

2020-2025
Campus Master Plan
Marshfield Municipal Airport



TABLE OF CONTENTS

Section 1: Introduction2
 1-1 What is a Campus Master Plan?.....2
 1-2 Marshfield Municipal Airport.....2
 1-3 Mission Statement2
 1-4 Objectives of the Campus Master Plan.....3
Section 2: Existing Condition Analysis4
 2-1 Existing Land Uses.....4
 2-2 Surrounding Zoning.....7
 2-3 Existing Airport Facilities.....9
 2-4 Ground Access20
 2-5 Stormwater22
 2-6 Airport Height Restriction Area.....22
Section 3: Future Uses Analysis24
 3-1 Future Land Uses24
 3-2 Future Facilities.....24
 3-3 Future Ground Access26
 3-4 Future Stormwater.....26
 3-5 Future Airport Height Restriction Area.....26
 3-6 Future Land Acquisition.....26
 3-7 Allowable Uses and Setbacks for the Central and Peripheral Areas.....27
Section 4: References33

SECTION 1: INTRODUCTION

1-1 WHAT IS A CAMPUS MASTER PLAN?

A Campus Master Plan (CMP) is a plan to help guide the physical campus, infrastructure and land use, for future development using present knowledge of campus' land use and infrastructure. The City requirements for a Campus Master Plan can be found under Section 18-166(5) of the Municipal Zoning Code.

1-2 MARSHFIELD MUNICIPAL AIRPORT

The Marshfield Municipal Airport, Roy Shwery Field is located in the south west corner of the City of Marshfield. It is classified by the State of Wisconsin, Bureau of Aeronautics as a Medium General Aviation Airport. It is designed to serve high performance corporate aircraft as well as general aviation aircraft under all weather conditions.

Services provided at the airport include air charter, aircraft rental, flight training, aircraft sales, aircraft leasing, maintenance, refueling, pilot exams, computerized testing, and aircraft storage. There are 28 aircraft based at the Marshfield Airport according to the Federal Aviation Administration database.

1-3 MISSION STATEMENT

The Mission of the Marshfield Municipal Airport Committee and Airport Management is to operate a convenient, safe, properly maintained and professionally managed airport that is a benefit for the Citizens of Marshfield, WI and the surrounding communities of Central Wisconsin. We are proud of the Marshfield Municipal Airport, Roy Shwery Field and what it does for our community. We hope you will be too.

- Marshfield Municipal Airport, Roy Shwery Field is more than a place where people and products change from one mode of transportation to another. We will strive to accommodate all services requested of us.
- Marshfield Municipal Airport, Roy Shwery Field will provide the thoroughfare for business services and goods to flow through our community in the most efficient methods possible.
- Marshfield Municipal Airport, Roy Shwery Field will provide a gateway for our citizens and transient citizens as a means to come into and exit the City of Marshfield, WI on a daily basis for their personal and business goals.
- The Marshfield Airport Committee and Marshfield Airport Management will promote the Marshfield Municipal Airport, Roy Shwery Field and continue to assist the future continued development of the airport and technologies related to aviation that may be used at the airport.

1-4 OBJECTIVES OF THE CAMPUS MASTER PLAN

- Inventory of current uses in and around the airport
- Inventory of the airport facilities
- Inventory of access point to the airport
- Summary of stormwater plan
- Summary of surrounding zoning districts
- Summary of height restriction areas
- Summary of the central developable area
- Table of permitted uses
- Five year future development plan
- Long term development goals

SECTION 2: EXISTING CONDITION ANALYSIS

2-1 EXISTING LAND USES

The Federal Aviation Administration (FAA) has established that the designated airport property as outlined in the Exhibit A Map as developed by Becher Hoppe Associates, Inc. dated -1-16-2018 is under federal obligations for the funds the airport receives. Compatible land uses are very important to the FAA. The FAA is adapting and changing their guidelines for compatible land use regularly.

Table 2-1a. Land Area Summary

Description	Acres
Total Acreage within airport boundary (does not reflect recent property exchanges with adjacent land owners)	586.737
Total Acreage in Avigation Easements	93.924
Total Acreage in Clear Zone Easements	60.36
Combined Acreage within Airport Jurisdiction and Boundaries	741.021

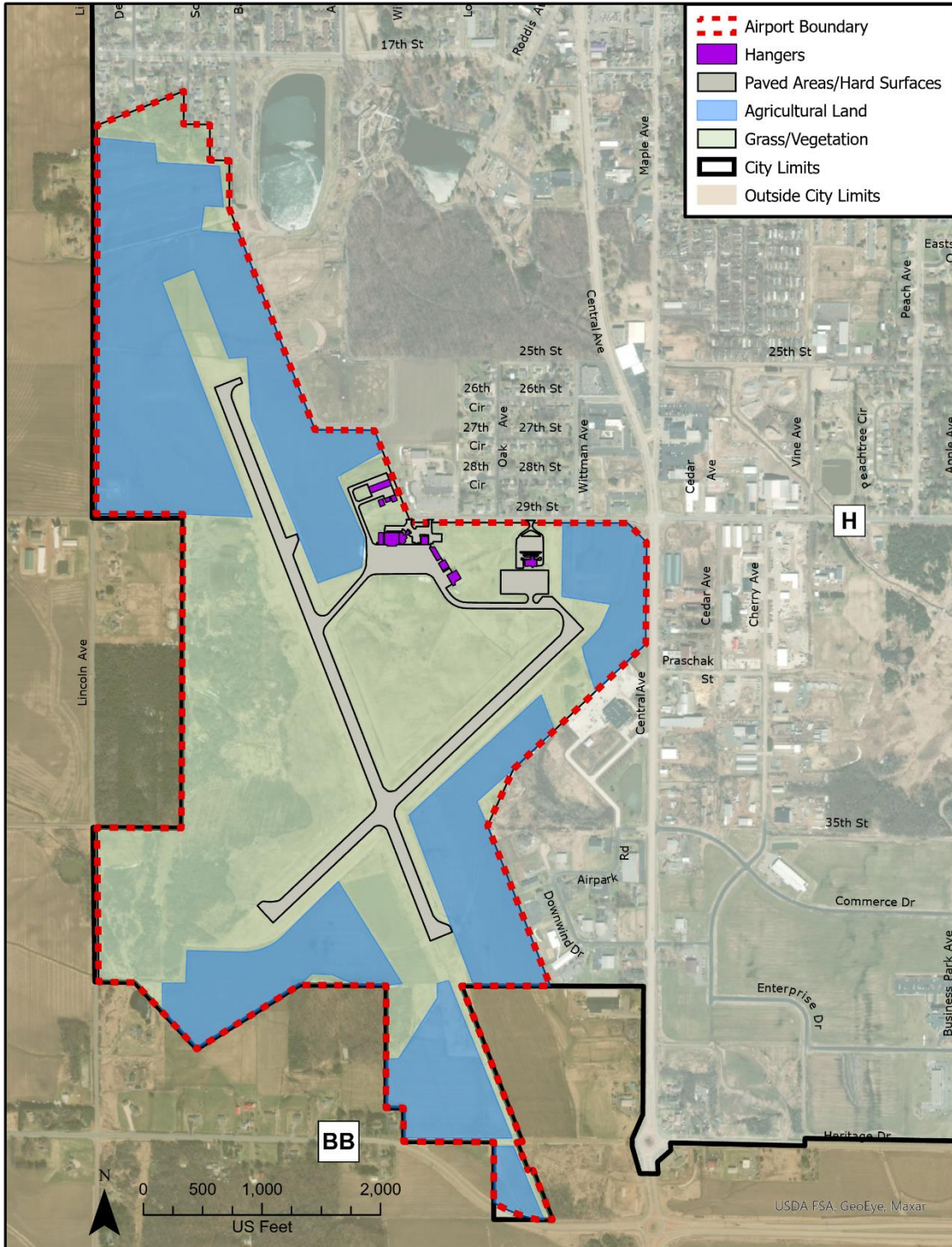
All Airport Campus District regulations, including property line and building restrictions lines, clear zone easements, avigation easements, farming operations shall be consistent with the current Airport Layout Plan and Federal Aviation Guidelines for Airport Use.

