

Appendix E: Airport Ordinances

Pennington County Zoning Ordinance, Section 301, Airport Height and Hazard Zoning

Rapid City Municipal Code Chapter 17.58, Airport Zoning District





**Pennington County Zoning Ordinance, Section 301,
Airport Height and Hazard Zoning**

- d. Copies of any special agreements, conveyances, restrictions, or covenants which shall govern the use, maintenance, and continued protection of the Planned Unit Development and any of its common area
3. The developer and developers shall submit proof to the Planning Commission that all parks and open spaces shall be dedicated to the Homeowners Association and a performance bond equal to the cost of the improvements shall be posted prior to the final plat being filed.

SECTION 214 - FP FLOODPLAIN ORDINANCE

Floodplain considerations for any lands lying within the area of jurisdiction of the Pennington County Flood Damage Prevention Ordinance shall be regulated according to the provisions of said Ordinance.

SECTION 300 - SUPPLEMENTARY REGULATIONS

In order to accomplish the general purpose of these Zoning Ordinances, it is necessary to give special consideration to certain uses because they are unique in nature, require large land areas, are potentially incompatible with existing development, or because the effects of such uses cannot definitely be foreseen.

SECTION 301 – AIRPORT HEIGHT AND HAZARD ZONING

A. Intent:

To regulate and restrict the height of structures and objects of natural growth and otherwise regulate the use of property, in the vicinity of the Rapid City Regional Airport, by creating the appropriate zones and establishing the boundaries thereof.

B. General:

It is hereby found that an obstruction has the potential for endangering the lives and property of users of Rapid City Regional Airport and property or occupants of land in its vicinity; that an obstruction may affect existing and future instrument approach minimums of Rapid City Regional Airport; that an obstruction may reduce the size of areas available for the landing, takeoff, and maneuvering of aircraft, thus, tending to destroy or impair the utility of Rapid City Regional Airport and the public investment therein. Accordingly, it is declared:

1. That the creation or establishment of an obstruction has the potential of being a public nuisance and may injure the region served by Rapid City Airport;
2. That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of obstructions that are a hazard to air navigation be prevented; and
3. That the prevention of these obstructions should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration or mitigation of hazards to air navigation, or marking and lighting of obstructions are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

C. Airport Zones:

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying beneath the approach surfaces, transitional surfaces, horizontal surfaces, and conical surfaces as they apply to Rapid City Regional Airport. Such zones are shown on Rapid City Regional Airport Zoning Map consisting of two sheets, dated October 15, 2003, which is attached as an adjunct hereof. An area located in more than one of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

1. Utility Runway Visual Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 250 feet wide. The approach zone expands outward uniformly to a width of 1,250 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

2. Utility Runway Nonprecision Instrument Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 2,000 feet at a horizontal distance 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

3. Runway Larger Than Utility Visual Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 1,500 feet at a horizontal distance of 5,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

4. Runway Larger Than Utility With A Visibility Minimum Greater Than 3/4 Mile Nonprecision Instrument Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 500 feet wide. The approach zone expands outward uniformly to a width of 3,500 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

5. Runway Larger Than Utility With A Visibility Minimum As Low As 3/4 Mile Nonprecision Instrument Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 4,000 feet at a horizontal distance of 10,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

6. Precision Instrument Runway Approach Zone

The inner edge of this approach zone coincides with the width of the primary surface and is 1,000 feet wide. The approach zone expands outward uniformly to a width of 16,000 feet at a horizontal distance of 50,000 feet from the primary surface. Its centerline is the continuation of the centerline of the runway.

7. Transitional Zones

The transitional zones are the areas beneath the transitional surfaces.

8. Horizontal Zone

The horizontal zone is established by swinging arcs of 5,000 feet radii for all runways designated utility or visual and 10,000 feet for all others from the center of each end of the primary surface of each runway and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.

