

**CITY COUNCIL  
COMMUNICATION:**

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

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

**99-099**

**SYNOPSIS -**

**AGENDA:**

MARCH 15, 1999

**SUBJECT:**

PROPOSED  
DEVELOPMENT OF  
PROPERTY AT SW  
42ND AND ARMY  
POST ROAD

The City of Des Moines has been notified that the owner of the property located Northwest of the intersection of SW 42nd Street and Army Post Road, Dodge Investment Company (Chuck Haas, Manager), has initiated action to gain permission to develop the property. None of the property currently proposed for development is needed for the current project to extend the Airport's crosswind runway to the southwest (see Exhibit A attached to roll call). Although the current Airport Master Plan, completed in 1995, indicates a portion of the property may be needed sometime during the latter part of the 20 year planning period if a new parallel air carrier runway is to be constructed (see Exhibit B attached to roll call), it is not recommended that the property be purchased by the City or Airport at this time due to:

**TYPE:**

**RESOLUTION  
ORDINANCE  
RECEIVE/FILE**

- The uncertainty of when or if the property, or any portion of it, may be needed for future City or Airport purposes;
- The current lack of financial resources to purchase the property;
- Purchasing the property is unnecessary and will provide little or no foreseeable return on investment;
- There is no identifiable, public purpose for removing the property from the tax roles.

**SUBMITTED BY:**

WILLIAM F.  
FLANNERY  
AVIATION  
DIRECTOR

JAMES GRANT  
COMMUNITY  
DEVELOPMENT  
DIRECTOR

There are no current restrictions on the identified property or the proposed commercial development under the Airport's noise compatibility program. A small portion of the residentially zoned part of the total parcel owned by Dodge Investment, that lies just north of the existing bike trail, does fall in the 65 to 70 day/night noise level (ldn) noise contour. Under current residential development practices, this small portion between the 65/70 ldn contour could be developed as residential with sound proofing construction techniques. While that parcel is zoned residential, Dodge Investment Company has not proposed any such development at this time.

## **FISCAL IMPACT -**

With the development plan proposed by the property owner, Dodge Investment Company, there would be no fiscal impact on the City or the Airport, unless, at a later date, the property or a portion of the property is needed for the construction of a new parallel air carrier runway at a 4,300 foot separation from the current main runway, Runway 13L-31R. Due to the level of development currently underway at the Airport, the acquisition of this property at this time would necessitate a reallocation of the Airport's limited financial resources which have already been committed to higher priority projects. Deferring current projects, which have been identified as critical, in order to reduce the future acquisition cost of a property that may never be needed by the City or the Airport is not recommended. Additionally, acquisition of the property for airport expansion would remove the property from the tax roles with limited or no possibility for financial return now or in the foreseeable future. There is a similar concern with the proposed concept of the City or the Airport exchanging or trading other property for this parcel which may be scheduled for near term development, because, as previously stated, the proposed property has limited or no development potential for the Airport.

Attached is a letter from the Chairperson of the Des Moines International Airport which reflects the recommendation of the Airport Board.

## **RECOMMENDATION -**

**It is recommended that the City's Comprehensive Land Use Plan be amended to allow the development of this property consistent with its current zoning.**

## **BACKGROUND -**

On September 20, 1993, by Roll Call No. 93-349 the City Council approved Ordinance 12,040 assigning certain rights and responsibilities pertaining to the Airport to the Des Moines International Airport Board including approving all plans associated with the development or redevelopment of the Airport.

On March 7, 1995, by Resolution No. A95-51, the Airport Board approved the latest Master Plan Update for the Des Moines International Airport. This Master Plan Update was subsequently approved by the City Council on July 10, 1995, by Roll Call No. 95-2666. The Master Plan Update, with a planning horizon of 20 years, was prepared to help guide the development of the Des Moines International Airport. One of the airfield projects identified in the Master Plan Update as a possible need during the latter period of the Plan is the construction of a new parallel air carrier runway (Runway 13R-31L) at a spacing of 4,300 feet from the existing air carrier runway (Runway 31R-13L). The current runway separation standard of 4,300 feet between parallel runways with simultaneous aircraft operations is under consideration for change as new air traffic control radars are tested and fielded.

On January 5, 1999, Bill Lillis, Attorney for Cobbs Manufacturing Company (i.e. Dodge Investment Company), made a presentation to the Airport Board concerning the proposed development plan by the property owner. By Resolution No. A99-30, the Board received and filed a report on this item, authorized a presentation by Mr. Lillis but took no official position on the proposed development or on Airport acquisition of the property.

Following the presentation to the Board the developer made a request to the City to modify the Des Moines 2000 Land Use Plan so that the City's Comprehensive Land Use Plan is consistent with the current zoning for the property. (It has been indicated that the property can be developed under the current zoning regardless of whether the City's Comprehensive Land Use Plan is amended.) On January 21, 1999, the Plan and Zoning Commission denied the request from Dodge Investment Company to amend the Des Moines 2000 Land Use Plan by revising the present classification of the property from Public/Semi-Public use to Airport-Related Industrial use. The reason cited by the Planning and Zoning Commission for denying the amendment to the Des Moines 2000 Land Use Plan was that the developer's proposal was merely conceptual and more than a simple concept should be presented before the City considers amending its Comprehensive Land Use Plan. More specifically the motion was to deny the amendment at the present time, subject to reconsideration if a more definite concept is presented at a later time. At the time of action by the Plan and Zoning Commission, a few of the Commission Members expressed their opinion that the Airport should

purchase the property or find some existing Airport land to trade.

On February 2, 1999, by Resolution No. A99-52, the Board approved a formal position that the Airport should not purchase this property at this time.

On February 15, 1999, the Plan and Zoning Commission's recommendation to deny the developer's request to change the City's Comprehensive Land Use Plan went to the City Council for consideration. City Council chose to delay action on this item until March 15, 1999, at which time they requested a report back from the City Manager.

On March 2, 1999, by Resolution No. A99-100, the Airport Board again endorsed its previous position that the Airport is not interested in purchasing the property owned by Dodge Investment Company located at SW 42nd Street and Army Post Road; endorsed the position that the Airport is not interested in trading existing Airport property; recommended that the City consider changing the Comprehensive Land Use Plan to allow the development of this property consistent with its current zoning; and authorized the Board Chairperson to send a letter to the Council expressing the Board's position regarding this property.

Attachment