Table 2-1b. Land Use Summary

Description	Acres
Building Area	1.55
Pavement and Hard Surface Area	32.14
Grass/Vegetation	248.74
Agricultural	193.64
Total:	476.07

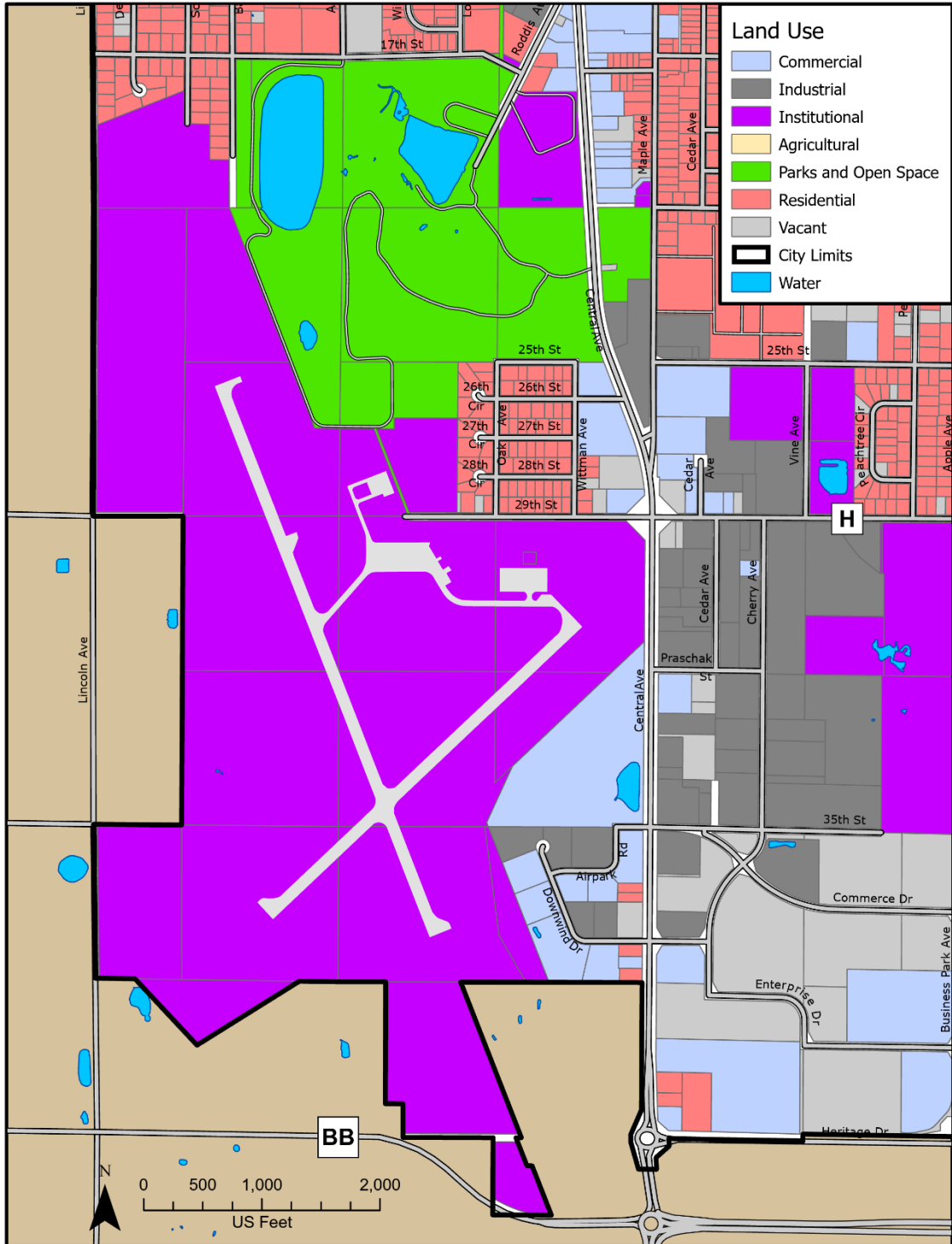
Airport Campus District Plan – 2020 - 2025

Map 2-1a. Airport Existing Uses



Airport Campus District Plan – 2020 - 2025

Map 2-1b. Surrounding Uses



The Marshfield Municipal Airport is made up of 17 individual parcels, all owned by the City of Marshfield. Within these 17 parcels are a mixture of uses including:

(1.) Antennas

Antennas developed by the airport and Federal Aviation Administration for the safe transition of aircraft by radio navigation or communication within the airport airspace.

(2.) Airfield Lighting

Airfield lighting is needed for the safe landing and take-off of aircraft. This may also include lighting for instrument approaches and or lighting of navigational aids.

(3.) Farming

The airport does allow crops to be raised on the airport as long as they do not create a hazard to the navigation of aircraft. Crops raised at the airport will also be of the types that do not attract excessive wildlife.

(4.) Parking

Adequate on-site parking is provided for all uses and facilities within the airport property.

(5.) Airport and Helipad

The Marshfield Airport includes a helipad as well as the existing facilities listed in Section 2-3.

2-2 SURROUNDING ZONING

All Airport campus zoning including property line and building restrictions lines, clear zone easements, aviation easements, farming operations shall be consistent with the current Airport Layout Plan and Federal Aviation Guidelines for Airport Use.