9. Conical Zone

The conical zone is established as the area that commences at the periphery of the horizontal zone and extends outward there from a horizontal distance of 4,000 feet.

D. Airport Zone Height Limitations:

Except as otherwise provided in this Ordinance, no structure shall be erected, altered, or maintained, and no tree shall be allowed to grow in any zone created by this Ordinance to a height in excess of the applicable height herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

1. Utility Runway Visual Approach Zone

Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

2. Utility Runway Nonprecision Instrument Approach Zone

Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

3. Runway Larger Than Utility Visual Approach Zone

Slopes twenty (20) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 5,000 feet along the extended runway centerline.

4. Runway Larger Than Utility With A Visibility Minimum Greater Than 3/4 Mile Nonprecision Instrument Approach Zone

Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

5. Runway Larger Than Utility With A Visibility Minimum As Low As 3/4 Mile Nonprecision Instrument Approach Zone

Slopes thirty-four (34) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline.

6. Precision Instrument Runway Approach Zone

Slopes fifty (50) feet outward for each foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 feet along the extended runway centerline; thence slopes upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of 40,000 feet along the extended runway centerline.

7. Transitional Zones

Slope seven (7) feet outward for each foot upward beginning at the sides of and at the same elevation as the primary surface and the approach surface, and extending to a height of 150 feet above the airport elevation which is 100 feet above mean sea level. In addition to the foregoing, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, there are established height limits sloping seven (7) feet outward for each foot upward beginning at the sides of and the same elevation as the approach surface, and extending a horizontal distance of 5,000 feet measured at 90-degree angles to the extended runway centerline.

8. Horizontal Zone

Established at 150 feet above the airport elevation or at a height of 250 feet above mean sea level.

9. Conical Zone

Slopes twenty (20) feet outward for each foot upward beginning at the periphery of the horizontal zone and at 150 feet above the airport elevation and extending to a height of 350 feet above the airport elevation.

10. Excepted Height Limitations

Nothing in this Ordinance shall be construed as prohibiting the construction or maintenance of any structure, or growth of any tree to a height up to fifty (50) feet above the surface of the land.

E. Use Restriction:

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport.

F. Nonconforming Uses:

1. Regulations Not Retroactive

The regulations prescribed in this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as the effective date of this Ordinance, or otherwise interfere with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.

2. Marking and Lighting

Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the Airport Manager to indicate to the operators of aircraft in the vicinity of the airport the presence of such airport obstruction. Such markers and lights shall be installed, operated, and maintained at the expense of the City of Rapid City.

G. Permits:

1. Future Uses

Except as specifically provided in a, b, and c hereunder, no structure shall be erected or otherwise established, and no tree shall be planted in any

zone hereby created unless a permit therefore shall have been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting structure or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a use inconsistent with the provisions of this Ordinance shall be granted unless a Variance has been approved in accordance with Section 301.G.4.

- a. In the area lying within the limits of the horizontal zone and conical zone, no permit shall be required for any tree or structure less than fifty (50) feet of vertical height above the ground, except when, because of terrain, land contour, or topographic features, such tree or structure would extend above the height limits prescribed for such zones.
- b. In areas lying within the limits of the approach zones, but at a horizontal distance of not less than 4,200 feet from each end of the runway, no permit shall be required for any tree or structure less than fifty (50) feet of vertical height above the ground, except when such tree or structure would extend above the height limit prescribed for such approach zones.
- c. In the areas lying within the limits of the transition zones, beyond the perimeter of the horizontal zone, no permit shall be required for any tree or structure less than fifty (50) feet of vertical height above the ground, except when such tree or structure, because of terrain, land contour, or topographic features, would extend above the height limit prescribed for such transition zones.

Nothing contained in any of the foregoing exceptions shall be construed as permitting or intending to permit any construction, or alteration of any structure, or growth of any tree in excess of any of the height limits established by this Ordinance except as set forth in Section 301.D.10.

