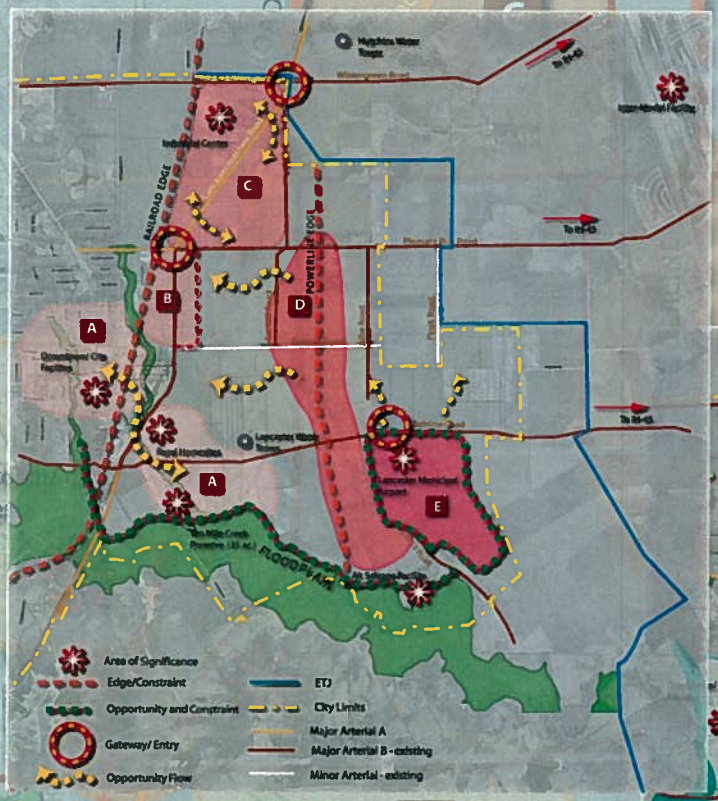
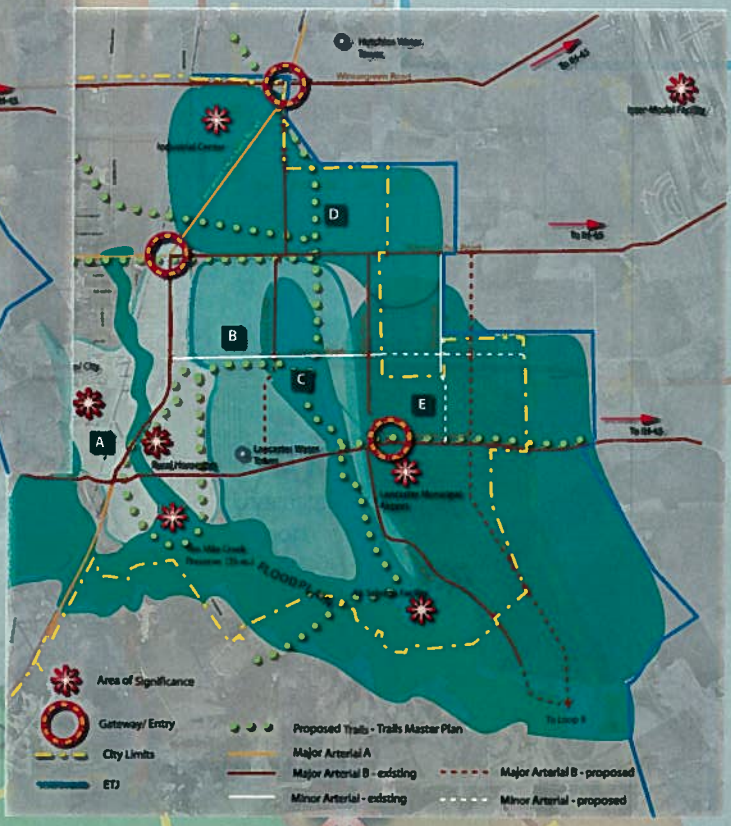
Lancaster Airport Sector Plan and LanPort Zoning District and Development Standards





Lancaster

FINAL DRAFT

January 15, 2008

Introduction

The City of Lancaster is located in the southern part of the DFW Metroplex. Founded in 1852 as a frontier post, the City has evolved from a small town on the rail line to an outstanding residential community, and was a 2005 and 2006 Finalist for "All America City". Located just minutes from downtown Dallas, residents of Lancaster are able to enjoy the amenities of the big city while maintaining a home town environment that celebrates a rich and proud history. The City has been experiencing tremendous growth and economic development opportunities over the past few years, and is continuing to position itself to manage and guide its growth and development for the future.

Purpose

The Lancaster Municipal Airport is a major economic engine for the City. Located on over 300 acres in the southwest part of the City, the airport provides a number of services and economic benefits to the City of Lancaster. The airport is also surrounded by over 6,000 acres of developable land much of which is currently zoned/used as agricultural/open space. Lancaster recently adopted its Airport Master Plan which recommends for the extension of the current runway toward the south and the development of the east side of the airport property. A major transportation/logistics hub is proposed which will include land in Lancaster, Wilmer, Hutchins, Dallas and parts of Dallas County.

Based on these east side sector development opportunities, the City initiated an update to the Comprehensive Plan to address development concerns on the relatively undeveloped land around the airport. Accompanying development standards were written to guide the development of the lands surrounding the airport. These standards are designed to take advantage of the development energies in the area, yet be cognizant of the desires and concerns of residents of Lancaster. As the airport is an all important economic engine for the City, it was important to develop a Plan that not only looked at the possibilities that the surrounding lands presented, but to protect the existing land uses from airport uses, as well as the airport from the surrounding land uses. The outcome evolved into the *Lancaster Airport Sector Plan* and design standards are means of providing this protection.

Analysis of Plans

The *City of Lancaster Comprehensive Land Use Plan 2002,* the *Lancaster Airport Master Plan* and the *Lancaster Thoroughfare Plan* provided much of the background for the development of the **Airport Sector Plan.** Proposed residential developments around the airport and the 2002 Future Land Use Plan that allowed for Mixed Use and Traditional Neighborhood Developments north of the runway caused concern for the City. The City's Thoroughfare Plan shows the existing roadway network in the study area and proposed future roadways. These proposed roadways are logical extensions of existing roadways and create an evenly spaced grid of roadways around the airport.

The need to re-evaluate the 2002 Future Land Use Plan arose from the concerns about residential developments in relatively close proximity to the airport. Decibel levels were a concern as well. Upon examination, it was found that the noise contours around the airport are acceptable for residential, retail and commercial activity, as is stated in the *Airport Master Plan*. The opportunities that arise from the proposed logistics hub development, the proximity of the Inter-Modal Facility and the growth and expansion of the airport provide the reasoning for re-evaluation of land uses and for creating a new district that supports this new development.

Sector Study Area

For the purposes of this sector plan, the designated area was defined as the area east on Lancaster Hutchins road, and within the Extraterritorial Jurisdiction (ETJ). **FIGURE 1 – EXISTING LAND USE** shows current general land uses in the City. A "windshield survey" of the sector area was conducted by driving the streets of the sector area and recording land uses as they exist today. It should be noted that Figure 1 does not represent how land is zoned, rather how the land is currently being used. Much of the sector land is agricultural with small pockets of residential uses. Light industrial, commercial and public uses are found along Lancaster Hutchins Road. An important part of the Sector area is the light industrial activities that exist in the northern part of the sector, an important employment sector for the entire community. The southern part of the Sector contains several well established rural residential developments, and new residential developments just outside the city limits. Agricultural uses are predominant in the ETJ. Just east of the city, along I-45 is the Intermodal Facility which provides important economic opportunities to the City, particularly in relation to the expansion of

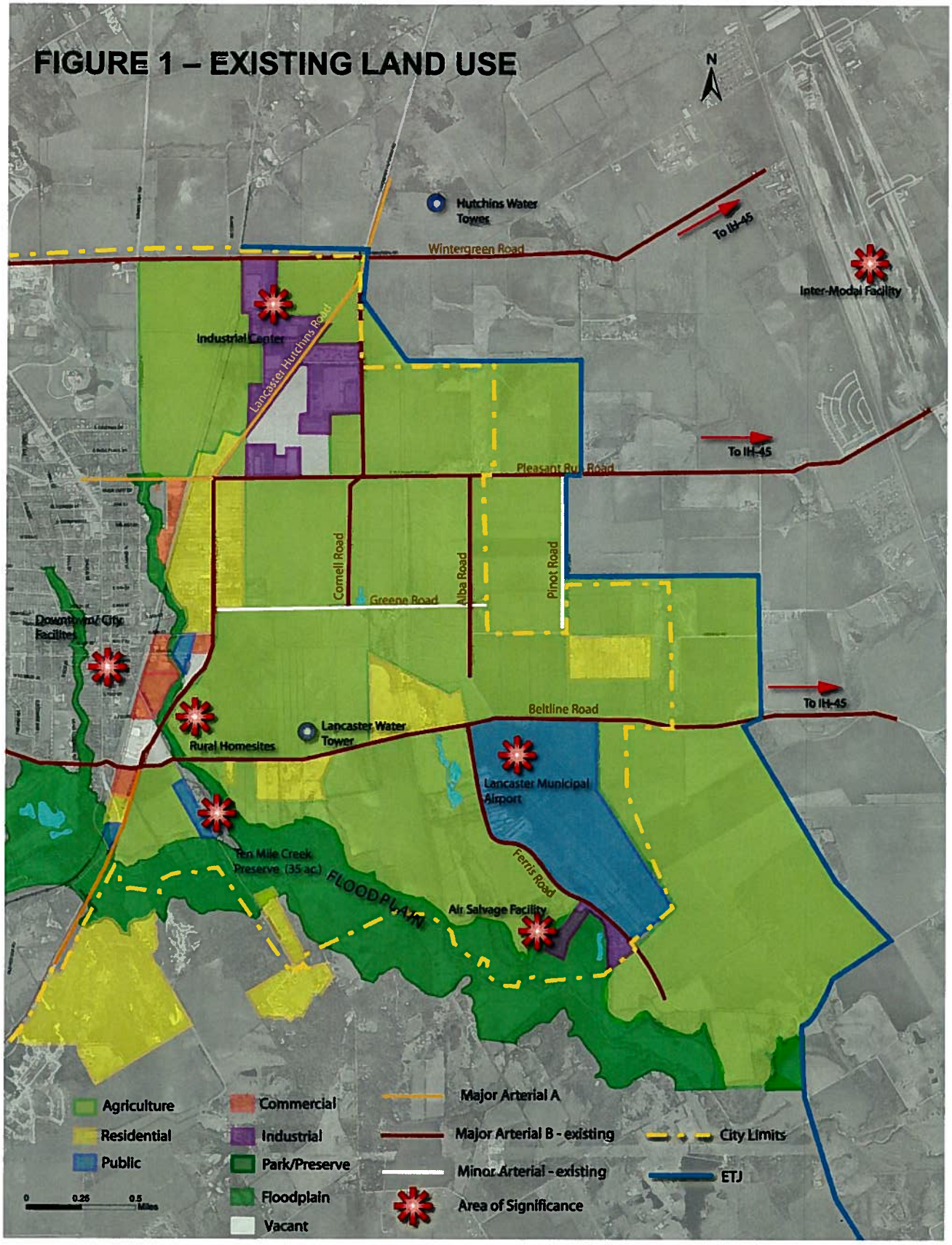


FIGURE 1 – EXISTING LAND USE
N
Hutchins Water Towes
Wintergreen Road
To IH-45
Inter-Modal Facility
Industrial Center
Lancaster Hutchins Road
To IH-45
Pleasant Run Road
Cornell Road
Alba Road
Pinot Road
Greene Road
Downtown/ City Facilities
Beltline Road
To IH-45
Rural Homesites
Lancaster Water Tower
Lancaster Municipal Airport
Ten Mile Creek Preserve (35 ac.)
FLOODPLAIN
Ferris Road
Air Salvage Facility
Agriculture
Residential
Public
Commercial
Industrial
Park/Preserve
Floodplain
Vacant
Major Arterial A
Major Arterial B - existing
Minor Arterial - existing
Area of Significance
City Limits
ETJ
0
0.25
0.5
Miles

Lancaster's Municipal Airport and the development of the areas adjacent to the Intermodal. Figure 1 also illustrates the existing thoroughfare system in the City. Areas of importance to the City and the Sector Area are highlighted with stars. These include the airport, the Air Salvage Facility, the Intermodal Facility on I-45, the industrial areas in the northern part of the sector, the City Facilities and Lancaster Downtown, and the Ten Mile Creek Preserve.

