment and residential uses accessory to a use that is allowed in the Airport Operations Overlay District provided that the apartment's gross floor area does not exceed 1250 square feet and 20% of the hangar's ground floor area. ~~On city owned property, an Accessory Apartment may only be used as crew quarters for occasional overnight and resting periods for flight crew and not as permanent or temporary residences for flight crews, aircraft owners, guests or any other person. Such residential~~ uses are intended to aid in Airport Operations and are not permitted for short term stays by non-aviation persons.
 - j. Cropland or open space
3. Conditional Uses Permitted:
- a. Bulk storage of flammable or hazardous liquid above or below ground.
 - b. Crop spraying facilities and related facilities.