

**Exhibit “B”**

**Table 19.130.030.B  
AI Industrial Zones Development Standards**

Development Standards	Zones			
	AI-1	AI-2	AI-3	AI-4
Floor Area Ratio (FAR) - Maximum <sup>3, 5</sup>	1.50	1.50	1.50	1.50
Lot Area - Minimum <sup>2</sup>	5 acres			
Major Arterial Frontage		40,000 sq. ft.	40,000 sq. ft.	40,000 sq. ft.
All other streets		20,000 sq. ft.	20,000 sq. ft.	14,000 sq. ft.
Lot Width - Minimum	300 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		140 ft.	140 ft.	140 ft.
20,000 sq. ft. Lot		100 ft.	100 ft.	
14,000 sq. ft. Lot				100 ft.
Building Height - Maximum <sup>3, 4</sup>	45 ft.	45 ft.	45 ft.	45 ft.
Front Yard Setback - Minimum	50 ft. (front 20 ft. landscaped)			
40,000 sq. ft. Lot (Major Arterial Frontage)		50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)	50 ft. (front 20 ft. landscaped)
20,000 sq. ft. Lot		20 ft. (all landscaped)	20 ft. (all landscaped)	
14,000 sq. ft. Lot				15 ft. (all landscaped)
Side Yard Setback - Minimum 1	20 ft.			

40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot	20 ft.			None
Rear Yard Setback - Minimum 1	20 ft.			
40,000 sq. ft. Lot (Major Arterial Frontage)		20 ft.	20 ft.	20 ft.
20,000 sq. ft. Lot		None	None	
14,000 sq. ft. Lot				None

1. Notes: The side or rear yard setback shall be the same as the required front yard setback wherever a side or rear yard abuts any lot zoned for residential use.
2. Smaller minimum lot areas may be established by a specific plan or airport master plan. A master plan must include provisions for common access, parking and maintenance. A total master plan area of five acres is required. Site plan approval by the Community & Economic Development Director or his/her designee is required for any master plan.
3. See Chapter 19.149 - Airport Land Use Compatibility to determine if a project site is subject to Airport Land Use Compatibility Plan requirements.
4. No building, structure or tree may penetrate the flight zone of an airport per the "imaginary surfaces" established by Federal Aviation Regulations FAR Part 77.25. Any height variance will be subject to the approval of the Community & Economic Development Director or his/her designee and Airport Director.
5. The Approving or Appeal Authority may allow a development project to exceed a maximum FAR when findings can be made that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.