Guiding Principles

In developing the Sector Plan, certain guiding principles, resulting from discussions with the City, formed the basis for the direction and development of the Plan. These include:

- Promoting the airport as an economic engine for the City
- Taking advantage of the airport's proximity to the Intermodal facility and the abundance of vacant/agricultural land surrounding the airport.
- Recommending appropriate uses for the area.
- Being cognizant of the ideas/ plans of the Allen Group for the Dallas Logistics Hub yet ensuring that the City's and residents' concerns for the area are addressed.
- Assuring an attractive transition from Lancaster's downtown area to the airport.
- Taking advantage of Lancaster's location in the southern Metroplex, as well as the freight and transportation routes that exist.
- Controlling residential development in the Sector Area or heavy industrial uses.

Goals and Objectives

To guide the development of any plan, a set of Goals and Objectives are necessary to ensure that the Plan satisfies its purpose and that it is able to respond to the needs and desires of the community.

The following are Goals and Objectives for the Lancaster Airport Sector Plan:

Goal: Ensure the City of Lancaster's realization of the potential of the airport and its environs are a successful productive economic engine that is aligned with the desires and needs of its citizens and businesses.

Objective 1: Develop a new Zoning District that addresses the unique needs of the Lancaster Airport sector.

Objective 2: Identify land uses for the Zoning District and/ or Subdistricts that are appropriate and in line with the guiding principles of development for this area.

Objective 3: Develop appropriate design/development standards for land surrounding the airport to ensure compatibility with desired theme for the area.

Existing Character

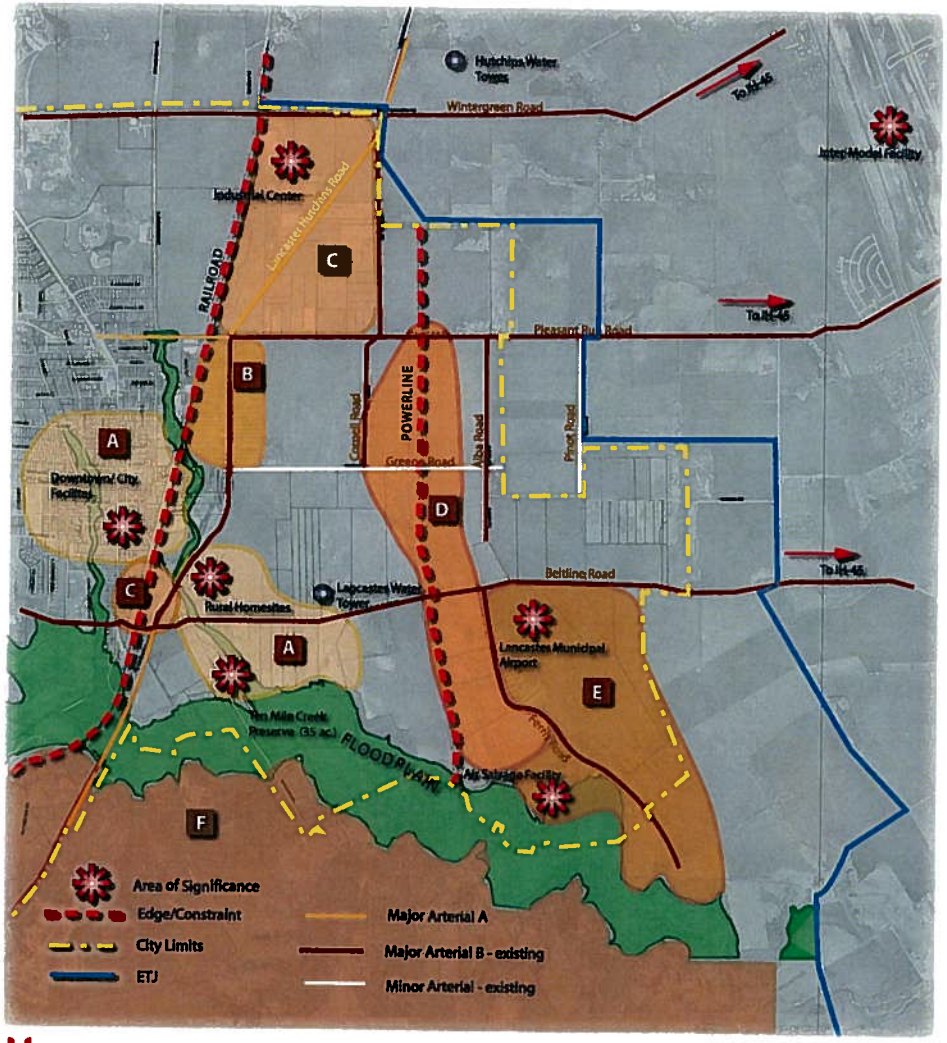
Before any recommendations can be made for the sector, it is important to develop a thorough understanding of the area. A series of maps were created to illustrate a thought process that would determine future land uses in the area. The first map, the Character Map, is illustrated in **FIGURE 2 – EXISTING CHARACTER**. This map illustrates prominent characteristics (physical, perceived, and experienced) in the area, including areas of significance, visible and perceived edges or constraints in the City, and the roadway designations. City limits and ETJ are also shown. Areas of significance include Lancaster's downtown, some of the more rural home sites that exist along Beltline Road, the Ten Mile Creek Preserve, Lancaster Airport, the Air Salvage Facility adjacent to the airport, the Inter-Modal facility at I-45, and an important industrial center in the northern part of the study area. The Burlington Northern railroad line and the TXU power line form edges in the study area. A brief description of each of the "character areas" is provided along with the map to help define each area and the relationship of each area to the other in creating the overall character for the sector. The character areas are:

A: Historic/ Preservation Areas

Rural home sites provide important reminders of the past and define much of the character of the area.

The Historic/ Preservation Area is located in the western part of the Study Area, both east and west of Lancaster-Hutchins Road, close to Beltline Road. This character area is divided into two areas: the Historic Area that includes Lancaster's Downtown, and the Preservation Area that includes some of the rural home sites and natural resources of the area. This character area is also at the intersection of two major roads, namely Lancaster-Hutchins Road and Beltline Road. Both areas have a character of the past, with the historic buildings of downtown with their awnings, and arcades, and use of brick stone and wood, and the preservation areas with the rural home sites, some of which are Victorian styled or are reminders of Lancaster's

Figure 2 - Existing Character



A Historic Areas
- Historic Downtown area: retail, commercial, office
- Pedestrian friendly
- Brick, wood, 1-2 story, arcades and awnings

Heritage Areas
- Victorian style historic farm and home
- Takes advantage of location along two major roads
- Rural residences surround property

B Narrow Lot Residential
- Residential adjacent to industrial/manufacturing
- New homes mixed with old
- Maintenance, upkeep issues for old homes
- Single story

C Industrial/Manufacturing Centers
- Employment centers, economic generators
- Established businesses
- Single story, large lot, outdoor storage
- Metal, brick, stone buildings, minimal landscaping

D Greenbelt/Powerline
- Drainage areas
- Tree clusters
- Creeks, water bodies
- Changes in topography

E Airport
- On-demand, recreation flying
- Corporate jets
- Expansion of runway to the south
- Movement of airport facilities to east side

F Residential
- Single family residential
- Large tree clusters, groves
- Expanding residential development
- Ten Mile Creek Floodplain

Lancaster

Lancaster Airport Sector Plan

agricultural past. This area is adjacent to the floodplain and the Ten Mile Creek Preserve which are valuable natural resources to the area.

B: Residential (East Side Acres)

East Side Acres is a stable residential community within the study area, lying to the east and west of Lancaster-Hutchins Road between Greene Road and Pleasant Run. This community is a mixture of old and new homes, all single stories on narrow lots. Many of these homes are in disrepair. This community is adjacent to the industrial and manufacturing activities to the north of Pleasant Run Road. As such, this community is very vulnerable to incompatible adjacent uses, and future developments should ensure its protection.

C: Industrial/ Manufacturing Centers

A significant industrial and manufacturing hub for the City is located in the northern part of the Study Area as well as near the intersection of Lancaster-Hutchins Road and Beltline. This is an established employment center and economic generator for the City. Most of the buildings in this area have metal, brick or stone facades, and have minimal landscaping. Outdoor storage and loading bays are visible from the major roads.

Industrial sites in the northern part of the city are important employment centers.

D: Greenbelt/ Power Line

Character Area D represents both a natural resource in the study area and an edge or constraint. The creek that runs into the Ten Mile Creek floodplain creates an environment that is heavily treed with several smaller water bodies, and a rolling terrain. This area again is a resource for the Study Area. The TXU power line easement also runs alongside the creek, creating a constraint to development along this definite natural resource to the City.

The creek is a natural resource for the area.

E: Airport

Character Area E comprises the Lancaster Airport and the Air Salvage Facility just southwest of it. The airport is primarily used for on-demand and recreational flying, and corporate jets. The City has just completed its Airport Master Plan which calls for expansion of the runway to the south and moving airport facilities to the east side of the airport. The airport is an important economic engine for the city and provides great opportunities for growth and coordination with expanding land uses, the Inter-Modal Facility along I-45, and the new development energies that are locating in the area.

Lancaster Municipal Airport is a major economic engine for the City.