Airport Campus District Plan – 2020 - 2025

Map 2-2a. Surrounding Zoning

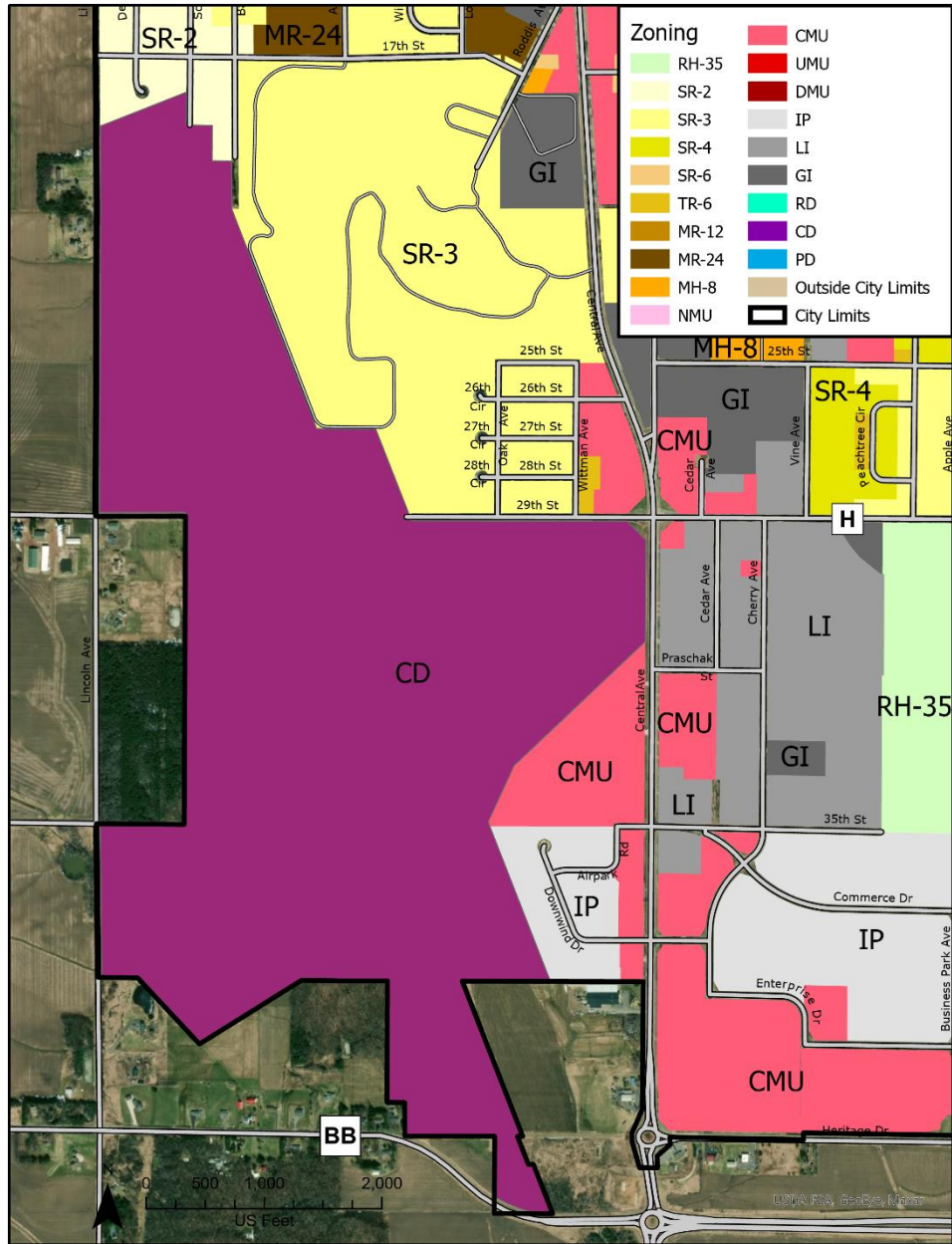


Table 2-2a. Zoning Descriptions

Zone	Description
CD	Large scale governmental, office, educational, medical, and research and development facilities
SR-2	Low density single family detached dwellings
SR-3	Very low density single family detached dwellings
SR-4	Moderate density single family detached dwellings
TR-6	Single family detached and two family attached dwellings

Airport Campus District Plan – 2020 - 2025

MR-12	Multi-family uses in small buildings at medium density
MR-24	Multi-family uses in small and mid-sized buildings at higher density
LI	Large and small scale industrial and office development
GI	Manufacturing and industrial operations
IP	High-quality industrial, office, and related land uses
MH-8	Mobile Home developments
CMU	Wide range of large and small scale office, retail, service, and lodging
RH-8	Very low density single family detached residential development

2-3 EXISTING AIRPORT FACILITIES

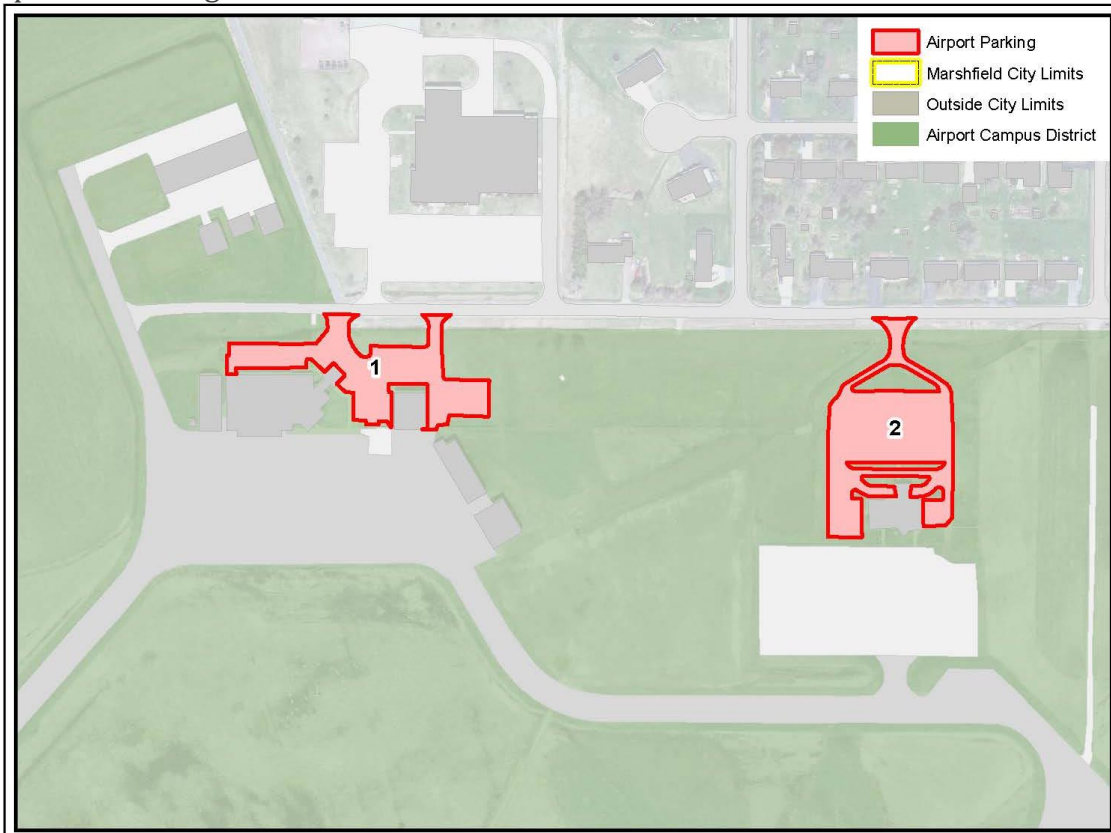
(1.) Parking

Adequate parking is provided on site for all existing facilities. The required parking for an airport is 1 space per employee per shift, plus 1 space per every 5 passengers based on daily ridership. Below is a list of the number of stalls available for each facility.

Table 2-3a. Parking Areas

Map Number	Lot	Area	Number of Parking Spaces
1	General Aviation Lot	51,603 sq. ft.	60
2	Office Complex Lot	39,249 sq. ft.	96 (estimated)

