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PLANNING & COMMUNITY SERVICES DEPARTMENT

January 25, 2016

City of Billings Planning Division
2825 3rd Avenue North
Billings, MT 59101

RE: Consideration of County Zone Change #669 – West of Billings Logan Airport – 2300 Block of Highway 3 N.

Dear Members of the Yellowstone County Zoning Commission and Member of the Billings Planning Division,

Thank you for your time and efforts.

This letter seeks to showcase the impact of the Billings Logan International Airport on the property currently under consideration for a zone change. As this process has unfolded, it is clear there are a number of individuals with varied interests in proposed development north of the Billings Rimrocks. However, the Airport is clearly the predominant feature north of the Rimrocks. As a feature, the Airport is destined to grow and the impact of its operations on neighboring properties will grow more pronounced.

Property owners in the vicinity of any airport face considerable challenges when attempting to develop property. Aircraft noise and building restrictions, by design, limit the ability to develop property. However, the current zoning proposal comes complete with a contract purchaser who will benefit from proximity to the Airport.

As the Federal Aviation Administration has observed:

> Land use decisions that conflict with aviation activity and airport facilities can result in undue constraint being placed on an airport. In order enable this sector of the economy to continue to expand, to provide for a wide variety of job opportunities for local citizens and to meet the needs of the traveling public, it is vitally important that airports operate in an environment that maximizes the compatibility of the airport with off-airport development.

(*Land Use Compatibility and Airports*, Federal Aviation Administration, pg. I-3—I-4.)

Responding to this charge, the Federal Aviation Administration recommends the use of preventative land use controls. Chief among preventative land use controls is compatible use

zoning using commercial, industrial, or farmland zoning. (*Land Use Compatibility and Airports*, Federal Aviation Administration, pg. V-25.)

As has been expressed earlier, it is our belief that we are seeking a compatible zoning change. Furthermore, the timing of this proposal gives Yellowstone County a brief window to guarantee the full development of the property in spite of the Airport's restraining influence on development. This point is illustrated below.

This analysis describes what a typical approach path to Runway 7 and departure from Runway 25 at Billings Logan Airport looks like. The attached page contains a map drawn by myself. The red line on the map details a typical approach path to runway 7 and departure path from runway 25. Points 3 and 4 are the west and east boundary of the affected property. Points 1 and 2 are arbitrary points chosen at certain distances along the approach/departure path.
As shown on the map, when Aircraft arriving and departing Billings Logan International Airport cross over the affected property their altitude can range from 166 feet to 425 feet. Put in context the Billings Crowne Plaza Hotel is 245 feet tall.

Point	Distance (Miles)	Distance (Feet)	Altitude on Approach	Altitude on Departure (90 mph)	Altitude on Departure (120 mph)
1	1.63	8602	451	488.8	814.6
2	1.29	6805	357	386.6	644.4
3	0.85	4493	235	255.3	425.5
4	0.60	3170	166	180.1	300.2
				Represents small single engine airplane	Represents turboprop/small jet shallow departure

In short, substantial aircraft noise will indefinitely be a substantial feature of the property. As aircraft traffic increases so will noise impact on the property. Simply put, it takes a special purchaser to assume the financial burden and develop property under the above described conditions. The current owners, Yellowstone County, and the City of Billings might not get another opportunity to effectively put this property to work.

Sincerely,

Kenneth Tolliver

Attorney at Law
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