F: Residential

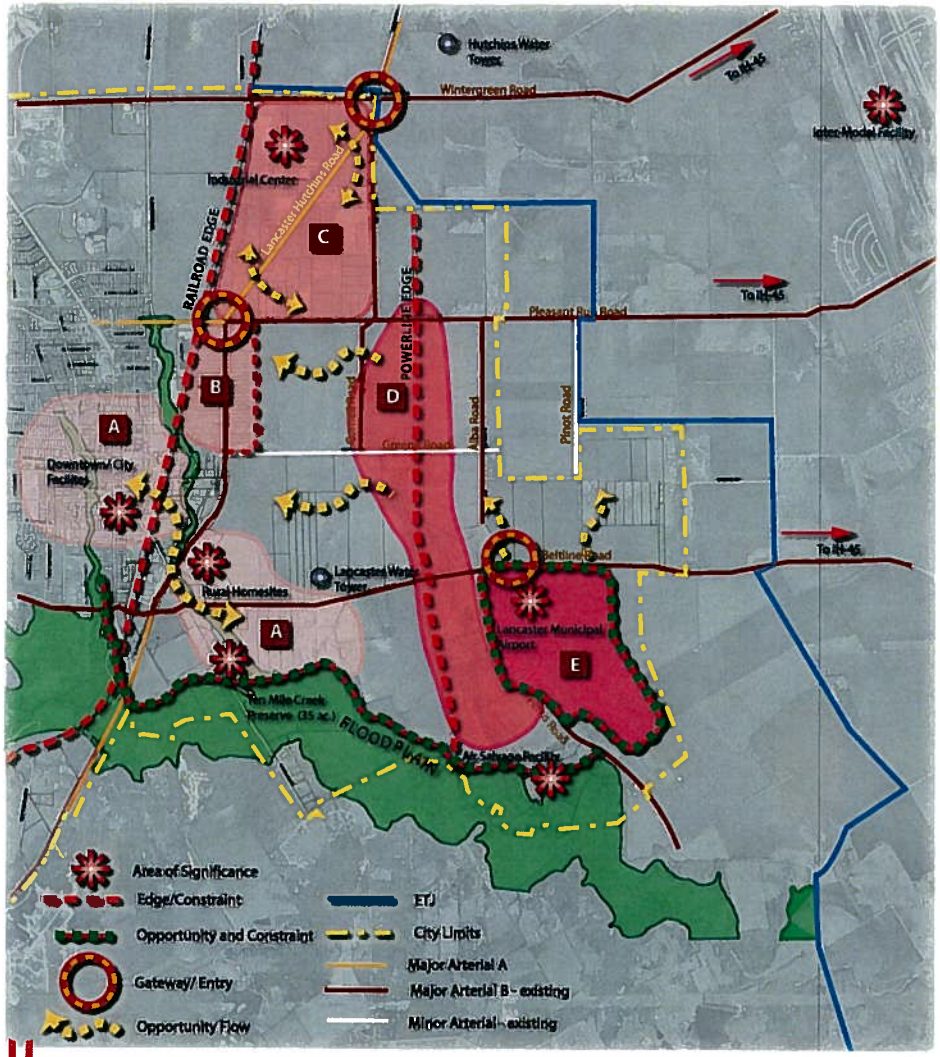
Just south of the Ten Mile Creek floodplain is a residential area. There are both established residential communities in this area as well as new residential developments. These are primarily single family residences, and due to the floodplain, there are large, expansive tree clusters and groves which provide valuable natural resources to this residential area.

New residential developments south of the sector area take advantage of natural resources.

Opportunities and Constraints

The second step in the analysis of the study area is to identify the opportunities and constraints that exist. The process involves identifying the resources of the area that can be expanded upon, such as historic, natural and cultural resources. Also, constraints to development are identified, and the challenge then becomes taking the constraint and turning it into an opportunity. **FIGURE 3 – OPPORTUNITIES AND CONSTRAINTS** is a graphical representation of the opportunities and constraints that exist in the study area. There are several intersections that are of importance as they represent major entries or gateways into the study area. These include Wintergreen and Lancaster Hutchins Roads, Pleasant Run and Lancaster Hutchins Roads, and Beltline and Alba Roads. The yellow arrows in the diagram indicate "opportunity flows", or how and where opportunity can expand to another area. The red dashed lines represent edges or constraints in the study area. The red and green dashed lines represent what can be seen as both an opportunity and constraint. Brief descriptions of the different areas in the study area are provided.

Figure 3 - Opportunities and Constraints



A **Historic Areas/ Heritage Areas - Opportunity**
- Create an "entry" to the historic center of the City
- Heritage Farm and rural homesites set tone for historic district
- Available vacant land to build upon
- Floodplain provides rural, natural setting
- Downtown Revitalization Plan: coordination

B **Narrow Lot Residential - Constraint**
- Existing residential limits possibilities for adjacent compatible uses

C **Industrial Center - Opportunity**
- Important economic generator for City
- Available vacant lots surrounding existing industries
- Opportunity to intensify existing industrial hub, provide land uses and connections to Inter-Modal

Important Intersections:

Lancaster Hutchins/Wintergreen
- Entry into City, opportunity to showcase economic strength of City

Lancaster Hutchins/Pleasant Run
- Entry into residential area of City, transition from industrial and commercial to residential

D **Greenbelt - Opportunity**
- Greenspace, open space opportunities
- Ponds can be extended and created for retention/ detention
- Tie greenbelt to floodplain area

Powerline - Constraint
- Development opportunities limited

E **Airport - Opportunity**
- Vacant land surrounding airport: opportunity for expansion of airport and development of airport and Inter-Modal compatible land uses.
- Continue to strengthen airport as economic catalyst
- Belt Line and Alba intersection introduces airport

Airport - Constraint
- Airport limits possibilities for adjacent compatible uses

A: Historic/ Preservation Area

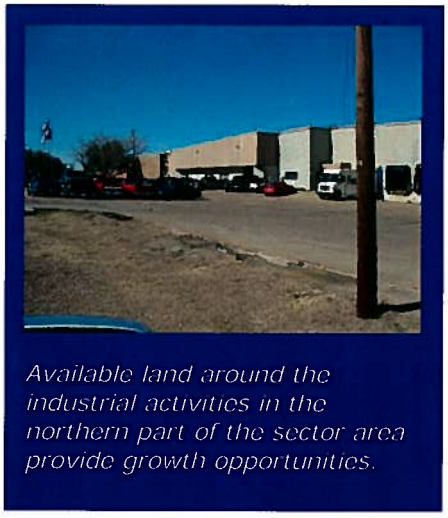
This area of the Study Area defines the opportunities for tying the historic Lancaster Downtown with the preservation areas and rural home sites to the east of Lancaster Hutchins Road at Beltline. There is available vacant land in which to expand a variety of uses. When leaving the airport and approaching Downtown Lancaster, this area helps create that transition from higher industrial and airport related activities to less intense, more people oriented uses. The yellow arrows indicate the opportunity to demonstrate a connection between these two areas. Both are links to the past and opportunities exist through availability of vacant or agricultural lands to expand on these cultural and historic resources. Although the railroad forms an edge or barrier that passes between these two areas, the opportunity to connect them can overcome this. The floodplain also provides a rural natural setting.

B: East Side Acres

The East Side Acres residential community lies adjacent to an industrial/ manufacturing area. Any new developments should be sensitive to the residential community and negative impacts should be minimized. The intersection on the north side of East Side Acres at Lancaster-Hutchins and Pleasant Run Roads is an important intersection. East Side Acres represents a "constraint" to new development to the extent that all new developments adjacent to the community should be cognizant of protecting it from incompatible uses and ensuring compatible adjacent uses. The presence of this established and stable residential entity limits the types of development to only residential compatible uses.

C: Industrial Center

The Industrial Center in the northern part of the Study Area provides an opportunity to expand upon this important economic and employment center of the City. Yellow arrows represent opportunity for expansion. Vacant tracts of land surround the current industrial and manufacturing developments, and the high visibility from Wintergreen and Lancaster-Hutchins Roads and Pleasant Run and Lancaster-Hutchins Roads provide opportunity to showcase the area's economic potential. This area is also in close to the Inter-Modal Facility, another linkage opportunity.



Available land around the industrial activities in the northern part of the sector area provide growth opportunities.

D: Greenbelt/ Power Line

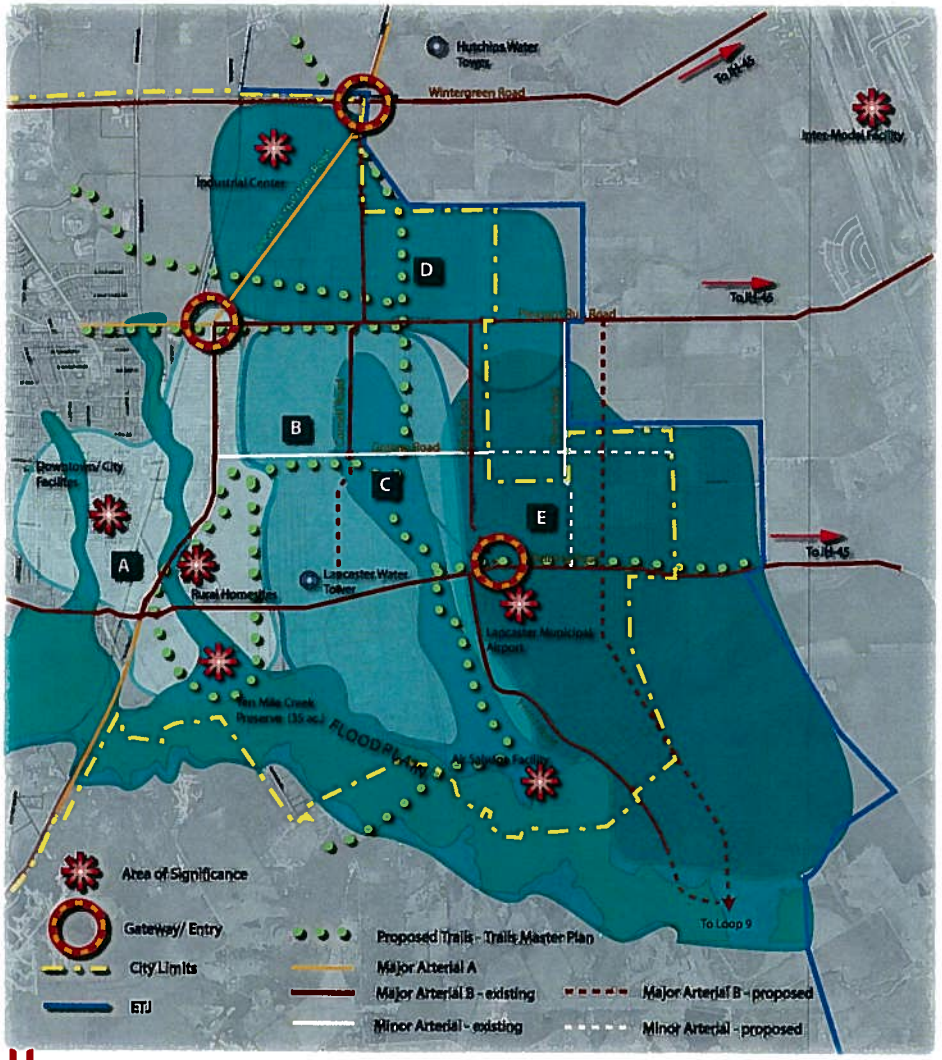
The Power line Easement acts as a constraint to development, where the creek acts as an opportunity.

Area D offers both an opportunity and a constraint. The natural features such as the creek and water bodies can be expanded upon to create natural and attractive areas for water retention and detention. As the yellow arrows indicate, these features can be integrated into adjacent developments creating an opportunity for a more natural landscape. The Power Line however, does create a constraint to development. The physical presence of the power line limits the development along the power line easement. However, it also provides the location for extension of the trails system north-south through the area along the easement. The floodplain presents both an opportunity and constraint. As a natural resource, it is an opportunity to be expanded upon providing scenic views to neighboring properties, but also limits development.

E: Airport

Area E is the airport, both an opportunity and constraint in the area. The yellow arrows show potential for expansion of the airport and compatible uses to adjacent vacant lands. The intersection of Beltline and Alba Roads is an important entry to the airport. The airport is a constraint to development as airport operations will not be compatible with many types of land use.