Map 2-3a. Parking Areas

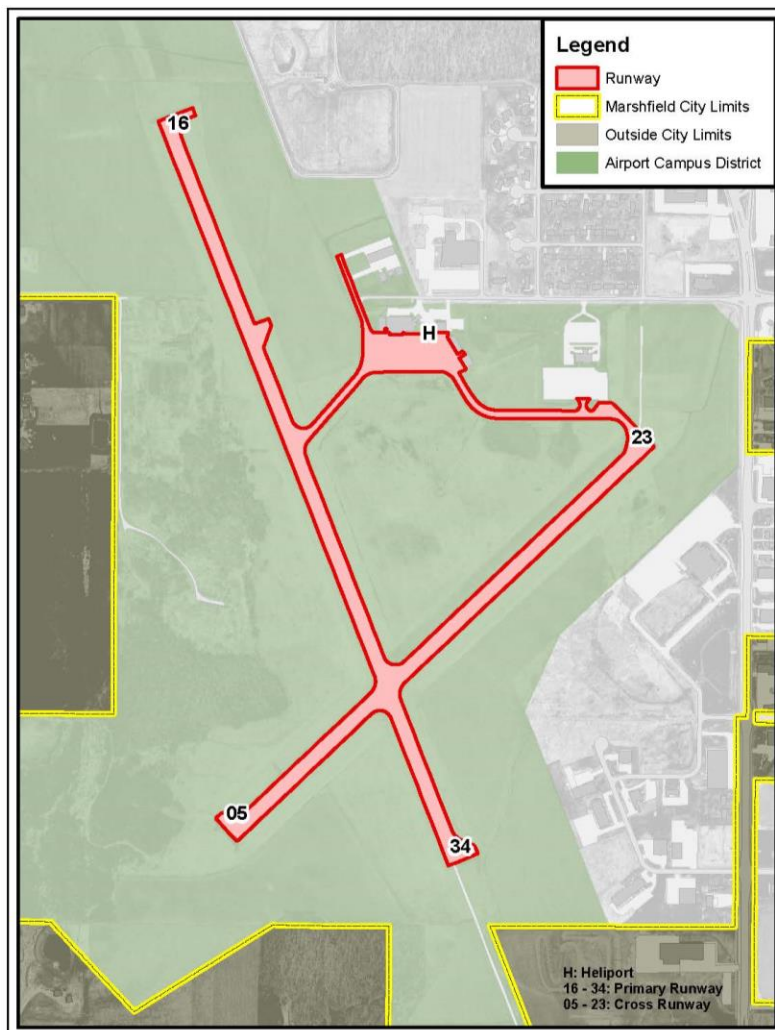


Note: Office Complex Lot is set for removal at the time the Office Complex at 210 West 29th Street is demolished. The building, lot and ramp are estimated to be removed in 2021.

(2.) Runways

Currently there are two operational runways on the airport campus district ground. There is a primary runway (16 – 34) which is hard surfaced, 100’ wide by 5,002’ long. It has a medium intensity runway lighting system MIRLS with a medium intensity approach lighting system MALSR on runway 34. Runway end identifier lights, (REILS), on runway 16 and visual approach slope indicators, (VASIs), on 16 & 34. The instrumental landing systems include R-Nav GPS on Runway 34, LPV R-Nav GPS on Runway 16, LPV and a SDF on Runway 34. The second runway is a cross runway, which is 05 - 23 is hard surface 100’ wide and 3600’ long. Lighting includes medium intensity runway lights (MIRLS), and runway end identifier lights (REILS). It has a non-directional instrument approach to runway 05.

Map 2-3b. Runways and Heliport



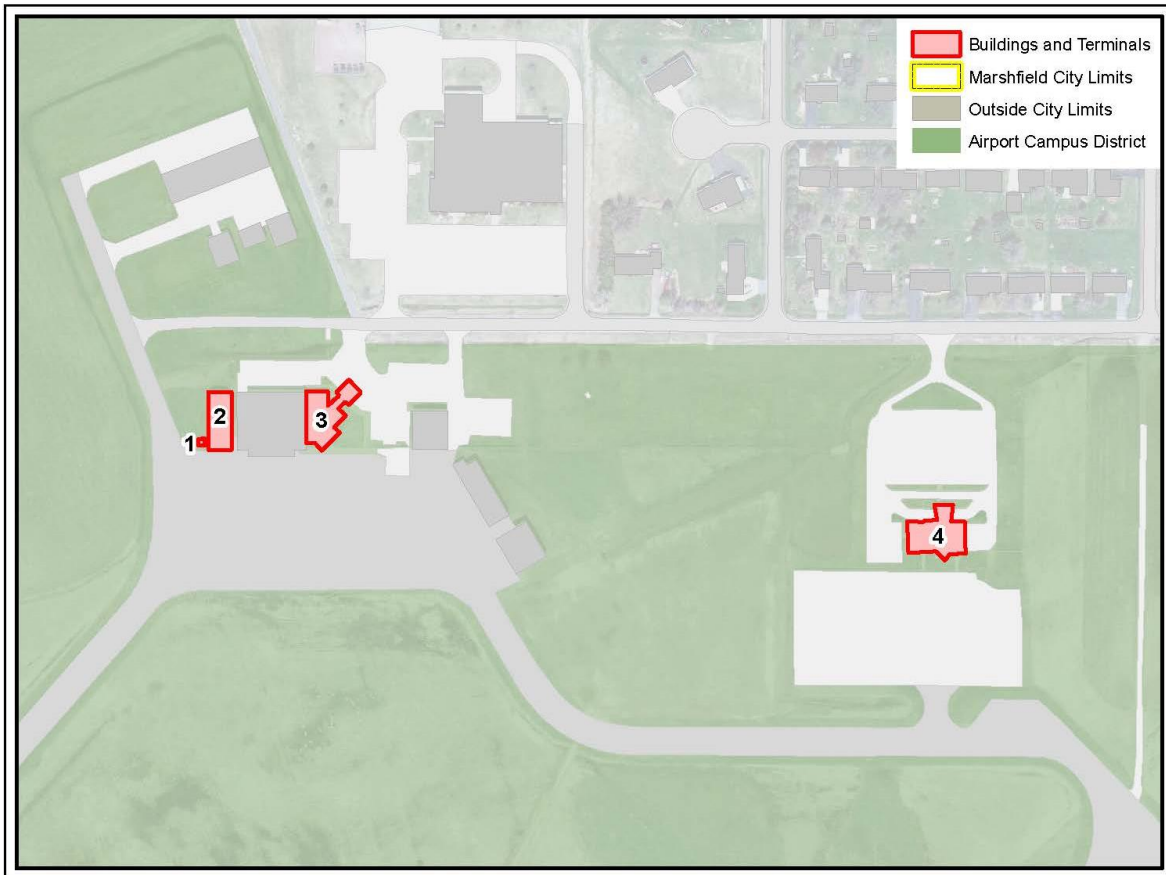
(3.) Terminals/Buildings

As of August 2012 the following buildings in Table 2-3b were present on the Airport Campus District (buildings are marked with a number on their outside walls for fire identification):

Table 2-3b. List of Buildings and Terminals

Map Number	Fire Number	Name
1	6	Electrical Building
2	5	Quonset Building
3	3	General Aviation Terminal Building
4	1	Office Complex Terminal Building

Map 2-3c. Buildings and Terminals



A. Building #1 Office Complex Terminal Building (*map number 4*)

The office complex terminal building was original Midstate Airlines Terminal building. It was constructed in 1976 with a modern design, large parking area. The entire building can be used by one business, or two businesses can occupy the building, (east half and west half). Additional businesses can further be divided up into the East half. Both East and West half have independent entrances, bathrooms furnaces / air conditioning units. – This building is scheduled to be demolished in 2021.

50' x 80' over 4000 sq. ft.

Uses:

1. Vacant Office Space
2. On-site Parking



B. Building #3 General Aviation Terminal Building (*map number 3*)

The General Aviation Terminal Building was constructed in 2007. It serves as the ambassador for the City as the first impression most people get when coming to Marshfield by air. The building has public and private rest rooms, Conference Room, Various Offices. The Fixed Based Operator and Airport Manager are in the building.

Uses:

Approx. 4680 sq. ft. including the car port

Airport Campus District Plan – 2020 - 2025

1. Fixed Based Operator Offices
2. Airport Manager Office
3. Airport Fuel Farm Tank Monitoring and 24/7 Credit Card Operations
4. Conference Room
5. Ingress and Egress of people to the City of Marshfield through the Airport



C. Building #5 Quonset Building (*map number 2*)

The Quonset building is the oldest building on the airport. It was built in the 1940's when the airport was constructed. It has served as airplane storage and maintenance vehicle storage at the airport. It presently serves as storage for the snow removal and grass cutting equipment as well as various pieces of equipment used to maintain the airport.

