

**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

**OFFICE OF THE CITY MANAGER  
CITY OF DES MOINES, IOWA**

**98-285**

**SYNOPSIS —**

**AGENDA:  
JULY 13, 1998**

**SUBJECT:  
APPROVAL TO  
ACQUIRE  
PROPERTIES  
REQUIRED FOR A  
BUFFER AREA  
AROUND THE  
PROPOSED  
CONSOLIDATED  
AIRCRAFT FUEL  
STORAGE  
FACILITIES AT THE  
DES MOINES  
AIRPORT**

**TYPE:  
RESOLUTION  
ORDINANCE  
RECEIVE/FILE**

**SUBMITTED BY:  
WILLIAM  
FLANNERY  
AVIATION  
DIRECTOR**

Department of Aviation staff, along with other City staff members, have been working with the Signatory Airlines currently serving the Airport in negotiating a long term land lease, a Private Construction Agreement, an interline (airline) agreement, and a City Building Permit for the construction of a consolidated aircraft fuel facility on a 1.9± acre parcel of land currently owned by the Airport. That parcel is located immediately west of 3090 Army Post Road. While preliminary site drawings indicate the facility can be constructed on this site, the City cannot issue the desired Building Permit until the proposed site is rezoned from R1-80 to M-3 and until the City's Board of Adjustment issues the necessary Special Use Permit to allow the construction of the consolidated aircraft fuel storage facility next to land zoned and currently used as single family residential.

Although the Airport currently owns the land where the proposed consolidated aircraft fuel storage facility is to be located, the City Zoning Ordinance requires a buffer of land around the facility to also be designated M-3. Therefore it is essential to the establishment of the proposed consolidated aircraft fuel storage facility to acquire properties at 3090 Army Post Road, 3060 Army Post Road, and 6560 SW 30th Street for development as the required buffer area by gift, sale, or eminent domain (see attached Exhibit A).

In an effort to comply with the earlier direction of the Airport Board, the Plan and Zoning Commission, and City Council, and to accommodate the need to rezone the Airport property proposed for the consolidated aircraft fuel storage facility, on May 19, 1998, a formal application was submitted to the Plan and Zoning Commission to initiate the rezoning of all the land north of relocated Army Post Road, west of Fleur Drive, and east of existing Southwest 42nd Street currently owned by the Airport, including the 1.9 acre parcel proposed for the consolidated aircraft fuel storage facility from R1-80 to M-3

(see attached Exhibit B).

In discussions with City staff and the Plan and Zoning Capital Improvement Program Subcommittee, it has been strongly recommended that in order for the Airport to obtain the support from the Plan and Zoning Commission and the Board of Adjustment for the necessary rezoning and special use permit to allow the timely construction of the consolidated aircraft fuel storage facility, the Airport must be in a position to promptly acquire the residential properties stated above to the east and south of the proposed project site.

#### **FISCAL IMPACT –**

Funding for land acquisition is provided for in the Capital Improvement Budget under Account Code 319566 - Land Acquisition and Development - Future Expansion. Funds for the purchase of property for Airport expansion are available from the recently issued Aviation System Revenue Bonds, Series 1998.

#### **RECOMMENDATION –**

**Approval.**

#### **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 projected the additional land and facilities that will be needed by the Airport over the next 20 years. One specific element of the Master Plan, land acquisition, calls for the Airport to purchase and own all the land north of relocated Army Post Road, west of Fleur Drive, and east of existing Southwest 42nd Street (IA Highway 28). The Master Plan recommended the Airport acquire property in this area under a voluntary hardship acquisition program. As shown on the attached Exhibit C, the Airport has made

considerable progress in acquiring properties in this area. On June 9, 1998, by Resolution No. A98-221, the Board authorized the implementation of a program which would allow all remaining properties in this area to become eligible for acquisition on a voluntary basis, instead of hardship only, which will further expedite the Airport' s ultimate ownership of the entire area.

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 which includes the consolidated fuel storage facility.

For a number of years, the Airport' s approved Capital Improvement Program has included a project for the current acquisition of land for a consolidated fuel storage facility and a future project for the construction of the facility, if necessary. However, it has always been envisioned that the construction of the facility would be carried out by a consortium of the airlines. The construction of the consolidated fuel storage facility has been discussed with the air carriers serving Des Moines for quite some time. The project has recently been pushed forward because of a requirement under federal environmental law which requires the removal of current storage tanks (at Signature Flight Support and United Air Lines) by mid-December 1998. In order to move ahead with this project, a land lease must be developed which allows for the construction of the airline-owned and operated fuel storage facility. Aircraft fueling is a critical part of each airline' s operation and profitability. Without the consolidated fuel facility (or some other cost effective alternative), the operations of our air carriers (both passenger and cargo) could be materially impacted.

Attachments