Figure 4 - Themes



A Preservation Theme
- Building off of existing cultural and natural resources of the City
- Preserving heritage farm, cultural and historic resources, rural homesites, and established neighborhoods
- Create connection to Downtown Lancaster
- Low scale, compatible structures, open space, natural setting

B Business Park Theme
- Low scale, open space concept
- Taking advantage of floodplain resources
- Rolling terrain, scenic views
- Provides buffer for existing residential
- One-two story, landscaped
- Provides attractive view from public streets

C Natural Theme
- Taking advantage of natural greenbelt and floodplain areas
- Expand on existing resources to create retention/ detention ponds, attractive water features for developments
- Wind through Campus Theme

D Intensity Theme
- Continutation of existing uses
- Functional
- High concentration of uses
- Landscaped, ensuring attractive views from public streets
- Connection to Inter-Modal and airport

E Commerce Theme
- Urban setting, less focus on open space
- Connection to airport and Inter-Modal
- Landscaped, ensuring attractive views from public streets
- Interior attention on functionality

Themes/Conceptual Future Land Use Map

The final step in determining land uses for the Airport Sector Study Area is developing recommendations based on the information and analysis of current conditions in the study area. After examining and analyzing the existing character and the opportunities and constraints, a series of themes for future development patterns begin to emerge. This is illustrated in **FIGURE 4 – THEMES**. This Themes Map is essentially a Conceptual Future Land Use Map. Different theme or land use areas are shown on the map, each having a distinct character and pattern of development. The areas of significance and gateways/entries are shown, along with current roadways classifications. Future roadways are also shown based on possible types of developments planned for the area. The theme areas descriptions include samples of the types of developments that are proposed in each area. The boundaries of the theme area are not meant to be "hard" lines or defined by parcels, but are "bubbles" that represent the different themes and show how overlapping bubbles may occur in transition areas.

A: Preservation Theme

The western part of the Study Areas has cultural and historic areas of significance that need to be preserved. This area of the Study Area represents the "Preservation Theme" – the area that must be protected yet allowed to continue developing in a manner sensitive to existing development. The East Side Acres neighborhood is included in this area, as is Downtown Lancaster, and the rural home site areas. It is an area to be protected as it plays an important role in the plans for future development within the Study Area.

B: Business Park Theme

The Business Park Theme area acts as a buffer between the existing residential uses in the East Side neighborhood area and the higher intensity industrial uses around the airport and the existing industrial to the north. The Business Park should be one to three story buildings placed in a well landscaped open space to take advantage of the natural resources in the area (floodplain areas and Ten Mile Creek Preserve). Loading bays should not be visible from major streets and should not be adjacent to residential areas. Appropriate landscaping and screening should be implemented

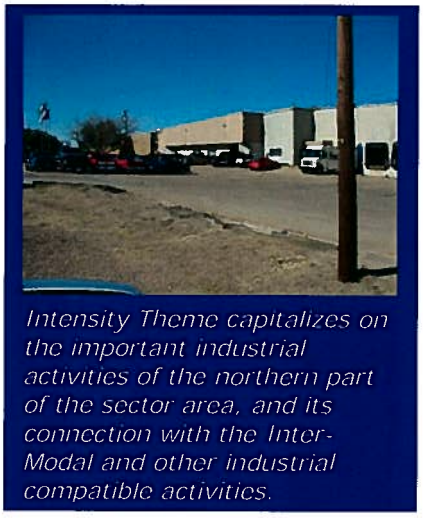
The Business Park area will be well landscaped and will take advantage of the natural resources of the area.

when adjacent to residential areas.

C: Natural Theme

The Natural Theme area represents an opportunity that can be expanded into adjacent areas. The creek and floodplain are natural resources that can be incorporated into the site planning of the Business Park. Drainage basins and attractive water bodies can add to the desired open space feel. This area also provides an ideal setting for a walking or biking trail, an amenity that can be used by employees and visitors in the Business Park area as well as some of the higher intensity land use areas around the Business Park.

D: Intensity Theme



Intensity Theme capitalizes on the important industrial activities of the northern part of the sector area, and its connection with the Inter-Modal and other industrial compatible activities.

The Intensity Theme is the northern part of the sector area where many of the City's industrial uses are currently located. This area is an important employment and economic activity area for the City. The Intensity Theme area builds on the existing land uses in the area and plans for expansion to the vacant parcels in this area of the City. Opportunities to link with the Intermodal Facility exist as well. As this area is adjacent to East Side Acres as well as the Business Park theme area, it is important that their adjacencies ensure the least negative impact on each other. Design guidelines for this area of the City should include new and higher standards of screening, landscaping, signage and lighting standards that will not create any negative impacts on surrounding uses.

The LanPort District

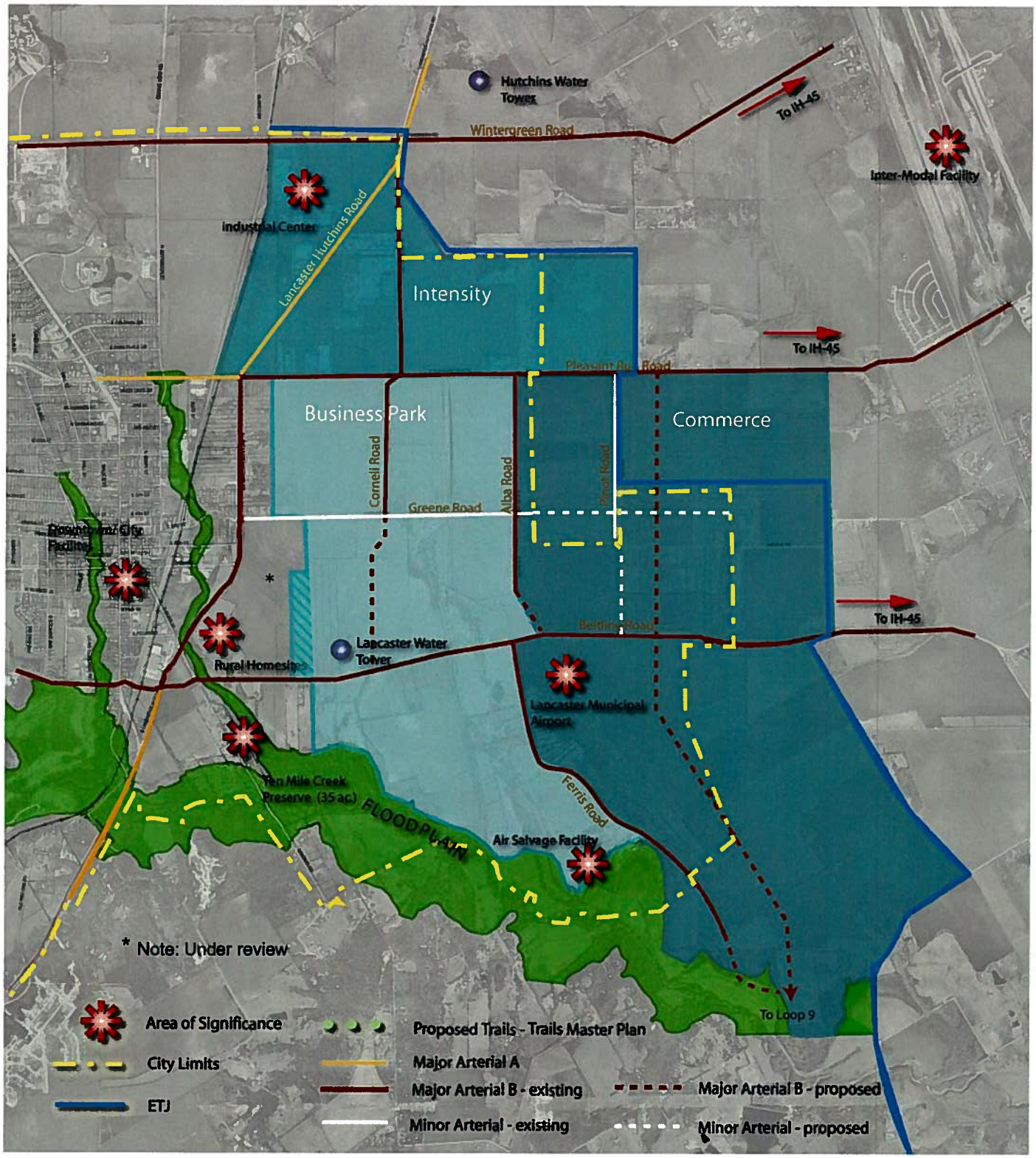
Based on all the analysis and recommended theme areas, The **LanPort District** was created. This district consists of three subdistricts based on the themes: the Business Park Subdistrict, the Commerce Subdistrict and the Intensity Subdistrict. The Preservation and Natural Themed areas are not included as subdistricts although these two areas represent valuable natural, cultural and historic resources that should be continued and encouraged. **FIGURE 5 – LANPORT ZONING DISTRICT MAP** illustrates these three new subdistricts and their physical boundaries. This map shows a parcel specific delineation based on of the theme areas of the sub-districts. The LanPort Zoning District and Development Standards, a separate document, describes the permitted uses in each of the Subdistricts, and provides detailed development standards for each Subdistrict.

Transportation

Lancaster's current Thoroughfare Plan shows the functional classifications of streets within the sector area. These roads vary from rural collectors to major arterials. Definitions of these functional classifications can be found in the *City of Lancaster Master Thoroughfare Plan, 2003*. Future roadway networks shall be in accordance with the City's Thoroughfare and appropriate to future developments. The current configuration and capacities of existing streets is not in conflict with desired future developments. As new developments are proposed to the City, the adequacy of existing roadways will need to be determined.

Street Framework, Development Standards and Architectural Controls

Streetscape details within the LanPort District will be subject to the *City of Lancaster Streetscape Plan* and design guidelines of proposed developments. The *LanPort Zoning District and Development Standards* set the minimum required development standards and architectural controls to be followed within the district.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* Note: Under review
To Loop 9
Area of Significance
City Limits
ETJ
Proposed Trails - Trails Master Plan
Major Arterial A
Major Arterial B - existing
Minor Arterial - existing
Major Arterial B - proposed
Minor Arterial - proposed

Amendments to the City's Comprehensive Plan and Lancaster Development Code

This Lancaster Airport Sector Plan document is designed to be an update to the City's current Comprehensive Plan. Once the LanPort District and associated subdistricts have been adopted, the *City of Lancaster Comprehensive Plan* and *Lancaster Development Code* will need to be amended. The Lancaster Development Code shall be amended as per *Section 14.1104 – Development Code Amendments* of the *Lancaster Development Code*.

Airport Development Procedure

The growth and expansion of the airport has been documented in the Lancaster Airport Master Plan. This Plan details the future plans for the airport's runway extensions and the expansion of existing facilities. Any future airport developments will need to follow the procedures set by the City and any requirements by the Federal Aviation Administration (FAA) and by Texas Department of Transportation (TXDOT).

The Creation of the LanPort Zoning District

One of Lancaster's greatest assets is its Municipal Airport. Located on over 300 acres in the southwest part of the City, the airport provides aviation services and their associated economic benefits to the City of Lancaster. The airport is surrounded by thousands of acres of developable land, much of which is currently zoned and used as agricultural/open space. The recently completed *Lancaster Airport Master Plan* recommends the extension of the current runway toward the south and the development of the east side of the airport property. The City is entertaining the opportunity for major development of much of the land surrounding the Airport as part of a larger logistics hub planned development. The development, which may eventually encompass over 6,000 acres of land, will include development in Lancaster, Wilmer, Hutchins, Dallas and parts of Dallas County. Lancaster is the ideal candidate to initiate this development as much of the infrastructure and the ability to serve this ambitious endeavor is already in place.