Uses:

1. Storage of airport maintenance equipment.
2. Storage of construction equipment and supplies

40' x 100' 4,000 sq. ft.



D. Building #6 Electrical Building (*map number 1*)

The Electrical Building was built around 1995 to house the electrical controls for the airport runway lighting and instrument approaches.

Uses:

13' x 16' 208 sq. ft.

1. Storage of Airport electrical controls
2. Storage of airport instrument approach controls



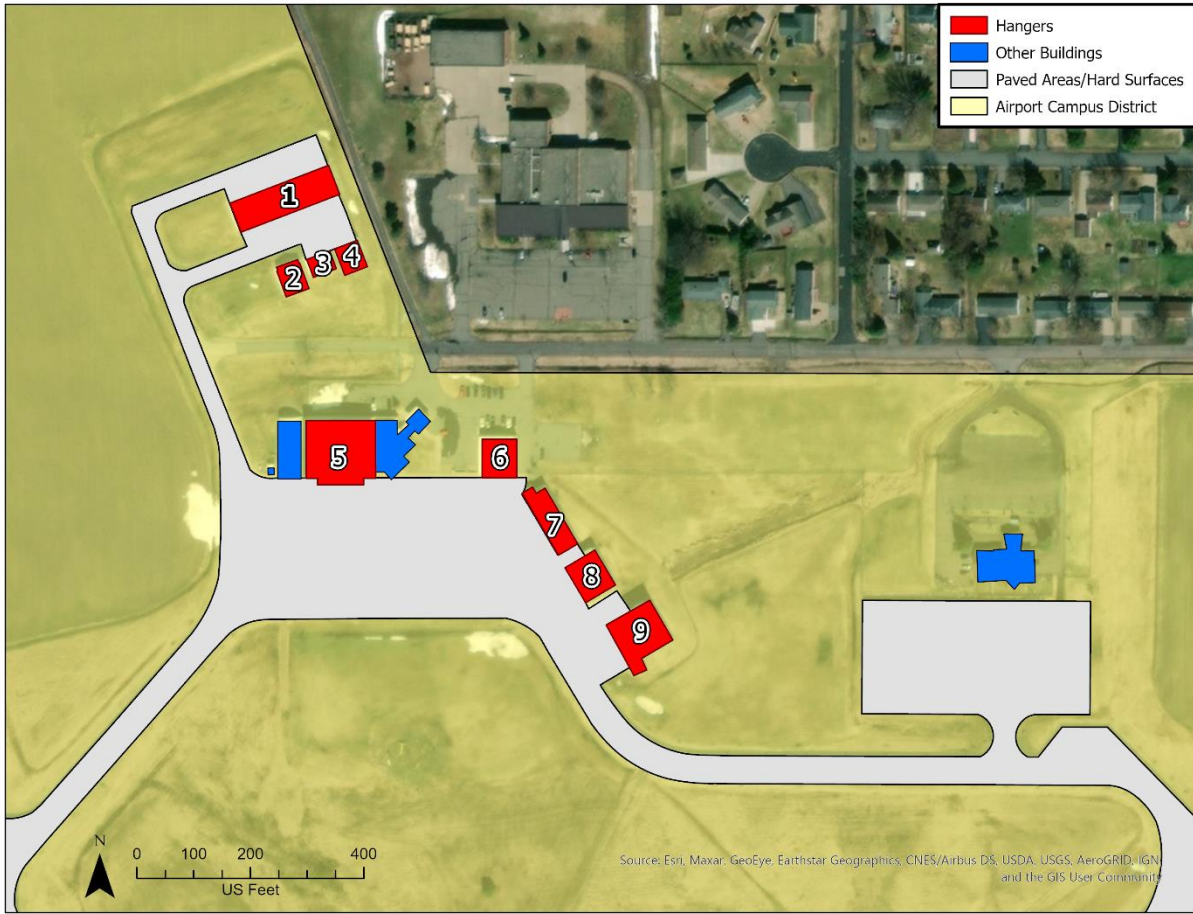
(4.) Hangars

Currently there are 9 hangars on the Airport campus district. These 9 hangars are a mixture of commercial and private hangars. Commercial hangars are kept on the south east side of the general aviation terminal building while the private hangars are located north of the general terminal building.

Table 2-3c. List of Hangars

Map Number	Fire Number	Name
1	10	Private 8 Unit T-Hangar
2	9	Private Hangar
3	8	Private Hangar
4	7	Private Hangar
5	4	Large Storage Hangar
6	2	Maintenance Hangar
7	11	Private 2 Unit Hangar
8	12	Private Hangar
9	13	Private Hangar

Map 2-3d. Hangars



A. Hangar #2 Maintenance Hangar (*map number 6*)

The Maintenance Hangar was constructed in the early 1980's with the sole purpose of providing a location for mechanics to work on aircraft. The building is heated in cold weather, has water access, has its own bathroom, and mechanic's office. The building is also tied into the main phone system at the airport and is typically used by the existing Fixed Based Operator as part of the Fixed Based Operator's Contract.

Uses:

1. Aircraft Maintenance
2. Aircraft Storage
3. Large Public Airport Events - i.e. Pancake Breakfast

60' x 64' 3840 sq. ft.



B. Hangar #4 Large Storage Hangar (*map number 5*)

The Large Storage Hangar was constructed by Midstate Airlines in the 1950's to store the large airline aircraft that were utilized by Midstate. The building is now owned by the City of Marshfield. The building is utilized by the Fixed Based Operator as part of the Fixed Based Operator's Contract.

Uses:

1. Storage of the Fixed Based Operator's Aircraft
2. Short Term Storage of Transient Aircraft.
3. Corporate Aircraft Storage (Both Local and Transient)
4. Aircraft Maintenance
5. Storage of Airport Electronic Equipment and Light Bulbs
6. Storage of Airport Supplies
7. Storage of Tables and Chairs for Airport Activities
8. Large Airport Public Events - i.e. Pancake Breakfast
9. Radiant heat De-Icing of Aircraft.

120' x 100' 12,000 sq. ft.



C. Hangar #7 Private Hangar (*map number 4*)

Used for storage of aircraft and personal storage.

Uses:

1. Storage

42' x 48' 2016 sq. ft.



D. Hangar #8 Private Hangar (*map number 3*)

Used for storage of aircraft and personal storage.

Uses:

1. Storage

40' x 30' 1200 sq. ft.



E. Hangar #9 Private Hangar (*map number 2*)

Used for storage of aircraft and personal storage.

Uses:

1. Storage

42' x 48' 2016 sq. ft.



F. Hangar #10 Private 8 Unit T-Hangar (*map number 1*)

Used for storage of aircraft and personal storage.

Uses:

1. Storage

50' x 180' 9000 sq. ft.



G. Hangar #11 Corporate 2-Unit Hangar (*map number 7*)

Used for storage of aircraft and personal storage.

- Uses:*
1. Storage

40' x 114' (attached office: 10' x 20.5') 4765
sq. ft.



H. Hangar #12 Corporate Hangar (*map number 8*)

Used for storage of aircraft and personal storage.

- Uses:*
1. Storage

70' x 60' 4200 sq. ft.



H. Hangar #13 Corporate Hangar (*map number 9*)

Used for storage of aircraft and personal storage.

Uses:

2. Storage

80' x 65' 5200 sq. ft.



(5.) Aircraft Refueling Facilities

The fuel facility was constructed in 2009 with a 24/7 credit card system that is monitored in the General Aviation Terminal Building. The Tank monitors for the system are also located in the General Aviation Terminal Building. There are two underground 12,000 gallon storage tanks. The fuel farm has a 100LL dispenser, Jet A Generator / Filter and Jet A fuel dispenser.