2. Existing Uses

No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation, than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.

3. Nonconforming Uses Abandoned or Destroyed

Whenever the Pennington County Planning Director determines that a nonconforming tree or structure has been abandoned or more than 80 percent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from these zoning regulations.

4. Variances

Any person desiring to erect or increase the height of any structure or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. The application for variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is dully found that a literal application or enforcement of the regulations will result in unnecessary hardship and relief granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance, to the requirements of this Ordinance, may be considered by the Board of Adjustment unless a copy of the application has been furnished to the Airport Manager for advice as to the aeronautical effects of the variance. If the Airport Manager does not provide a written response to the application within fifteen (15) days after receipt, the Board of Adjustment may act on its own to grant or deny said application.

5. Obstruction Marking and Lighting

Any permit or variance granted, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, may be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Board of Adjustment, this condition may be modified to require the owner to permit the City of Rapid City, at its own expense, to install, operate, and maintain the necessary markings and lights.

H. Enforcement:

It shall be the duty of the Pennington County Planning Director to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Pennington County Planning Director upon a form published for that purpose. Applications required by this Ordinance to be submitted to the Pennington County Planning Director shall either be granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the Pennington County Planning Director.

I. Appeals:

1. Any person aggrieved or any taxpayer affected by any decision of the Pennington County Planning Director, made in the administration of the Ordinance, may appeal to the Board of Adjustment.
2. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment, by filing with the Pennington County Planning Director a notice of appeal specifying the grounds thereof. The Pennington County Planning Director shall forthwith

transmit to the Board of Adjustment all the papers constituting the record upon which the action appealed from was taken.

3. An appeal shall stay all proceedings in furtherance of the action appealed from unless the Pennington County Planning Director certifies to the Board of Adjustment, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would in the opinion of the Pennington County Planning Director cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Adjustment or notice to the Pennington County Planning Director and on due cause shown.
4. The Board of Adjustment shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person, by agent, or by attorney.
5. The Board of Adjustment may, in conformity with the provisions of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order; requirement; decision; or determination as may be appropriate under the circumstances.

J. Judicial Review:

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Adjustment, may appeal to the Circuit Court as provided in SDCL 11-2-61.

K. Conflicting Regulations:

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict is with respect to the height of structures or trees, and the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

L. Severability:

If any of the provisions of this Ordinance or the application thereof to any person or circumstances are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

SECTION 302 - NEIGHBORHOOD COMMERCIAL

A. Intent:

To establish areas for those commercial facilities which are especially useful in close proximity to residential areas, while minimizing any undesirable impact of such uses on the neighborhoods which they service.



Rapid City Municipal Code Chapter 17.58, Airport Zoning District

CHAPTER 17.58: AIRPORT ZONING DISTRICT

Section

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Cross-reference:

Rapid City Regional Airport Board, see [Ch. 2.72](#)

17.58.010 General description.

This district is intended to provide regulations for the safe operation of aircraft into and out of the Rapid City Regional Airport.

(Ord. 5066 (part), 2005)

17.58.020 Permitted uses.

Property and buildings in the airport zoning district shall be used only for the following purposes:

- A. Agriculture;
- B. Airport terminals and hangers;
- C. Airport runways, including approach-departure areas, and helipads;

- D. Fire stations;
- E. Transportation and utility easements and rights-of-way;
- F. Accessory uses and buildings, provided such uses are incidental to the principal use;
- G. On-premise signs as regulated by [Chapter 15.28](#) of this code;
- H. Government buildings and uses incidental to the principal use;
- I. Private terminals and accessory buildings;
- J. Car rental and accessory car washing and detailing;
- K. Commercial parking lots;
- L. South Dakota Air National Guard and accessory uses;
- M. Crew quarters necessary for airport and emergency operations;
- N. Wholesale and distribution centers;
- O. Retail business within airport terminal;
- P. Seasonal retail business within airport terminal;
- Q. Restaurant within airport terminal;
- R. Manufacturing;
- S. Commercial Aeronautical activities.

