

STAFF REPORT
March 24, 2011

No. 11CA001 - Amendment to the adopted Comprehensive Plan to incorporate the City of Rapid City's Regional Airport Master Plan, Land Use Compatibility Plan, October 2010 **ITEM 3**

GENERAL INFORMATION:

APPLICANT	Rapid City Regional Airport
PROPERTY OWNER	Rapid City Regional Airport - City of Rapid City
REQUEST	No. 11CA001 - Amendment to the adopted Comprehensive Plan to incorporate the City of Rapid City's Regional Airport Master Plan, Land Use Compatibility Plan, October 2010
DATE OF APPLICATION	1/14/2011
REVIEWED BY	Patsy Horton / Karley Halsted

RECOMMENDATION:

Staff recommends that the Amendment to the Comprehensive Plan to adopt the Rapid City Regional Airport Master Plan, Land Use Compatibility Plan dated October 2010, be approved **with the following stipulation:**

1. **That prior to implementation of any recommended changes to existing land use, public meetings shall be held to inform area property owners of potential impacts.**

GENERAL COMMENTS: (Updated March 23, 2011. All added and/or revised text is shown in bold print.) This item was continued to the March 24, 2011 Planning Commission meeting to allow the applicant to clarify impacts on properties and existing uses for property surrounding the Airport. The applicant summarized the impacts as follows:

Airport Neighborhood Future Land Use Plan

Northwest Zone 2

- Residential development limited to one dwelling unit per 10 acres (no additional impact anticipated)

Southeast Zone 2

- Rural Reserve limited to one dwelling unit per 40 acres (no additional impact anticipated)
- Light Industrial anticipated at 25 persons per acre (no additional impact anticipated)

Zone 3

- General Commercial, Business Park, Office Commercial, Light Industrial – average of 150 persons per gross acre – maximum of 450 persons per acre (no additional impact at anticipated density)

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- **General Commercial, Business Park, Office Commercial, Light Industrial – average of 150 persons per gross acre with a maximum of 450 persons per acre (potential impact if developed at maximum density). Recommend additional development review to address persons per acre**

Southeast Connector Neighborhood Future Land Use Plan

Zone 2 – Inner Approach / Departure Zone

- **Residential development limited to one dwelling unit per 3 acres (potential impact anticipated). Recommend changing designation to one dwelling unit per 10 acres**

Zone 3 – Circling Traffic Pattern Zone

- **Neighborhood Commercial – average of 40 persons per gross acre (no additional impact anticipated)**

Zone 5 – Aviation Hazards

- **Property within the Rapid City limits – recommend restrictions on hazardous wildlife attractants and commercial wind turbine development (potential impact anticipated) Recommend additional development review**

The Rapid City Regional Airport Master Plan was updated in May 2008 to provide a long-term vision for the Airport and serve as a guide for future airport development. The Master Plan Update included a recommendation to move forward with the preparation and enactment of a land use zoning ordinance to protect the public's investment in aeronautical facilities from incompatible land use near the Airport. The Rapid City Regional Airport has submitted this Land Use Compatibility Plan dated October 2010 in order to address this recommendation from the May 2008 Master Plan Update. The purpose of the Land Use Compatibility Plan is to identify existing and potential hazards, incompatible land uses surrounding the Rapid City Regional Airport, and to provide reasonable recommendations to eliminate, mitigate, or prevent hazards and incompatible land uses.

STAFF REVIEW: The adopted Comprehensive Plan is a framework with the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of Rapid City, which will, in accordance with existing and future needs, best promote health, safety, morals, order, convenience, prosperity or the general welfare, as well as efficiency and economy in the process of development. The plan is intended to guide the orderly growth of the community. In order for the plans to remain viable and to keep pace with a changing market place, periodic adjustments to reflect changing conditions will be required.

Staff has reviewed the Comprehensive Plan Amendment to adopt the Rapid City Regional Airport Master Plan Land Use Compatibility Plan dated October 2010 for conformance with the six criteria for review of Comprehensive Plan Amendments established in Section 2.60.160(D). A summary of the findings are outlined below:

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1. *Whether the proposed change is consistent with the policies and overall intent of the comprehensive plan.*

One of the goals of the Transportation Plan Element of the adopted Comprehensive Plan is to develop and maintain a transportation system that will be coordinated with land use patterns and will incorporate all available modes of transportation into a safe, efficient and effective system of moving goods and people within and through the community, including the maintenance and upgrade of the existing facilities at the Rapid City Regional Airport. The Rapid City Regional Airport Master Plan Land Use Compatibility Plan dated October 2010 identifies the four types of airport compatibility and hazard issues, including airspace, safety, wildlife attractants and noise. The Land Use Compatibility Plan also provides recommendations to improve land use compatibility in areas surrounding the Airport in order to prevent airport hazards that endanger the lives and property of airport users and land owners within close proximity of the Airport. The proposed Amendment appears to be consistent with the policies and overall intent of the Comprehensive Plan.

2. *Whether the proposed change is warranted by changed conditions within the neighborhood surrounding and including the subject property.*

There is no changing condition that warrants the proposed change; rather, the proposed Land Use Compatibility Plan is a result of recommendation in the Master Plan to develop a strategy to mitigate potential impacts to the airspace by incompatible land uses surrounding the Rapid City Regional Airport.

3. *Whether and the extent to which the proposed amendment is compatible with existing and proposed uses surrounding the subject land.*

The Rapid City Regional Airport Master Plan Land Use Compatibility Plan contains guidelines for planning and development of lands surrounding the Rapid City Regional Airport. These guidelines appear to be compatible with the existing and proposed uses in the area.

4. *Whether and the extent to which the proposed amendment would adversely affect the environment, services, facilities, and transportation.*

The Rapid City Regional Airport Master Plan Land Use Compatibility Plan will provide the planning tools for developing compatible land use policies in and around the Rapid City Regional Airport avoiding any significant adverse affects on the environment, services, facilities or transportation network.

5. *Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.*

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The proposed amendment will provide specific policies addressing the compatibility issues. Amending the Comprehensive Plan by adopting the Rapid City Regional Airport Master Plan Land Use Compatibility Plan will assist in developing logical and orderly land use patterns surrounding the Rapid City Regional Airport.

6. *Whether and the extent to which the proposed amendment adversely affects any other part of the city, or creates any direct or indirect adverse effects.*

Staff has not identified any significant adverse affects that the Comprehensive Plan Amendment would have on the surrounding area or on the City.

Staff is recommending that the Comprehensive Plan Amendment to adopt the Rapid City Regional Airport Master Plan Land Use Compatibility Plan be **approved with the stipulation identified above.**