2-4 GROUND ACCESS

(1.) Highway/Road Access

Road access to the Airport is from West 29th Street. The General Aviation Terminal Building is located approximately a half mile west of Central Avenue and approximately 1.5 miles northwest of U.S. Highway 10.

(2.) Transit

A. Public

Taxi service is available from the General Aviation Terminal.

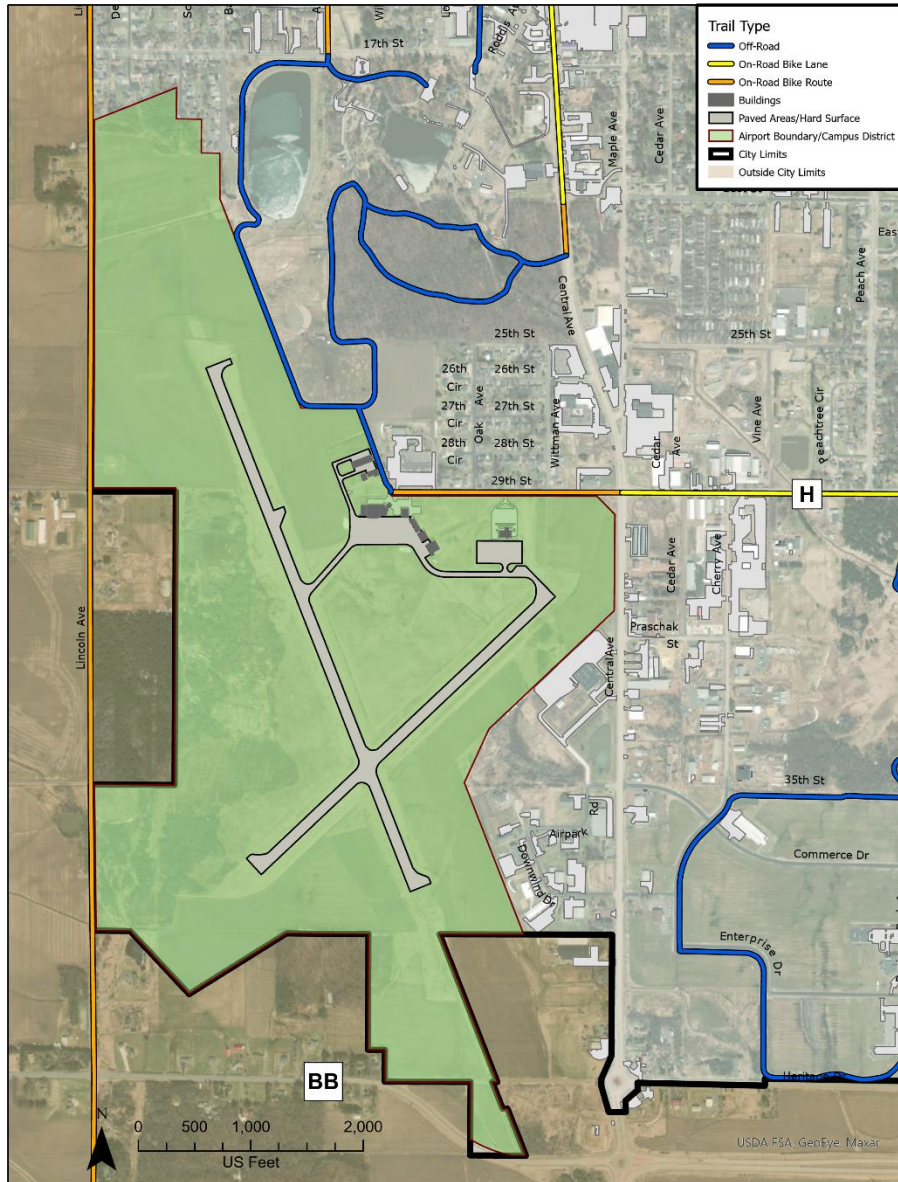
B. Bike Trails

The General Aviation Terminal is directly connected to an off-road trail from the Wildwood Park and Zoo to the north. 29th Street is also an on-road bike route.

C. Parking

Adequate on-site parking is provided for all uses and facilities within the airport property.

Map 2-4a. Nearby Bike Trails and Routes



2-5 STORMWATER

The existing stormwater system is addressed under the Marshfield Municipal Airport Stormwater Pollution Prevention Plan. All development must adhere to the requirements within the Plan and follow the Best Management Practices listed therein per the requirements of the DNR. The primary stormwater management features are outfalls.

2-6 AIRPORT HEIGHT RESTRICTION AREA

The City of Marshfield in conjunction with the Wisconsin Bureau of Aeronautics and the Federal Aviation Administration has developed height limitation zoning within a 3 mile radius of the

SECTION 3: FUTURE USES ANALYSIS

3-1 FUTURE LAND USES

Other than some additional hangars being constructed, there are no plans to expand any of the existing facilities at this time. However, as opportunities become available, the Airport may be able to provide additional services and therefore must plan for potential future uses.

3-2 FUTURE FACILITIES

With the exception of the Office Complex Terminal Building, all existing facilities are projected to remain. The categories under the permitted and conditional uses in Section 3-7 are broad in nature. The actual uses will be limited by the FAA and the Bureau of Aeronautics.

Below are the potential changes in use. With the exception of hangars, fences or similar ancillary/landscape structures, no new development is proposed for this Campus Master Plan. Minor additions under 500 square feet may be approved administratively provided the remaining requirements of the Plan are followed. Any additional development would require a Conditional Use Permit. All development must abide by minimum standards that the Airport has in place. Temporary structures such as tents would be permitted at the discretion of the Airport.

(1.) Building #1 Office Complex Terminal Building

The office complex terminal building was the original Midstate Airlines Terminal building. It was constructed in 1976 with a modern design, large parking area. The entire building can be used by one business, or two businesses can occupy the building, (east half and west half). Additional businesses can further be divided up into the East half. Both the East and West half have independent entrances, bathrooms furnaces / air conditioning units.

Existing and Potential Future Uses:*

- A. Aviation Related Business
- B. Aviation Crew Facility
- C. Office Space
- D. Retail Outlet
- E. Public Use Facility
- F. Medical Use Facility
- F. Corporate Office
- H. Vehicle Rental
- I. Taxi Office and Parking

50' x 80' over 4000 sq. ft.



Any non-aeronautical uses must be coordinated with the Bureau of Aeronautics and receive approval from the Federal Aviation Administration as deemed appropriate by the

Bureau of Aeronautics. Nonaeronautical uses of airport property must provide a net benefit to the airport, be compatible with normal airport operations.

Demolition – After the existing tenant exits the building in July to September of 2020, electrical and water will be shut off to the building. The “Contrails” Stainless Steel Structure will be relocated to the General Aviation Terminal area. The pavement for parking and ramp will be re-utilized by the City Street Department. All outside electrical lighting for parking and ramp will be removed. All signage located at 210 West 29th Street will be removed. The building will be demolished in 2021. It may be possible that the City may find salvagers willing to pay to remove building materials from the building prior to demolition.

(2.) Hangars

The Marshfield Airport Committee has developed a hangar application booklet that all future hangar construction must comply with the application form and have the Marshfield Airport Committee and Common Council approval before construction will begin.

The FAA in a 2016 study established that the primary purpose of an aircraft hangar at an airport is for the storage of aircraft. If the hangar is serving its primary purpose – the storage of aircraft – then storage of limited non-aeronautical items in the hangar does not violate the airport sponsor’s federal obligations.

