PlanDSM Future Land Use
Current Zoning
Draft Proposed Zoning
Planning Considerations

▪ Airport total passenger count growing annually
▪ Increased flight traffic concentrated on existing runways impacts existing residents in flight paths
▪ Future parallel runway disperses future flight traffic
▪ Flight path for future parallel runway impacts fewer existing residential dwellings
▪ Per Airport, a parallel runway will be built (actual timeline unknown)
Planning Considerations

- While zoned R1-80, future land use designation for area has been Planned Business Park since 2000

- Kruse land use amended to Low Density Residential in 2017

- Industrial/Business Park development was hindered by uncertainty regarding SW Connector alignment and previous RPZ

- There is continued demand for industrial tracts of 10+ acres and few tracts exist outside of this area

- Industrial / Planned Business Park land use is most consistent with Iowa DOT Airport Land Use Guidebook

- There is no shortage of vacant land designated for Low Density Residential land use.
Planning Considerations

- Majority of Kruse property is located outside of existing and proposed airport noise contours
- Existing residential owners and developers of Knapp property have requested residential land use and zoning
- Other property owners still desire Planned Business Park land use and Industrial /Business Park zoning
- Must address existing and future conflicts between residential, airport and industrial uses
Required Actions

▪ City to amend Future Land Use Map to reflect new RPZ for future parallel runway

▪ Airport to acquire all land within new RPZ for future parallel runway

▪ Airport to seek any applicable noise/avigation easements from existing residential uses

▪ Airport/FAA continues to administer height hazard regulations
If Business Park Use Desired

- Parcels outside new RPZ should be designated as Planned Business Park.
- Parcels outside new RPZ should be rezoned from R1-80 to EX, I1 or I2 as part of legislative adoption of new zoning map for new zoning code.
- Existing residential uses become “legal non-conforming” unless future land use designation for those parcels is changed to “Low Density Residential” and properties are rezoned to corresponding residential districts as part of legislative adoption of new zoning map for new zoning code.
- Implement avigation easements for new development through dedication with plat and private covenants.
If Residential Use Desired

- Amend Future Land Use from Planned Business Park to Low Density Residential for applicable areas (existing and new)
- Rezone applicable undeveloped areas from R1-80 to Limited R1-80. Those properties will then be rezoned to corresponding residential zoning as part of legislative adoption of new zoning map for new zoning code
- Only allow detached single-family residential use and maximum density of 3 dwelling units per gross acre
- Prohibit residential development in areas = or > 75 dB (should be owned by Airport)
- Require any new residential development or additions to existing residences in areas = > 65 dB to demonstrate 30 dB sound reduction through construction methods. Burden of proof on developer, builder, and/or owner.
- Implement avigation easements on new development through acceptance of zoning conditions, dedication with plat and private covenants
Thank You!