(Ord. 5517 (part), 2009; Ord. 5066 (part), 2005)

17.58.030 Conditional uses.

- A. Planned commercial developments as regulated in §§ [17.50.050](#) through [17.50.100](#) of this code;
- B. Retail business or structure located outside the airport terminal;
- C. Seasonal retail business or structure located outside the airport terminal;
- D. Off-premise signs as regulated by [Chapter 15.28](#) and in accordance with the requirements of § [17.50.380](#).
- E. Restaurant with on-sale liquor;
- F. On-sale liquor establishments.

G. Hotel and Motel.

(Ord. 5517 (part), 2009; Ord. 5066 (part), 2005)

17.58.040 Area regulations.

The following shall *apply to all uses permitted in this district*:

A. *Front yard.* All buildings shall set back a minimum of 25 feet from the front property line of the exterior boundaries of the airport property and not from the internal lease boundaries.

B. *Side yard.* No side yard is required, except that the width of a side yard which abuts a residential district shall not be less than 25 feet.

C. *Rear yard.* Where a commercial building is to be serviced from the rear, there shall be provided an alleyway, service court, rear yard, or combination thereof of, not less than 30 feet in depth. The depth of a rear yard which abuts a residential district shall be not less than 15 feet. In all other cases, no rear yard is required.

D. *Setback from section lines.* Principal and accessory buildings and structures shall be set back no less than 58 feet from any section line. No setback is required from any legally vacated section line; however, if the vacated section line forms a property line, the applicable side, rear or front yard setbacks shall be observed.

(Ord. 5517 (part), 2009; Ord. 5066 (part), 2005)

17.58.050 Off-street parking.

As regulated in § [17.50.270](#).

(Ord. 5066 (part), 2005)

17.58.060 Nonconforming uses.

No preexisting nonconforming structure, tree or use shall be replaced, rebuilt, altered, allowed to grow higher or replanted so as to constitute a greater airport hazard than it was on the date the ordinance from which this article derives was adopted.

(Ord. 5066 (part), 2005)

17.58.070 Airport encroachment area.

There is hereby created an airport encroachment area, which consists of runway area zones, approach-departure zones, transition zones, a horizontal zone and a conical zone, which are adopted by the Airport Improvement Plan and defined in the Federal Aviation Regulation Part 77.25, and includes the following zones:

- A. *Runway area zones.* Runway area zones are established along the runways.
- B. *Approach-departure zones.* Approach-departure zones are established beyond and outward from the landing thresholds and departure limits of the runways.
- C. *Transition zones.* Transition zones are established along both sides of all runways and approach-departure zones.
- D. *Horizontal zone.* A horizontal zone is established which has as its outer boundary a line beyond the airport property line.
- E. *Conical zone.* A conical zone is established as the land lying under the approach surface. The conical zone commences at the periphery of the horizontal zone, and extends outward and upward at a slope of 20 to 1 for a horizontal distance of 4,000 feet, as set forth in Section 77.25 of the Federal Aviation Regulations.

(Ord. 5066 (part), 2005)

17.58.080 Height regulations.

No structure, tree or other use of land shall be permitted which exceeds the height limit established by each of the encroachment zones.

(Ord. 5066 (part), 2005)

17.58.090 Use regulations.

Notwithstanding any other provisions of this article, no use may be made of any land within any runway area zone, approach-departure zone, horizontal zone, conical zone or transition zone in any manner as to create electrical interference with the radio or radar communication or navigation aids between the airport and aircraft; make it difficult for air crews to distinguish between airport lights and others; result in glare in the eyes of air crews using the airport; impair visibility in the vicinity of the airport; or otherwise endanger the landing, taking off or maneuvering of aircraft within these zones.

(Ord. 5066 (part), 2005)

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