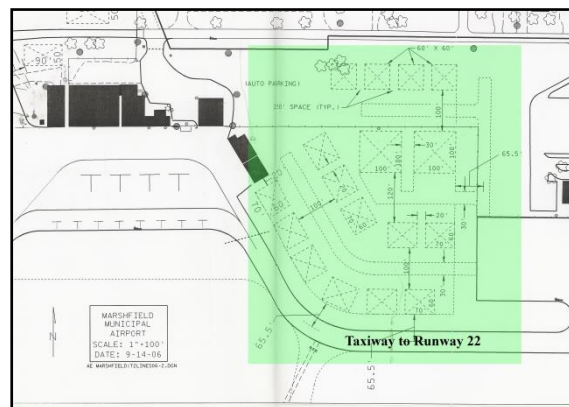
Special Note: The Federal Aviation Administration does not allow the construction of Residential Hangars (Hangars that are also homes) to be constructed on the Marshfield Airport.

A. Hangar Building Site #1 Future Corporate Hangar Area Site

Existing and Potential Future Uses:

1. Aircraft Storage
2. Corporate Flight Offices
3. Corporate Flight Department Fuel Storage

Note: Each Unit will have their own utilities access for water, sewer, electrical, phone, etc. Plans for building must be consistent with the Marshfield Hangar Application for Area #1

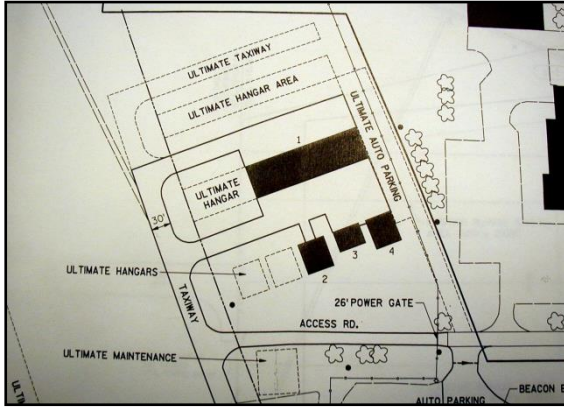


B. Hangar Building Site #2 Future Corporate Hangar Area Site

Existing and Potential Future Uses:

1. Aircraft Storage
2. Limited Personal Storage

Note: Plans for future buildings must be consistent with the Marshfield Hangar Application for Area #2



(3.) Runway

The current runways will be maintained. The Airport has a goal of expanding the runway 16/34 1,000 feet within 15 years, but that is not part of this 5-year plan at this time.

3-3 FUTURE GROUND ACCESS

Ground access such as highway/road access, transit, and parking, is not projected to change in the next 5 years.

3-4 FUTURE STORMWATER

Storm water management will follow the requirements of the current Marshfield Municipal Airport Stormwater Pollution Prevention Plan and any subsequent updates.

3-5 FUTURE AIRPORT HEIGHT RESTRICTION AREA

The Airport Height Restriction Area is not expected to change in the next 5 years unless the runway is extended.

3-6 FUTURE LAND ACQUISITION

The Marshfield Municipal Airport in the past 10 years acquired land thanks to the relocation of Hwy BB and the assistance of the Wisconsin Bureau of Aeronautics to help ensure aviation easement and clear zone protections. There are no plans to acquire additional land in the next five years unless deemed absolutely necessary by the Federal Aviation Administration.

3-7 ALLOWABLE USES AND SETBACKS FOR THE CENTRAL AND PERIPHERAL AREAS

(1.) Campus District Development

All land uses and development (including buildings, structures, paved areas, fixtures, landscaping and signage) existing as of the date of CMP approval which are depicted on the approved Campus Existing Conditions Graphic and/or listed on the approved Campus Existing Development Inventory, shall be considered as fully legal, conforming land uses and development, unless explicitly identified by the City within the CMP approval documentation as having a legal nonconforming or nonconforming status.

Proposed land uses and development which are located within the Campus Development zoning district, and which are consistent with the approved Campus Plan Graphic and/Campus Plan Development Inventory, shall be considered, reviewed and approved prior to the time of their development.

Specific land uses and development within the Campus Development zoning district which are inconsistent with an approved CMP shall be reviewed as conditional uses.

A Planned Development may be proposed, considered and approved within any portion of the area of an approved CMP, and if approved, shall supersede explicitly approved provisions of the CMP and the Zoning Ordinance, for the area included within the boundaries of the Planned Development.

Land Uses which are proposed, but not listed in Section 3-7, shall be subject to the rules of interpretation and appeals governing the Zoning Ordinance.

Boundary of the campus, clearly divided into a Central Campus Area and a Peripheral Campus Area. The boundary between the Central Campus Area and the Peripheral Campus Area may vary from parcel lines. As the Airport acquires additional properties, the boundaries of the Airport will change.

(2.) Central and Peripheral Areas

The Central District consists of all existing and potential future Airport and Heliport facilities, Office Complex, Terminal, runways, helipad, hangars, accessory buildings, parking areas and some land that is presently farmed. All new development will take place within this boundary.

Beginning at the east side of the easternmost access on Parcel No. 33-03566, the Central District is setback 50 feet from the 29th Street right-of-way, running east until reaching 100 feet west of the western Central Avenue right-of-way. Then the Central District runs directly south along the Central Avenue right-of-way. The Central District then continues southwesterly, running parallel along a line