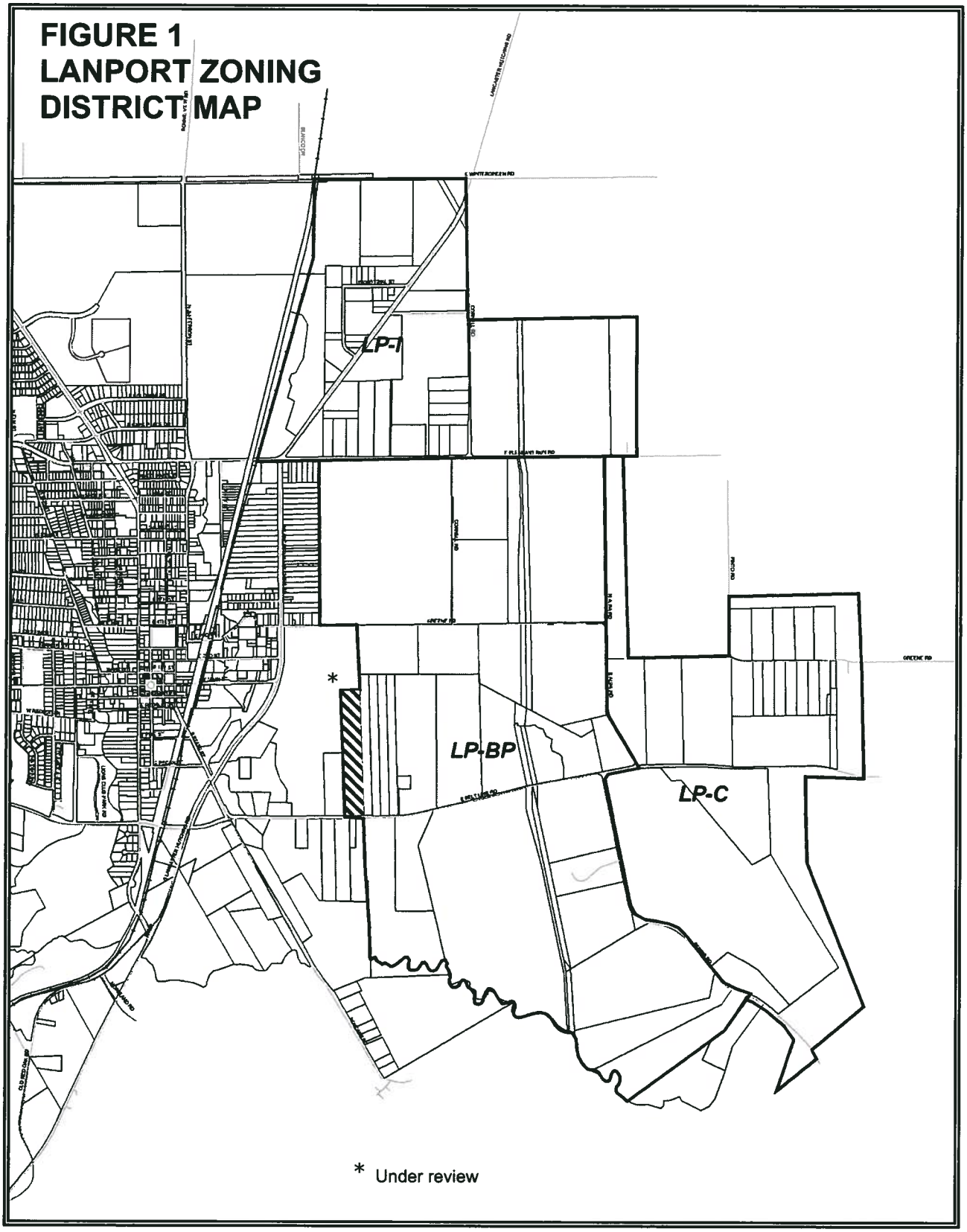
To prepare the City for this upcoming development and ensure that all development and any future development is in line with the desires and vision of the City of Lancaster and its citizens, a new zoning district for the lands surrounding the airport was developed: the **LanPort Zoning District**. The LanPort District is bounded by Lancaster Hutchins Road to the west and by the eastern, northern and southern boundaries of the Extraterritorial Jurisdiction (ETJ).

This district ensures that development around the airport supports its economic growth and takes advantage of development opportunities that exist with the Inter-Modal Facility and other energies around the airport, while being cognizant of the neighborhoods and other economic engines in the eastern sector of the City. Development should not negatively impact any of the surrounding residential, commercial and industrial areas, nor should these existing developments hinder growth of the airport. The current zoning in this area mainly consists of agricultural zoning, limited single family residential, and some light industrial. The LanPort District was thus created to provide development standards that better support the proposed developments, are more restrictive than the current zoning, and that provide better guidelines for appropriate site development.

The different subdistricts contained within the LanPort District help to transition development from the residential areas to the higher intensity uses, while creating an attractive, cohesive and dynamic area of the City. The subdistricts include the Business

Park Subdistrict, the Commerce Subdistrict and the Intensity Subdistrict. Descriptions of each subdistrict and related design standards follow. **FIGURE 1- LANPORT ZONING DISTRICT MAP** shows the LanPort District and the boundaries of each of the Subdistricts. **TABLE 1 – LANPORT USE TABLE** lists permitted uses in each of the LanPort Subdistricts.

FIGURE 1
LANPORT ZONING DISTRICT MAP



* Under review

TABLE 1
LANPORT USE TABLE

Permitted Uses	*LanPort Subdistricts*		
	Business Park	**Commerce**	**Intensity**
Rural and Animal Related			
Agricultural Uses on Un-Platted Land	P	P	P
Animal Boarding/ Kennel without Outside Pens	P		
Animal Clinics for small animals, no outdoor pens	P		
Animal Hospital, Clinic	S	P	
Animal Shelter (shelter)		S	S
Wholesale Nursery for Growing of Plants, No Retail Sale on Site	P	P	P
Residential & Lodging	**Business Park**	**Commerce**	**Intensity**
Accessory Building	P	P	P
Bed & Breakfast Operation	S		
Caretakers Quarters/ Domestic or Security Unit	S	S	S
Hotel or Motel	S	S	S
Institutional & Community Service	**Business Park**	**Commerce**	**Intensity**
Assisted Living Facility	S		
Child Care Center	S		
College, University or Seminary	S		
Convalescent Care Facility/ Nursing Home	S		
Day Care (7 or more children)	S		
Emergency Ambulance Services, Ground	S	P	P
Government Facility	P	P	P
Library, Art Gallery or Museum (Public)	P		
Mortuary or Funeral Chapel	S		
Post Office, Local	P		
Post Office, Regional		P	P
Office & Professional	**Business Park**	**Commerce**	**Intensity**
Financial Institution with Drive-Through	S		
Financial Institution without Drive-Through	P		
Office less than 5,000 s.f.	P		
Office 5,000 s.f or more	P	P	P
Recreation, Entertainment & Amusement	**Business Park**	**Commerce**	**Intensity**
Commercial Amusement/ Recreation (Outside)	S	S	S
Community or Recreation Club, Public or Private (Accessory)	S		
Country Club, Private	S		
Health Club	P	P	P
Public Park or Playground	P	P	
Retail & Personal Services	**Business Park**	**Commerce**	**Intensity**
Antique/ Collectible Store	P		
Banquet Facility	P		
Business School	P		
Catering Service	P		

P - Permitted Use by Right
S - Special Use Permit Required
Blank - Not Permitted

TABLE 1
LANPORT USE TABLE

Permitted Uses	*LanPort Subdistricts*		
	Business Park	**Commerce**	**Intensity**
Christmas Tree Sales Lot & Similar Uses, Temporary	S		
Copy Center	P	P	
Garden Supply/ Plant Nursery	P		
Pawn Shop			P
Rental Store, w/o Outside Storage and Display	P		
Restaurant, less than 2000 s.f. w/Drive Through	P		
Restaurant, less than 2000 s.f. w/o Drive Through	P	P	
Restaurant, 2000 s.f. or more, w/ Drive Through	P		
Restaurant, 2000 s.f. or more, w/o Drive Through	P		
Retail store with gasoline product sales limited to 2 fuel dispensers and 4 vehicles	P	P	
Retail store with more than 2 fuel dispensers	P	P	
Secondhand Dealer	P		
Commercial & Business Services	**Business Park**	**Commerce**	**Intensity**
Building & Landscape Material with Outside Storage	P		
Building Maintenance, Service & sales with Outside Storage	S	P	
Feed Store, Ranch Supply	P		
Food Processing	P	P	
Furniture or Cabinet Repair	P		
Furniture Upholstery, Refinishing or Resale	P		
Heavy Machinery & Equipment (Rental, Sales & Service)	P	P	
Locksmith	P		
Machine Shop	P		
Medical or Scientific Research Lab	P	P	
Research and Technology/ Light Assembly	P	P	P
Trade School	P		
Temporary On-site Construction Office	S	S	S
Auto & Marine Related	**Business Park**	**Commerce**	**Intensity**
Auto Repair Garage, Major		P	
Automobile Rental	P	P	
Boat & Trailer Dealership (New and Used)	P	P	
Car wash/ Auto Detail	P	P	
Car Wash, Self Service	P	P	
Recreational Vehicle (RV) Sales and Service		P	
Service Station	S	P	P
Towing Service, No Storage		P	
Truck Rental		P	P
Industrial & Manufacturing	**Business Park**	**Commerce**	**Intensity**
Asphalt or Concrete Batch Plant, Temporary		S	P
Bottle Works, Milk or Soft Drinks		P	P
Brewery, Distillery or Winery (Excluding Brew Pub)_		P	P

P - Permitted Use by Right
S - Special Use Permit Required
Blank - Not Permitted

TABLE 1
LANPORT USE TABLE

Permitted Uses	*LanPort Subdistricts*		
	Business Park	**Commerce**	**Intensity**
Carpet and Rug Cleaning	P		
Food Processing (No Slaughtering)		P	
Light Assembly & fabrication	P	P	P
Manufacturing, Heavy		P	P
Manufacturing, Light	P	P	P
Metal Plating, Electro Plating		P	P
Monument Works, Stone and Metal		P	P
Printing & Publishing	P	P	
Salvage or Reclamation of Products (Indoors)	S	P	P
Salvage or Reclamation of Products (Outdoors)		P	P
Sheet Metal Shop	P		P
Tool, Dye, Gauge and Machine Shop			P
Welding Repair		P	P
Wholesale, Distribution & Storage	**Business Park**	**Commerce**	**Intensity**
Cold Storage Plant	P	P	P
Heavy Construction Trade Yard		P	P
Mini-warehouse	S	P	P
Outside Storage			P
Recycling Collection Center	S	S	P
Warehouse/ Distribution Center	P	P	P
Wholesale Showroom Facility	P	P	P
Utilities, Communications & Transportation	**Business Park**	**Commerce**	**Intensity**
Airport, Heliport or Landing Field	S	S	S
Antenna, Accessory	P		
Antenna, Commercial	P		
Antenna, Dish	P		
Antenna, Commercial, Mounted	P		
Bus Charter Service & Service Facility			P
Helipad	S	S	S
Utilities (Non-Municipally owned or controlled), including Sanitary Landfill, Water Treatment, and Supply and Wastewater Treatment	P	P	P
Municipally Owned or Controlled Facilities, Utilities and Uses	P	P	P
Private Streets	P	P	P
Railroad Yard or Shop	P	P	P
Recording Studio	P		P
Satellite Dish	P	P	P
Transit Passenger Facility	P	P	P
Utilities Holding a Franchise from city of Lancaster	S	P	P
Utility Installation, Other than Listed	S	P	P
Utility/ Transmission Lines	P	P	P
Wireless Communication Tower	S	S	S

P - Permitted Use by Right
S - Special Use Permit Required
Blank - Not Permitted

LanPort Business Park (LP-BP)

Purpose:

The LanPort Business Park Subdistrict is designed to provide a buffer area between the residential and commercial/ light industrial uses along Lancaster Hutchins Road and the more intense uses further east of the district in a heavily landscaped, open space setting. Business activities should be compatible with and/or provide ancillary services to the airport, Intermodal facilities, and uses that meet the intent of the subdistrict. Drainageways, floodplains and utility easements should be used to create ponds and water features that function as attractive amenities to the area, but also provide areas for water retention and detention that can provide workers and visitors with ponds, seating, landscaping, and trails.

