

OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

ITEM 26

CITY COUNCIL COMMUNICATION 96-383
SEPTEMBER 3, 1996 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
SETTING DATE OF PUBLIC HEARING FOR REZONING OF AIRPORT PROPERTY	◆ RESOLUTION ORDINANCE RECEIVE/FILE	JAMES GRANT, DIRECTOR COMMUNITY DEVELOPMENT AND WILLIAM FLANNERY AVIATION DIRECTOR

SYNOPSIS —

The Airport Board and Plan and Zoning Commission recommend to the City Council that all Airport-owned property currently zoned R1-80 be rezoned to M-3, except for two small remnant parcels northeast of relocated SW 34th Street which should be left R1-80, and to rezone the larger 14-acre remnant parcel north of relocated Watrous Avenue from M-3 to R1-80.

FISCAL IMPACT —

The proposed rezoning does not have any fiscal impact except if the 14 acres of Airport property north and east of relocated Watrous/SW 34th Street is left vacant and ownership is retained by the City (Airport), the Airport will continue to incur costs to maintain the areas. If the property is rezoned to R1-80 and then sold for private residential development, the Airport would receive one time proceeds from the sale of the properties.

RECOMMENDATION —

That the City Council set for public hearing on September 16, 1996, consideration of the recommendation of the Airport Board and Plan and Zoning Commission to rezone certain property owned by the Airport.

BACKGROUND —

On March 7, 1995, by Resolution No. A95-51, the Airport Board approved a Revised Airport Master Plan. On July 10, 1995, by Roll Call No. 95-2666, the City Council, upon the recommendation of the City Plan and Zoning Commission, approved the new Airport Master Plan and adopted it as an element of the City Comprehensive Plan known as the "Des Moines 2000 Land Use Plan". The Airport Master Plan details the land and facilities currently known as the Des Moines International Airport, and projects what additional land and facilities will be needed by the Airport over the next 20 years.

Existing City zoning regulations contain a zoning classification of M-3 for what is termed "Limited Industrial Districts". One of the permitted land uses in an M-3 zoned area is "Airport and associated uses of land and structures".

Historically, a substantial part of the Airport proper has been zoned as R1-80 which is defined as "One Family Residential Districts" (see Exhibit A). The zoning regulations state, "The R1-80 District is intended and designed to provide for certain low-density residential areas of the City now developed primarily with one-family detached dwellings and areas where similar residential development seems likely to occur."

In recent months, the Iowa Air National Guard (IANG) has been attempting to obtain a City Building Permit for the construction of a new munitions storage complex on their existing Airport Leasehold and on a portion of recently acquired Airport property which is scheduled to become a part of their Airport Leasehold in the near

future. On March 6, 1996, by Resolution No. A96-67, the Airport Board approved a Right-of-Entry Agreement to allow the IANG to utilize this piece of Airport property until it is incorporated into their long-term lease agreement.

The City cannot issue the desired Building Permit until the existing leasehold area is rezoned from R1-80 to M-3, or until the City's Board of Adjustment issues the necessary Special Use Permit which will allow the construction of a new munitions storage complex in an R1-80 Zoning District. Therefore, on July 2, 1996, by Resolution No. A96-166, the Airport Board recommended to the Plan and Zoning Commission that all Airport property currently zoned R1-80 be rezoned as soon as possible to M-3, and that all future Airport property acquisitions be rezoned to M-3 immediately following their acquisition.

On July 27, 1996, the Plan and Zoning Commission concurred and set for public hearing the rezoning request of the Airport Board. In addition, although not requested by the Airport Board, they endorsed the recommendation of the City's Planning Director to rezone the 14 acres of Airport-owned property north of the new relocated Watrous Avenue from its current zoning of M-3 to a proposed new zoning of R1-80, and to leave the Airport-owned areas north of relocated SW 34th Street currently zoned R1-80 with R1-80 zoning (see Exhibit B). It has since been determined that given the unusual dimensions of remnant parcel north of relocated Watrous Avenue, the steep topography of the land, and the required M-3 setback requirements, this Airport-owned remnant would unlikely ever be developed with an M-3 use.

On August 15, 1996, the Plan and Zoning Commission held a public hearing on the Airport's rezoning request and approved recommending to City Council the Airport Board's request, with the exception and additions noted above, to include a statement that they did not oppose the further conditioning of the proposed R1-80 area north of relocated Watrous Avenue/SW 34th Street.

On August 22, 1996, by Resolution No. A96-227, the Airport Board again stated its support to rezone certain Airport-owned property from R1-80 to M-3, and concurred in the recommendation of the Plan and Zoning Commission not to rezone two small remnant parcels northeast of relocated SW 34th Street which should be left R1-80, and to rezone the larger 14-acre remnant parcel north of relocated Watrous Avenue from M-3 to R1-80.

Attachments