Airport Campus District Plan – 2020 - 2025

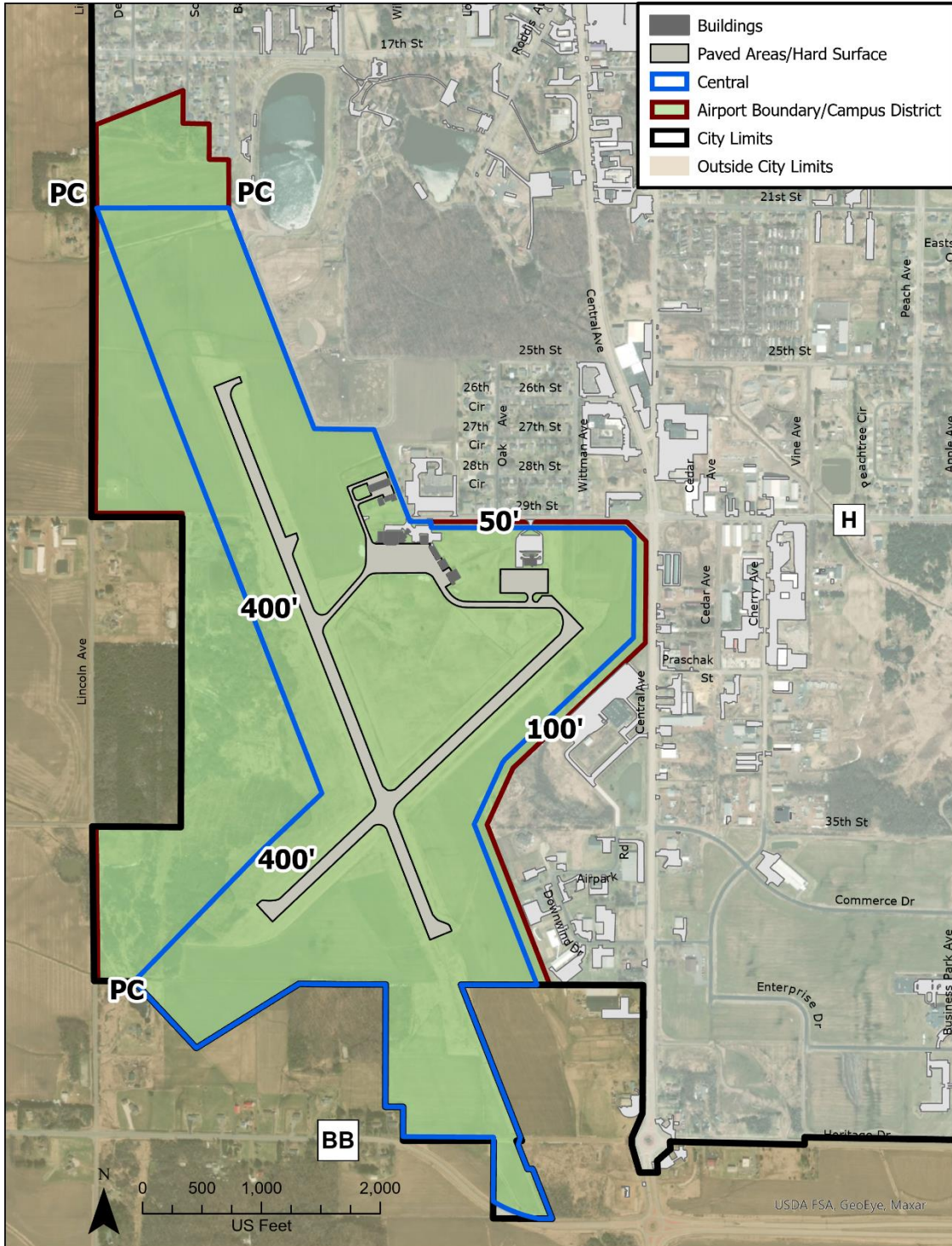
100 feet west of the Campus District Zoning until it reaches the south line of Parcel No. 33-03567. The Central District then continues southeasterly, running parallel along a line 100 feet west of the Campus District Zoning until it reaches the south line of Parcel No. 33-03570-9. The Central District continues along the border of the Campus District Zoning until it reaches the northwest corner of Parcel No. 33-035670-2A. The west boundary of the Central District then runs northeasterly 400 feet northwest off of runway 5-23 until it reaches 400 feet west of runway 16-34. Then the Central District runs northwesterly parallel to and 400 feet west of runway 16-34 until reaching the northwest property corner of Parcel No. 33-03540. Then the Central District runs east along the north parcel lines of Parcels No. 33-03540 and 33-03539A to the eastern edge of Parcel No. 33-03539A. Then the Central District runs southeasterly along the east edge of the Campus District to the south right-of-way of 29th Street. Then the Central District runs east along the south right-of-way of 29th Street to the east side of the easternmost access on Parcel No. 33-03566 to the point of beginning.

The Peripheral District consists of land that is presently farmed and parking access for the Office Complex. Future uses may include the extension of fencing around the perimeter of the property and any lighting or communications system required by the FAA. The boundary of the Peripheral District is described as follows:

Peripheral District consists of the remaining portions of the Campus District excluding the above described Central District.

Airport Campus District Plan – 2020 - 2025

Map 3-7a. Central and Peripheral Areas



(3.) Permitted Land Use Types

All uses listed below shall adhere to the requirements in Article III of the Marshfield Municipal Code unless further defined or restricted in the Campus District Plan. Table 3-7a describes the allowable uses in each the Central District and the Peripheral District. In the table, permitted uses are indicated with a P, conditional uses are indicated with a C, and a dash indicates a use that is not permitted. All uses conducted at the time of adoption of the Campus District Plan are permitted to continue.

Table 3-7a. Permitted and Conditional Uses. Even if a use is permitted by the City as a general use, any nonaeronautical uses must be coordinated with the Bureau of Aeronautics and receive approval from the Federal Aviation Administration as deemed appropriate by the Bureau of Aeronautics. Nonaeronautical uses of airport property must provide a net benefit to the airport, be compatible with normal airport operations.

<i><u>Land Use Types</u></i>	<i>Central District</i>	<i>Peripheral District</i>
Small Scale Indoor Institutional	P	-
Large Scale Indoor Institutional	-	-
Passive Outdoor Recreation	P	-
Active Outdoor Recreation	P	-
Intensive Outdoor Recreation	-	-
Essential Services	P	-
Small Scale Public Services and Utilities	P	-
Institutional Residential	-	-
Office	P	-
Personal or Professional Services	P	-
Artisan Studio	-	-
Indoor Sales or Services	P	-
Indoor Commercial Entertainment	C	-
Outdoor Commercial Entertainment	-	-
Commercial Indoor Lodging	-	-
Boarding House	-	-
Research and Development	P	-
Indoor Food Production	-	-
Indoor Storage and Wholesaling	-	-
Outdoor Storage and Wholesaling	-	-
Transit Center	-	-
Airport	P	P
Heliport	P	-
Off-Site Parking	P	-
Communication Antenna	P	-
Communication Tower	P	-
Market Garden	C	P
Outdoor Display	P	-

Airport Campus District Plan – 2020 - 2025

In-Vehicle Sales or Services	P	-
Group Daycare Center	-	-
Onsite Ancillary Use	P	-
Solar Energy System	P	-
Recreational Facility	-	-
Landscape Features	P	-
Deck	P	-
Satellite Dish	P	-

(4.) Setbacks

Below are the setbacks for the Airport Campus District (includes Central and Peripheral Districts). Setbacks are measured from the boundary of the Campus District instead of individual property lines as there are multiple parcels within the airport property.

Table 3-7b. Regulations

Minimum Lot Area	Airport Boundary
Maximum Building Coverage of Lot	20 percent
Minimum Lot Width	100 feet
Minimum Front Setback	50 feet
Minimum Street Side Setback	25 feet
Minimum Side Setback	25 feet
Minimum Rear Setback	25 feet
Major Street Setback	Minimum of 50 feet or mean of adjoining lots (see Section 18-12 and 18-72)
Maximum Principal Building Height	50 feet
Minimum Principal Building Separation (multi-structure developments on shared lots)	25 feet
Minimum Hangar Building Separation	Per the Airport Hangar Policy
Minimum Pavement Setback (lot line to pavement; excludes driveway entrances and lots that are 50 feet wide or less)	3 feet from side or rear, or 0 feet for shared driveway; 10 feet from right of way
Accessory Building Side Setback	3 feet
Accessory Building Rear Setback	5 feet
Maximum Detached Accessory Building Height	Per the Airport Hangar Policy
Minimum Parking Required	1 stall per 300 square feet of gross floor area

(5.)Landscape and Other Requirements

Except for new hangars, all new development shall comply with the landscaping requirements as determined by the Airport Committee. Article VIII in Chapter 18 of the Marshfield Municipal Code. New hangers shall comply with the development standards in the Airport Hangar Policy. Any changes to that policy will be reviewed by the Plan Commission and Common Council prior to approval. All new lighting within the parking areas of the Airport must comply with Section 18-104 of the Marshfield Municipal Code. All other Airport lighting may comply with FAA and the Bureau of Aeronautics lighting requirements. All new parking areas must be hard surfaced within a year initial expansion. Fences for the Airport do not require a setback in any yard and may cross parcel boundaries. Chain-link, privacy, and security fences are permitted in any required yard and may exceed the height standards listed in Section 18-106 of the Municipal Zoning Code, as guided by the Bureau of Aeronautics.

SECTION 4: REFERENCES

- Marshfield Municipal Airport Stormwater Management Plan
- Marshfield Municipal Airport Hangar Policy
- Marshfield Municipal Airport Exhibit A Map
- Marshfield Municipal Zoning Code References
 - Section 18-42 of the Marshfield Municipal Campus Development Zoning District
 - Section 18-66(5) of the Marshfield Municipal Campus Master Plan Requirements
 - Section 18-93 of the Marshfield Municipal Code Airport Overlay District
 - Article VIII of the Marshfield Municipal Code Landscaping Requirements