As the transition between the onsite and surrounding airport activities and the activities closer the Lancaster's downtown, loading docks and truck bays should be located away from the street frontage and perimeter areas adjacent to the uses along Lancaster Hutchins Road. This area provides an attractive location for a variety of businesses and a positive "first impression" of the City for business travelers leaving the airport along Belt Line Road toward Lancaster's original downtown.

1. Permitted Uses:

In general, lots in the Business Park Subdistrict shall be used for office, retail, commercial, and limited light industrial and manufacturing without outdoor storage. The permitted uses and special uses in the Business Park Subdistrict are listed in **TABLE 1- LANPORT PERMITTED USES** preceding the Subdistrict descriptions.

2. Building Placement:

Buildings in the Business Park Subdistrict shall be located on the site in a manner that best takes advantage of the natural topography and vegetation of the area in a park-like environment, open, well landscaped, and following the topography. Buildings shall not be placed within the Runway Protection Zone. See **FIGURE 2 – RUNWAY PROTECTION ZONE** of Appendix for details.

a. Building Setbacks – To create the park style environment of the Business Park Subdistrict, there will be minimum build-to line established that will allow for minimum landscaping requirements and the open feel.

Front yard: Minimum fifty (50) feet from interior public or private street. From major streets and service roads, the front yard shall be one hundred (100) feet.

Rear yard: Minimum fifty (50) feet when adjacent to other office buildings and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

Side yard: Minimum twenty-five (25) feet and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

b. Development Street Frontage – To allow for some differentiation, but a similar and uniform street front, a minimum of 80 (eighty) percent of the total building frontage shall be built on the build-to lines as described above. The remaining 20 (twenty) percent may be set back further.

c. Setback encroachments: Any building feature or architectural attachment to the primary building façade may encroach up to five (5) feet from the building face into the setback area. These features include, but are not limited to, the following:

- Awnings
- Canopies
- Mounted signs
- Planters
- Porches

3. Site Controls:

a. Lot Coverage: Building coverage on any lot or tract shall not exceed fifty percent (50%). Building coverage shall be determined by dividing the area of a lot which is occupied by the total horizontal projected surface of all buildings, but not including roof overhangs or projections, by the gross area of the lot.

b: Impervious Coverage: Impervious coverage on any lot or tract shall not exceed eighty percent (80%). The ground coverage shall be determined by dividing the area of a lot that is occupied by an impervious surface by the gross area of the lot. Impervious surface shall include any material that substantially prevents the infiltration of storm water into previously undeveloped land, including driveways, parking areas, loading areas and sidewalks, but excluding buildings and accessory buildings. The remainder of the lot shall be maintained as landscaped open space in accordance with the landscape requirements.

c. Site Massing and FAR: Massing shall be consistent in the Business Park Subdistrict, with Floor Area Ratio shall be a maximum of 2.0.

d. Height: Buildings in the Business Park Subdistrict shall not be more than three (3) stories or forty-five (45) feet when adjacent to a residential district and shall be subject to the height restrictions of the currently adopted Airport Master Plan. See Appendix E, Sheet 5- Airport Space Profiles of Lancaster Airport Master Plan Update for details.

4. Exterior Appearance

a. Façade Materials: One hundred percent (100%) of each exterior wall facing a public street shall be finished with brick, stone, synthetic stone, stucco, EIFS (Exterior Insulation and Finish Systems), architectural CMU (Concrete Masonry Unit), architecturally finished concrete tilt-wall construction, or architectural metal panels. In general, metal cladding shall not be permitted except for cladding that meets ASTM standards.

b. Transparency: A minimum of forty percent (40%) of the façade may be made up of glass.

c. Articulation: Facades which face streets shall meet the following minimum standards for articulation:

i. Horizontal Articulation. No building wall shall extend for a distance equal to 4 times the wall's height without having an off-set of a minimum of 10% of the wall's height, and that new plane shall extend for a distance equal to at least 15% of the maximum length of the first plane.

ii. Vertical Articulation. No horizontal wall shall extend for a distance greater than 4 times the height of the wall without changing height by a minimum of 15% of the wall's height.

5. Exterior Illumination

All lighting shall be designed and arranged to meet the following requirements:

a. The source of light shall not be visible from, nor a glare produced upon any adjoining residential zoned property.

b. Illumination shall be directed downward or on to buildings, signs, landscaping, sidewalks, walkways or parking areas.

6. Parking

Parking requirements for the Business Park Subdistrict shall conform to Article 14.600 of the Lancaster Development Code.

7. Off Street Loading

All off-street loading in the Business Park Subdistrict shall not be visible from adjacent residential developments, and visibility from major streets shall be minimized. When adjacent to a residential development, screening methods shall comply with Section 14.804 (c) (4) Mandatory Provisions of the Lancaster Development Code where minimum height of screening shall be ten (10) feet and consist of a combination of berms and shrubs. All materials shall comply with Section 14.805 Landscape Materials & Standards of the Lancaster Development Code.

a. For retail, commercial, sales, service, or industrial use buildings and establishments, off-street loading facilities shall be provided in accordance with the following schedule:

Square Feet of Gross Floor Area	Minimum Required Spaces or Berths
0 to 5,000	None
5,001 to 15,000	1
15,001 to 40,000	2
41,001 to 65,000	3
65,001 to 100,000	4
Each additional 100,000	1 additional

b. Each required loading space shall meet the following minimum size requirements:
   i. Twelve feet (12') by sixty feet (60') for industrial or warehouse uses.
   ii. Twelve feet (12') by thirty-five feet (35') for commercial and institutional uses.
   iii. Fourteen feet (14') minimum vertical clearance.

c. Distance from property lines.
   i. Any loading dock or structure facing any street shall be a minimum of two hundred feet (200') from the right-of-way line.
   ii. All loading facilities shall either
      a) be set back a minimum distance of fifty feet (50') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line, or

b) be set back a minimum distance of seventy five feet (75') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the property abuts a commercial use or lot line. If adjacent to a residential district or use, the loading dock shall be screened as follows:

i. An eight foot (8') masonry wall atop a three foot (3') berm shall be required.

ii. Evergreen trees shall be planted 20' on center screening the loading dock from any adjoining residential use or district.

iii. The wall, evergreen trees, and berm shall be located in a twenty foot (20') wide landscape strip.

c) All loading spaces not associated with a loading dock or structure shall be set back a minimum distance of fifty feet (50') from any front property line or adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line.

d. Noise: Loading docks that are within 400 feet of a residential district shall be equipped with noise attenuation devices and screened from view of adjacent residential lots.

e. Service and equipment areas

i. All service areas in the Business Park Subdistrict shall be placed toward the rear of the building or on the side, to minimize visibility from major streets or residential areas. Where the building is adjacent to a residential use, the service areas shall not be in the immediate adjacent area.

ii. All service area screening shall be roof mounted equipment.

8. Screening Requirements

a. Screening device: A screening device shall be erected or placed in all locations and in accordance with all provisions specified below:

i. A screening device required under this section shall meet the following minimum requirements:

a) Minimum height of screening device:

i. Garbage, trash or refuse container screening: 7'0"

ii. Screening of outdoor storage: 7'0"

iii. All other required screening: 6'0"

b) Maximum height of screening device: 10'0"

c) Materials:

i. Brick masonry, stone masonry, or other architectural masonry finish, or,

ii. Tubular steel (primed and painted) or wrought iron fence with masonry columns spaced a maximum of twenty feet (20') on center with structural supports spaced every ten feet (10'), and with sufficient evergreen landscaping to create a screening effect, or,

iii. Living plant screen, or,

iv. Alternate equivalent screening

9. Lighting and Glare Regulations

Lighting and Glare regulations are necessary to reduce the annoyance and inconvenience to property owners and traffic hazards to motorists. This allows for reasonable enjoyment of adjacent and nearby property by their owners and occupants while requiring adequate levels of lighting of parking areas.

a. Site lighting and glare standards for all sites, excluding single family residential and two-family residential.

i. All uses shall be constructed and operated so as not to produce obnoxious and intense glare or direct illumination across the bounding property line from a visible source of illumination or reflective surface of such intensity as to create a nuisance or detract from the use or enjoyment of adjacent property. The allowable maximum intensity measured at the property line of a residential use in a residential district shall be 0.25 foot candles.

ii. All off-street parking areas for nonresidential uses in nonresidential districts which are used after dark shall be illuminated during the period beginning not later than one-half hour after sunset and continuing at least throughout the hours of business operation. Lighting within uncovered parking areas shall

meet the following minimum requirements and maximum limits. Limits for covered parking shall be as specified on an approved site plan.

a) Illuminance.

i. In parking areas used by the public after dark, minimum at any point on the parking area surface to be at least 0.6 foot candles initial, and at least 0.3 foot candles maintained or one-third of the average, whichever is greater. In areas used by employees, members of an organization and like persons, minimum at any point on the parking area surface to be at least 0.2 foot candles initial.

ii. Illumination shall not exceed an average of one foot candle at ground level and shall distribute not more than 0.25 foot candles of light upon any adjacent residentially zoned area.

b) Height.

i. On tracts or lots over three (3) acres in size, the maximum height for poles with lights is 30 feet.

ii. On tracts or lots less than three (3) acres, the maximum height of poles with lights is 20 feet.

iii. Special lighting or lighting higher than 30 feet may be approved as specifically noted on a site plan.

c) Color rendition. The quality of the light source shall be a minimum of 55 CRI (color reading index) as indicated by the lamp manufacturing.

b. Luminaries. Light sources shall be of a down-light type and/or indirect, diffused, or shielded type luminaries installed and maintained so as to reduce glare effect and consequent interference with use of adjacent properties and boundary streets. Bare bulbs above 75 watts and strings of lamps are prohibited except for temporary lighting as provided below.

c. Special or temporary lighting: Low wattage. Bare bulbs or strings of lamps are prohibited, except during holidays, when special lighting shall be permitted for a maximum time period of 45 days for each holiday used.

10. Landscaping

Landscaping requirements for the Business Park Subdistrict shall conform to Section 14.800 of the Lancaster Development Code.

11. Sign Standards

Sign standards for the Business Park Subdistrict shall comply with those of Section 14.1200 of the Lancaster Development Code.

12. Streetscape

Streetscape standards for the Business Park Subdistrict shall conform to the requirements set by the Lancaster Streetscape Plan.

13. Utilities

All utilities shall be placed underground except for transmission lines.

LanPort Commerce Subdistrict (LP-C)

Purpose:

The Commerce Subdistrict derives its requirements from the Light Industrial district as described in the *Lancaster Development Code*. Because this Subdistrict surrounds the Lancaster Airport, the uses are a combination of airport-dependent and freight uses. Given the location of the airport and its economic potential for area, and with respect to the Intermodal Facility, there are opportunities to expand on airport and related uses. As an entry point/gateway to the area, additional landscaping requirements and development standards and guidelines are recommended to better create the transition from Business Park Subdistrict to the airport.

