

Chapter 12-06

MAXIMUM HEIGHT LIMITATIONS

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Section 12-06-01 HEIGHT LIMITATIONS IMPOSED ON BUILDINGS, STRUCTURES AND TREES

Except as herein otherwise provided no building or structure shall be built or a tree allowed to grow to a height in excess of the maximum limits hereinafter set forth.

Section 12-06-02 HEIGHT LIMITATIONS ALLOWED IN EACH ZONE

The maximum heights allowed in each zone are hereby established as follows, except that the limitations for each zone shall be limited by and subject to the provisions of Sections 6.3/12-06-03 and the subsections thereunder.

- A. Zone A. Landing Strip and Overrun Area (Primary Surface): No obstruction on the landing strip and overrun areas shall be allowed or permitted, except radio facilities, directional aids to navigation and such other structures or facilities as may be determined by City and the Federal Aviation Administration to be essential to air navigation and operation.
- B. Zone B. Instrument Runway Inner Approach Zone: One foot (1') in height for each fifty feet (50') in horizontal distance beginning at a point two hundred feet (200') from the end of a runway and extending to a point ten thousand two hundred feet (10,200') from the end of the runway including any area set aside for future expansion where included in the legal description.
- C. Zone C. Instrument Runway Outer Approach Zone: Beginning at a point of elevation where Zone B ends and thence one foot (1') in height for each forty feet (40') in horizontal distance to a point fifty thousand two hundred feet (50,200') from the end of the runway, the end of the runway designated including any area set aside for future expansion where included in the legal descriptions.
- D. Zone E. Approach Zone Transition Zone: One foot (1') in height for each seven feet (7') in horizontal distance measured at right angles from the center line of the runway extended beginning at the edge of the approach zone and extending from it a distance of five thousand feet (5,000') from the edge of said approach zone measured horizontally therefrom. At each point along the boundary of said approach zone the height of the transition zone shall be calculated commencing at and in addition to the height of that point of the approach zone plane.
- E. Zone F. Horizontal (Formerly Turning) Zone: One hundred fifty feet (150') in elevation above the established airport elevation of two thousand nine hundred twenty feet (2,920') above mean sea level.

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- F. Zone G. Conical (Formerly Turning Zone Transition) Zone: One foot (1') in height for each twenty feet (20') in horizontal distance beginning at the periphery of the horizontal zone and extended upward and outward a total of four thousand feet (4,000') measured horizontally from the periphery of the horizontal zone. The elevation of any point on said transition zone shall be measured from a point on the periphery of the horizontal zone and its elevation shall be in addition to the elevation of said horizontal zone.
- G. Zone H. Airport Noise Transition Zone: No height limits imposed except as required in other zones.
- H. Zone I. Landing Strip Transition Zone: One foot (1') in height for each seven feet (7') in horizontal distance measured at right angles from the center line of the runway beginning at a point two hundred fifty feet (250') from the center line of a non-instrument runway and five hundred feet (500') from the center line of an instrument runway and extending up to a maximum height one hundred fifty feet (150') above the established airport elevation, including any area set aside for future expansion.
- I. Zone J. Outer Area Limitation Zone: No height limits imposed except as required in other zones.
- J. Most Restrictive Provisions: Where an area is included in more than one zone, the provisions of the zone with the most restrictive height limitations shall prevail.
- K. Elevations: The elevation (distance above mean sea level) for measurement of height limits shall be, unless otherwise provided, the elevation of the nearest point on the center line of the controlling runways. The elevation of (1) the southeast end of Runway 28R-10L is two thousand eight hundred fifty eight feet (2,858'), (2) the northwest end of said runway is two thousand eight hundred twenty six feet (2,826'), and (3) the east end of Runway 28L-10R (future long-range designation) is two thousand nine hundred twenty feet (2,920'), the established airport elevation.

Section 12-06-03 MAXIMUM HEIGHT REGULATIONS FOR AREAS ADJACENT TO ADA COUNTY AIRPORTS

In addition to the requirements set forth in Section 6.2/12-06-02 through 6.2(9)/12-06-02(1), the following maximum limitations shall also apply.

- A. Height Limits Within Eight (8) Miles: No object within eight (8) miles of any airport shall be more than five hundred feet (500') in height above the ground.
- B. Instrument Approach Zone: No object in an instrument approach zone shall be more than one hundred feet (100') above the ground within three (3) statute miles of the end of a runway and such maximum shall increase in height above the ground in the proportion of twenty five feet (25') for each additional statute mile of the distance outward from the runway end but not exceeding two hundred fifty feet (250') within fifty thousand two hundred feet (50,200') of the runway end.
- C. Horizontal Zone: No object shall be more than one hundred seventy feet (170') above the ground within fifteen thousand feet (15,000') of the reference point of the Boise Air Terminal or any airport of small hub or larger class, and increasing in height in the proportion of one hundred feet (100') for each additional mile of distance from the airport, but not exceeding five hundred feet (500') above the ground.

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- D. Special Use Permit Provisions: Where any object exceeds the height limitations set forth in Sections 6.3(1)/12-6-3A and 6.3(2)/12-6-3B, but does not exceed the height limitations set forth in Sections 6.2(1)/12-6-2A through 6.2(11)/12-6-2K, an application may be made for a special use permit, but the same shall only be granted after special aeronautic study indicating the object will not be an obstruction to air navigation. (Ord. 3601; 9-23-74)