

Meeting Agendas/Info

CITY COUNCIL
COMMUNICATION:

ITEM _____

01-357

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

AGENDA:

JULY 9, 2001

SUBJECT:

REVISED
NORTHEAST
RUNWAY
PROTECTION ZONE
DEVELOPMENT
POLICY

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

WILLIAM F.
FLANNERY
AVIATION
DIRECTOR

SYNOPSIS -

Council approval to accept Airport Board recommendation to approve the Revised Northeast Runway Protection Zone (RPZ) Development Policy with a revised diagram depicting the new RPZ that will take effect upon completion of the Runway 5-23 Extension Project. Council approval to also acquire the three properties addressed in the proposed revised policy.

FISCAL IMPACT -

The exact cost of these acquisitions is not known at this time, but the current assessed value for property tax purposes of these three properties is \$1,638,330. The Federal Aviation Administration (FAA) has indicated that the purchase of these properties will be an eligible cost of the runway extension project and will attempt to provide 90 percent funding for these acquisitions in either Fiscal Year (FY) 2002 or FY2003. If the properties are purchased in advance of the time federal funding is made available for the acquisitions, the acquisitions could initially be paid for by the Airport from financial reserves and reimbursed after the fact, once federal funding is made available.

RECOMMENDATION -

- 1. That City Council continue a revised Northeast Runway Protection Zone Development Policy with a revised diagram depicting the new RPZ that will take effect upon completion of the Runway 5-23 Extension Project.**
- 2. That Council direct the City Manager and Community Development Department to implement the policy as to all zoning and building permit determinations made with respect to properties within the Northeast Runway Protection Zone depicted on Exhibit A (attached to the roll call).**
- 3. That the Aviation Department is directed to work with the**

Engineering Department in preparing a legal description of the Northeast Runway Protection Zone depicted on Exhibit A, and that upon approval of such description by the Airport Board, this policy, together with the legal description of the Northeast Runway Protection Zone, shall be filed of record in the Polk County Recorder's Office, so as to advise the public and all affected property owners of the existence and extent of this policy, provided, however, that such recordation shall not be a condition precedent to the effectiveness of this policy.

4. That the Aviation and Community Development Departments are directed to develop for Council consideration appropriate airport zoning regulations implementing this policy.

5. That Council authorize the three properties at 4720, 4901, and 4911 Fleur Drive be included in the voluntary acquisition program.

6. That the City Manager is directed to coordinate the application for federal funds from the FAA to acquire the properties at 4720 Fleur Drive (Des Moines Auto), 4901 Fleur Drive (Crimmins Cattle Company), and 4911 Fleur Drive (Burger King).

7. That the City Manager is directed to notify the above property owners that they are eligible for voluntary purchase by the City of Des Moines.

BACKGROUND -

To remain in conformance to the provisions of Grant Assurance 21, which maintains compatible land uses adjacent to the Airport, Council established the "Northeast Clear Zone Development Policy" on May 19, 1987, by Roll Call No. 87-2104. This policy is now known as the "Northeast Runway Protection Zone (RPZ) Development" policy. The purpose of the policy was to ensure that Airport safety was not further compromised by redevelopment or new land use developments in the RPZ and future RPZ, and to demonstrate that the City was continuing to comply with FAA grant assurances. Failure to comply with grant assurances can result in the loss of future federal grants and the repayment of funds received from past grants.

The runway extension project and the increased aircraft activity that the completion of the project will bring about, coupled with the

proposed redevelopment of the Burger King at 4911 Fleur Drive, has highlighted the need for the City (Airport) to limit development and redevelopment of properties in the new Northeast Runway 5-23 RPZ and to purchase and remove some of the existing structures which are or will be in the new Northeast Runway 5-23 RPZ. As shown on the attached diagram, with the completion of the runway extension project, three existing structures will fall completely within the new RPZ (Des Moines Auto at 4720 Fleur Drive, Crimmins Cattle Company at 4901 Fleur Drive, and the Burger King at 4911 Fleur Drive). Allowing these three businesses and buildings to remain in the new RPZ any longer than necessary has the potential to reduce runway and public safety and put the City in violation of its FAA grant assurances once the runway extension project is completed and open for normal aircraft use.

The Des Moines International Airport Master Plan provides for the extension of Runway 5/23 from 6,500 feet to 9,000 feet thereby giving the Airport two, full service runways, each 9,000 feet long. The runway extension supports the Airport's Noise Compatibility Program by allowing the increased use of Runway 5/23, which will mitigate the noise impact on residential properties located northeast and southeast of the Airport. In addition to the noise mitigation, the extended runway will increase the Airport's overall airfield capacity by allowing, during most weather conditions, one runway to be used by landing aircraft while the second runway can be used by departing aircraft. To date, the Airport has spent over \$56,000,000, most of it being provided by the FAA, for this multi-year project. When completed, the total project is estimated to cost between \$75-\$80 million. Most of the grading for the runway and parallel taxiway extensions has now been completed. Paving of the runway extension and the adjacent parallel taxiway is scheduled to begin this summer and is to be completed by the end of year.

Extended Runway 5-23 is scheduled to be reopened in December 2001 at an interim length of 9,700 feet. It is anticipated that by the end of 2002 the northeast end of Runway 5-23 will be completed including a new Taxiway R and the remainder of Taxiway P with associated connecting taxiways. The final phase of the project will include the closure and removal from service of 700 feet of the northeast end of the existing runway.

Attachment