1. Permitted Uses:

In general, the Commerce Subdistrict lots will be for airport and Intermodal compatible uses. These include mostly light industrial, manufacturing, wholesale, distribution and storage uses with some very limited retail uses. Specific uses permitted in the Commerce Subdistrict are listed in **TABLE 1-LANPORT PERMITTED USES** preceding the Subdistrict descriptions.

2. Building Placement:

Buildings in the Commerce Subdistrict shall be located on the site in a manner that best takes advantage of access and circulation while ensuring attractive views along major streets. See Buildings shall not be placed within the Runway Protection Zone. See **FIGURE 2 – RUNWAY PROTECTION ZONE** of Appendix for details.

a. Building Setbacks – Minimum setback requirements for the Commerce Subdistrict are as follows:

Front yard: Minimum twenty-five (25) feet from interior public or private street. From major streets and service roads, the front yard shall be one hundred (100) feet.

Rear yard: Minimum twenty (20) feet when adjacent to other office buildings and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

Side yard: Minimum twenty- (20) feet and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

b. Development Street Frontage – To allow for some differentiation, but a similar and uniform street front, a minimum of 80 (eighty) percent of the total building frontage shall be built on the build-to lines as described above. The remaining 20 (twenty) percent may be set back further.

c. Setback encroachments: Any building feature or architectural attachment to the primary building façade may encroach up to five (5) feet from the building face into the setback area. These features include, but are not limited to, the following:

- Mounted signs
- Pilasters
- Planters

3. Site Controls:

a. Lot coverage: Building coverage on any lot or tract shall not exceed fifty percent (50%). Building coverage shall be determined by dividing the area of a lot which is occupied by the total horizontal projected surface of all buildings, but not including roof overhangs or projections, by the gross area of the lot.

b: Impervious Coverage: Impervious coverage on any lot or tract shall not exceed eighty percent (80%). The ground coverage shall be determined by dividing the area of a lot that is occupied by an impervious surface by the gross area of the lot. Impervious surface shall include any material that substantially prevents the infiltration of storm water into previously undeveloped land, including driveways, parking areas, loading areas and sidewalks, but excluding buildings and accessory buildings. The remainder of the lot shall be maintained as landscaped open space in accordance with the landscape requirements.

c. Site massing and FAR: Massing shall be consistent in the Commerce Subdistrict, with Floor Area Ratio shall be a maximum of 1.0.

d. Height Restrictions: Buildings in the Commerce Subdistrict shall not be more than four (4) stories or sixty-four (64) feet when adjacent to a residential district and shall be subject to the height restrictions of the currently adopted Airport Master Plan. See Appendix E, Sheet 5- Airport Space Profiles of Lancaster Airport Master Plan Update for details.

4. Exterior Appearance

a. Façade Materials: One hundred percent (100%) of each exterior wall facing a public street shall be finished with brick, stone, synthetic stone, stucco, EIFS (Exterior Insulation and Finish Systems), architectural CMU (Concrete Masonry Unit), architecturally finished concrete tilt-wall construction, or architectural metal panels. . In general, metal cladding shall not be permitted except for cladding that meets ASTM standards.

b. Transparency: A minimum of thirty percent (30%) of the façade may be made up of glass.

c. Articulation: Facades which face streets shall meet the following minimum standards for articulation:

iii. Horizontal Articulation. No building wall shall extend for a distance equal to 4 times the wall's height without having an off-set of a minimum of 10% of the wall's height, and that new plane shall extend for a distance equal to at least 15% of the maximum length of the first plane.

iv. Vertical Articulation. No horizontal wall shall extend for a distance greater than 4 times the height of the wall without changing height by a minimum of 15% of the wall's height.

5. Exterior Illumination

All lighting shall be designed and arranged to meet the following requirements:

a. The source of light shall not be visible from, nor a glare produced upon any adjoining residential zoned property.

b. Illumination shall be directed downward or on to buildings, signs, landscaping, sidewalks, walkways or parking areas, and shall in no way affect airport operations.

6. Parking

Parking requirements for the Business Park Subdistrict shall conform to Article 14.600 of the Lancaster Development Code.

7. Off Street Loading:

All off-street loading in the Commerce Subdistrict shall not be visible from adjacent residential developments, and visibility from major streets shall be minimized. When adjacent to a residential development, screening methods shall comply with Section 14.804 (c) (4) Mandatory Provisions of the Lancaster Development Code where

minimum height of screening shall be ten (10) feet and consist of a combination of berms and shrubs. All materials shall comply with Section 14.805 Landscape Materials & Standards of the Lancaster Development Code.

a. For retail, commercial, sales, service, or industrial use buildings and establishments, off-street loading facilities shall be provided in accordance with the following schedule:

Square Feet of Gross Floor Area	Minimum Required Spaces or Berths
0 to 5,000	None
5,001 to 15,000	1
15,001 to 40,000	2
41,001 to 65,000	3
65,001 to 100,000	4
Each additional 100,000	1 additional

b. Each required loading space shall meet the following minimum size requirements:
   i. Twelve feet (12') by sixty feet (60') for industrial or warehouse uses.
   ii. Twelve feet (12') by thirty-five feet (35') for commercial and institutional uses.
   iii. Fourteen feet (14') minimum vertical clearance.

c. Distance from property lines.
   i. Any loading dock or structure facing any street shall be a minimum of two hundred feet (200') from the right-of-way line.
   ii. All loading facilities shall either
      a) be set back a minimum distance of fifty feet (50') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line, or
      b) be set back a minimum distance of seventy five feet (75') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the property abuts a commercial use or lot line. If adjacent to a residential district or use, the loading dock shall be screened as follows:

i. An eight foot (8') masonry wall atop a three foot (3') berm shall be required.

ii. Evergreen trees shall be planted 20' on center screening the loading dock from any adjoining residential use or district.

iii. The wall, evergreen trees, and berm shall be located in a twenty foot (20') wide landscape strip.

c) All loading spaces not associated with a loading dock or structure shall

i. be set back a minimum distance of fifty feet (50') from any front property line or adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line.

d. Noise: Loading docks that are within 400 feet of a residential district shall be equipped with noise attenuation devices and screened from view of adjacent residential lots.

e. Service and equipment areas

iii. All service areas in the Business Park Subdistrict shall be placed toward the rear of the building or on the side, to minimize visibility from major streets or residential areas. Where the building is adjacent to a residential use, the service areas shall not be in the immediate adjacent area.

iv. All service area screening shall be roof mounted equipment.

8. Screening Requirements

a. Screening device: A screening device shall be erected or placed in all locations and in accordance with all provisions specified below:

ii. A screening device required under this section shall meet the following minimum requirements:

d) Minimum height of screening device:

i. Garbage, trash or refuse container screening: 7'0"

ii. Screening of outdoor storage: 7'0"

iii. All other required screening: 6'0"

e) Maximum height of screening device: 10'0"

f) Materials:

v. Brick masonry, stone masonry, or other architectural masonry finish, or,

vi. Tubular steel (primed and painted) or wrought iron fence with masonry columns spaced a maximum of twenty feet (20') on center with structural supports spaced every ten feet (10'), and with sufficient evergreen landscaping to create a screening effect, or,

vii. Living plant screen, or,

viii. Alternate equivalent screening

9. Lighting and Glare Regulations:

Lighting and Glare regulations are necessary to reduce the annoyance and inconvenience to property owners and traffic hazards to motorists. This allows for reasonable enjoyment of adjacent and nearby property by their owners and occupants while requiring adequate levels of lighting of parking areas.

a. Site lighting and glare standards for all sites, excluding single family residential and two-family residential.

i. All uses shall be constructed and operated so as not to produce obnoxious and intense glare or direct illumination across the bounding property line from a visible source of illumination or reflective surface of such intensity as to create a nuisance or detract from the use or enjoyment of adjacent property. The allowable maximum intensity measured at the property line of a residential use in a residential district shall be 0.25 foot candles.

ii. All off-street parking areas for nonresidential uses in nonresidential districts which are used after dark shall be illuminated during the period beginning not later than one-half hour after sunset and continuing at least throughout the hours of business operation. Lighting within uncovered parking areas shall meet the following minimum requirements and maximum limits. Limits for covered parking shall be as specified on an approved site plan.

a) Illuminance.

i. In parking areas used by the public after dark, minimum at any point on the parking area surface to be at least 0.6 foot

candles initial, and at least 0.3 foot candles maintained or one-third of the average, whichever is greater. In areas used by employees, members of an organization and like persons, minimum at any point on the parking area surface to be at least 0.2 foot candles initial.

ii. Illumination shall not exceed an average of one foot candle at ground level and shall distribute not more than 0.25 foot candles of light upon any adjacent residentially zoned area.

b) Height.

i. On tracts or lots over three (3) acres in size, the maximum height for poles with lights is 30 feet.

ii. On tracts or lots less than three (3) acres, the maximum height of poles with lights is 20 feet.

iii. Special lighting or lighting higher than 30 feet may be approved as specifically noted on a site plan.

c) Color rendition. The quality of the light source shall be a minimum of 55 CRI (color reading index) as indicated by the lamp manufacturing.

b. Luminaries. Light sources shall be of a down-light type and/or indirect, diffused, or shielded type luminaries installed and maintained so as to reduce glare effect and consequent interference with use of the airport or adjacent properties and boundary streets. Bare bulbs above 75 watts and strings of lamps are prohibited except for temporary lighting as provided below.

c. Special or temporary lighting: Low wattage. Bare bulbs or strings of lamps are prohibited, except during holidays, when special lighting shall be permitted for a maximum time period of 45 days for each holiday used.

10. Landscaping

Landscaping requirements for the Commerce Subdistrict shall conform to Section 14.800 of the Lancaster Development Code.

11. Sign Standards

Sign standards for the Commerce Subdistrict shall comply with those of Section 14.1200 of the Lancaster Development code.

12. Streetscape

Streetscape standards for the Commerce Subdistrict shall conform to the requirements set by the Lancaster Streetscape Plan.

13. Utilities

All utilities shall be placed underground except for transmission lines.

LanPort Intensity Subdistrict (LP-I)

Purpose:

The Intensity Subdistrict is similar to the Light (and to some extent, the Medium) Industrial district of the *Lancaster Development Code*; however it includes more heavy freight related industries or activities. This area already includes industrial and manufacturing activities east of Lancaster Hutchins Road and north of Pleasant Run to the city limits. This area is directly tied to the Intermodal Facility to the east so height and setback restrictions may be less restrictive than in the other two districts. Landscaping and development standards will still be required, but the attention will be more on the functionality of the area to carry out the desired uses and to accommodate the movement of vehicles and materials to and from the Intermodal Facility.

1. Permitted Uses:

Uses in the Intensity Subdistrict are intended to be compatible with the Intermodal facility. These primarily include industrial, manufacturing, wholesale, and distribution. Specific uses permitted in the Intensity Subdistrict are listed in **TABLE 1-LANPORT PERMITTED USES** preceding the Subdistrict descriptions.

2. Building Placement:

Buildings in the Intensity Subdistrict will be located on the site in a manner that best takes advantage of access and circulation while ensuring attractive lots. Buildings shall not be placed within the Runway Protection Zone. See **FIGURE 2 – RUNWAY PROTECTION ZONE** of Appendix for details.

a. Building Setbacks – To create the campus style environment of the Intensity Subdistrict, there will be minimum build-to line established that will allow for minimum landscaping requirements and the open feel.

Front yard: Minimum twenty five (25) feet from interior public or private street. From major streets and service roads, the front yard shall be one hundred (100) feet.

Rear yard: Minimum twenty (20) feet when adjacent to other office buildings and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

Side yard: Minimum twenty (20) feet and one (1) additional foot for every two feet in height above 30 feet when within 100 feet of a residential development.

b. Development Street Frontage – To allow for some differentiation, but a similar and uniform street front, a minimum of 80 (eighty) percent of the total building frontage shall be built on the build-to lines as described above. The remaining 20 (twenty) percent may be set back further.

c. Setback encroachments: Any building feature or architectural attachment to the primary building façade may encroach up to five (5) feet from the building face into the setback area. These features include, but are not limited to, the following:

- Mounted signs
- Pilasters
- Planters

3. Site Controls:

a. Lot Coverage: Building coverage on any lot or tract shall not exceed seventy percent (70%). Building coverage shall be determined by dividing the area of a lot which is occupied by the total horizontal projected surface of all buildings, but not including roof overhangs or projections, by the gross area of the lot.

b: Ground coverage: Ground coverage on any lot or tract shall not exceed eighty percent (80%). The ground coverage shall be determined by dividing the area of a lot that is occupied by an impervious surface by the gross area of the lot. Impervious surface shall include any material that substantially prevents the infiltration of storm water into previously undeveloped land, including driveways, parking areas, loading areas and sidewalks, but excluding buildings and accessory buildings. The remainder of the lot shall be maintained as landscaped open space in accordance with the landscape requirements.

c. Site Massing and FAR: Massing shall be fairly consistent in the Intensity Subdistrict, with Floor Area Ratio shall be a maximum of 1.0.

d. Height Restrictions: Buildings in the Intensity Subdistrict shall not be more than four (4) stories or sixty-four (64) feet when adjacent to a residential district and shall be subject to the height restrictions of the currently adopted Airport Master Plan. See Appendix E, Sheet 5- Airport Space Profiles of Lancaster Airport Master Plan Update for details.

4. Exterior Appearance

a. Façade Materials: One hundred percent (100%) of each exterior wall facing a public street shall be finished with brick, stone, synthetic stone, stucco, EIFS (Exterior Insulation and Finish Systems), architectural CMU (Concrete Masonry Unit), architecturally finished concrete tilt-wall construction, or architectural metal panels. . In general, metal cladding shall not be permitted except for cladding that meets ASTM standards.

b. Transparency: A minimum of twenty percent (20%) of the façade may be made up of glass

c. Articulation: Facades which face streets shall meet the following minimum standards for articulation:

i. Horizontal Articulation. No building wall shall extend for a distance equal to 4 times the wall's height without having an off-set of a minimum of 5% of the wall's height, and that new plane shall extend for a distance equal to at least 10% of the maximum length of the first plane.

ii. Vertical Articulation. No horizontal wall shall extend for a distance greater than 4 times the height of the wall without changing height by a minimum of 10% of the wall's height.

5. Exterior Illumination

All lighting shall be designed and arranged to meet the following requirements:

a. The source of light shall not be visible from, nor a glare produced upon any adjoining residential zoned property.

b. Illumination shall be directed downward or on to buildings, signs, landscaping, sidewalks, walkways or parking areas.

6. Parking

Parking requirements for the Business Park Subdistrict shall conform to Article 14.600 of the Lancaster Development Code.

7. Off Street Loading:

All off-street loading in the Intensity Subdistrict shall not be visible from adjacent residential developments, and visibility from major streets shall be minimized. When adjacent to a residential development, screening methods shall comply with Section 14.804 (c) (4) Mandatory Provisions of the Lancaster Development Code where

minimum height of screening shall be ten (10) feet and consist of a combination of berms and shrubs. All materials shall comply with Section 14.805 Landscape Materials & Standards of the Lancaster Development Code.

a. For retail, commercial, sales, service, or industrial use buildings and establishments, off-street loading facilities shall be provided in accordance with the following schedule:

Square Feet of Gross Floor Area	Minimum Required Spaces or Berths
0 to 5,000	None
5,001 to 15,000	1
15,001 to 40,000	2
41,001 to 65,000	3
65,001 to 100,000	4
Each additional 100,000	1 additional

b. Each required loading space shall meet the following minimum size requirements:

iv. Twelve feet (12') by sixty feet (60') for industrial or warehouse uses.

v. Twelve feet (12') by thirty-five feet (35') for commercial and institutional uses.

vi. Fourteen feet (14') minimum vertical clearance.

c. Distance from property lines.

i. Any loading dock or structure facing any street shall be a minimum of two hundred feet (200') from the right-of-way line.

ii. All loading facilities shall either

a) be set back a minimum distance of fifty feet (50') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line, or

b) be set back a minimum distance of seventy five feet (75') from any front property line or from any adjacent residential use or district, and there shall be no minimum setback if the property abuts a commercial use or lot line. If adjacent to a residential district or use, the loading dock shall be screened as follows:

i An eight foot (8') masonry wall atop a three foot (3') berm shall be required.

ii Evergreen trees shall be planted 20' on center screening the loading dock from any adjoining residential use or district.

iii The wall, evergreen trees, and berm shall be located in a twenty foot (20') wide landscape strip.

c) All loading spaces not associated with a loading dock or structure shall be set back a minimum distance of fifty feet (50') from any front property line or adjacent residential use or district, and there shall be no minimum setback if the subject property abuts a commercial use or lot line.

d. Noise: Loading docks that are within 400 feet of a residential district shall be equipped with noise attenuation devices and screened from view of adjacent residential lots.

e. Service and equipment areas

v. All service areas in the Business Park Subdistrict shall be placed toward the rear of the building or on the side, to minimize visibility from major streets or residential areas. Where the building is adjacent to a residential use, the service areas shall not be in the immediate adjacent area.

vi. All service area screening shall be roof mounted equipment.

8. Screening Requirements:

a. Fence or wall.

b. Screening device. A screening device shall be erected or placed in all locations and in accordance with all provisions specified below:

i. A screening device required under this section shall meet the following minimum requirements:

a) Minimum height of screening device:

i. Garbage, trash or refuse container screening: 7'0"

ii. Screening of outdoor storage: 7'0"

iii. All other required screening: 6'0"

b) Maximum height of screening device: 10'0"

c) Materials:

i. Brick masonry, stone masonry, or other architectural masonry finish, or,

ii. Tubular steel (primed and painted) or wrought iron fence with masonry columns spaced a maximum of twenty feet (20') on center with structural supports spaced every ten feet (10'), and with sufficient evergreen landscaping to create a screening effect, or,

iii. Living plant screen, or,

iv. Alternate equivalent screening

9. Lighting and Glare Regulations:

Lighting and Glare regulations are necessary to reduce the annoyance and inconvenience to property owners and traffic hazards to motorists. This allows for reasonable enjoyment of adjacent and nearby property by their owners and occupants while requiring adequate levels of lighting of parking areas.

a. Site lighting and glare standards for all sites, excluding single family residential and two-family residential.

i. All uses shall be constructed and operated so as not to produce obnoxious and intense glare or direct illumination across the bounding property line from a visible source of illumination or reflective surface of such intensity as to create a nuisance or detract from the use or enjoyment of adjacent property. The allowable maximum intensity measured at the property line of a residential use in a residential district shall be 0.25 foot candles.

ii. All off-street parking areas for nonresidential uses in nonresidential districts which are used after dark shall be illuminated during the period beginning not later than one-half hour after sunset and continuing at least throughout the hours of business operation. Lighting within uncovered parking areas shall meet the following minimum requirements and maximum limits. Limits for covered parking shall be as specified on an approved site plan.

a) Illuminance.

i. In parking areas used by the public after dark, minimum at any point on the parking area surface to be at least 0.6 foot

candles initial, and at least 0.3 foot candles maintained or one-third of the average, whichever is greater. In areas used by employees, members of an organization and like persons, minimum at any point on the parking area surface to be at least 0.2 foot candles initial.

ii. Illumination shall not exceed an average of one foot candle at ground level and shall distribute not more than 0.25 foot candles of light upon any adjacent residentially zoned area.

b) Height.

i. On tracts or lots over three (3) acres in size, the maximum height for poles with lights is 30 feet.

ii. On tracts or lots less than three (3) acres, the maximum height of poles with lights is 20 feet.

iii. Special lighting or lighting higher than 30 feet may be approved as specifically noted on a site plan.

c) Color rendition. The quality of the light source shall be a minimum of 55 CRI (color reading index) as indicated by the lamp manufacturing.

b. Luminaries. Light sources shall be of a down-light type and/or indirect, diffused, or shielded type luminaries installed and maintained so as to reduce glare effect and consequent interference with use of adjacent properties and boundary streets. Bare bulbs above 75 watts and strings of lamps are prohibited except for temporary lighting as provided below.

c. Special or temporary lighting: Low wattage. Bare bulbs or strings of lamps are prohibited, except during holidays, when special lighting shall be permitted for a maximum time period of 45 days for each holiday used.

10. Landscaping

Landscaping requirements for the Intensity Subdistrict shall conform to Section 14.800 of the Lancaster Development Code.

11. Sign Standards

Sign standards for the Intensity Subdistrict shall comply with those of Section 14.1200 of the Lancaster Development code.

12. Streetscape

Streetscape standards for the Intensity Subdistrict shall conform to the requirements set by the Lancaster Streetscape Plan.

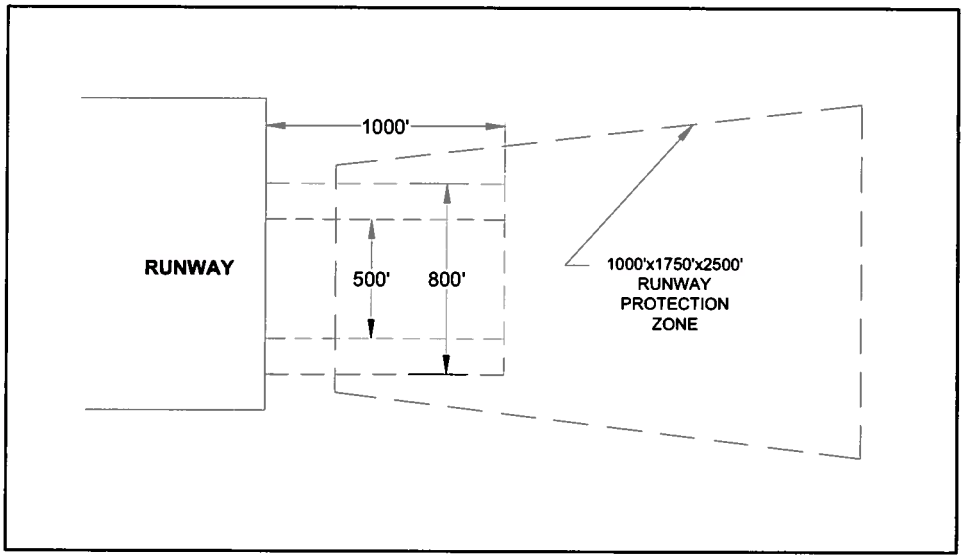
13. Utilities

All utilities shall be placed underground except for transmission lines.

APPENDIX

FIGURE 2 – RUNWAY PROTECTION ZONES

FIGURE 2- RUNWAY PROTECTION ZONE (NOT TO SCALE)



Source: Lancaster Airport Master Plan