

KANSAS CITY
Aviation

Airport Master Plan

KANSAS CITY DOWNTOWN AIRPORT – WHEELER FIELD

Appendix J

Land Use Compatibility Plan

Appendix J
LAND USE COMPATIBILITY – OFF AIRPORT

Land use planning around MKC occurs through regulatory and non-regulatory means. The primary regulatory tool for directing land use is the zoning ordinance, which limits the type, size, and density of land uses in various locations. Examples of land use types include residential, commercial, industrial, and agricultural. Non-regulatory means of land use controls include the comprehensive or strategic land use plan. These documents can be adopted for the municipality or for specific areas. In most states, including Missouri, zoning ordinances are required to be created in accordance with the City or County's comprehensive plan.

It is important to note the distinction between primary land use concepts used in evaluating development with the airport environs and existing land use, comprehensive plan, and zoning land use. Existing land use refers to property improvements as they *exist today,* according to city records.

The comprehensive plan land use map identifies the *projected or future* land use, according to the goal and policies of the locally adopted comprehensive plan. This document guides future development within the city planning area and provides the basis for zoning designations.

Zoning identifies the type of land use permitted on a given piece of property, according to the city zoning ordinances. Local governments are required to regulate the subdivision of all lands within their corporate limits. Zoning ordinances should be consistent with the general plan, where one has been prepared. In some cases, the land use prescribed in the zoning ordinance or depicted in the general plan may differ from the existing land use.

The following sections describe the applicable land use policies for the area within the vicinity of the airport. Specifically, these sections pertain to the lands within the 65 day-night average sound level metric (DNL) contours and the FAA Title 14 Code of Federal Regulations (CFR) Part 77 Approach Surface restricted to one mile from the runway ends.

EXISTING LAND USE

As discussed in Chapter One, MKC is located within the city limits of Kansas City, Missouri. However, the runway approach surfaces, when extended out one mile, encompass portions of jurisdictions outside of the city limits of Kansas City, Missouri. The approach surfaces out to one mile for Runway 19 and Runway 21 extend into North Kansas City, Missouri's land use jurisdiction. A portion of the approach surface to Runway 19 also extends into the City of Kansas City, Kansas.

Due to the airport's proximity to the Missouri River, a substantial portion of the approach surfaces to Runway 19, Runway 4, and Runway 1, are within the Missouri River or consist of open space associated with the riverbanks and levee infrastructure. All four of the airport's approach surfaces fall within a designated U.S. Army Corps of Engineers levee system area, according to the National Levee Database (https://levees.sec.usace.army.mil/map-viewer/index.html, September 2024).

Existing land uses within the Part 77 approach surface to Runways 1 and 4 in the City of Kansas City, Missouri, are in the West Bottoms Central Industrial District, which historically consisted of manufacturing and industrial uses. The area is now designated as a mixed-use urban redevelopment district with newer retail, residential, and commercial developments, in addition to industrial, manufacturing, and distribution centers. Existing land uses within the Part 77 approach surfaces to Runways 22 and 19 in the City of North Kansas City are also comprised primarily of industrial and manufacturing land uses, with some commercial and residential redevelopments scattered throughout. The Part 77 approach surface to Runway 19 in Kansas City, Kansas, includes land in the Fairfax Industrial District, which is exclusively comprised of industrial and commercial land uses.

ZONING

Zoning regulations are used in conjunction with subdivision regulations and an essential tool to achieve goals and policies outlined in each city's comprehensive plan. These regulations divide land into districts, or zones, and regulate land use activities in those districts, specify permitted uses, intensity and density of each use, and the size of buildings. Traditional zoning ordinances separate land into four basic uses: residential, commercial (including office), industrial, and agricultural.

The City of Kansas City, Missouri's Zoning and Development Code originally become effective on January 1, 2011, under authority granted to it by the State of Missouri.[1] The current North Kansas City Zoning Ordinance for the City of North Kansas City, Missouri, was adopted in 2019 under the same authority. Zoning regulations for the City of Kansas City, Kansas, are codified in the Unified Government of Wyandotte County/Kansas City, Kansas Code of Ordinances, under authority granted to it by the State of Kansas.[2]

Exhibit J1 depicts the MKC approach surfaces out to one mile on the official zoning maps for the Cities of Kansas City, Missouri, North Kansas City, Missouri, and Kansas City, Kansas. As shown on the exhibit,

[1] RSMo Chapter 89
[2] K.S.A. 12-741

Kansas City, Kansas

North Kansas City, Missouri

Kansas City, Missouri

Runway 1-19 (6,827' x 150')

Runway 4-22 (5,050' x 100')

M1-5 DX-10 M2-1 B4-5 M3-5 UR M3-5 R-2.5 M1.5 B3-2 DC-15 UR DR-1 R-0.5 B1-1 DC-15

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LEGEND

- Airport Property Line
- Runway Centerline
- Existing Approach Surface Clipped to 1-mile
- Ultimate Approach Surface Clipped to 1-Mile
- Ultimate Part 77 Approach Surface
- Jurisdictional Boundary

North Kansas City, Missouri

- R-4 Mixed Density Neighborhood
- C-2 Downtown Business
- C-3 General Business
- M-2 General Industrial
- M-1 Limited Industrial

Kansas City, Kansas

- M-3 Heavy Industrial

Kansas City, Missouri

- M1-5 M1-5 Manufacturing 1, High Intensity
- M2-1 M2-1 Manufacturing 2, Low Intensity
- M3-5 M3-5 Manufacturing 3, High Intensity
- UR UR Urban Redevelopment
- DX-10 DX-10 Downtown Mixed-Use, High Intensity
- DC-15 DC-15 Downtown Core, High Intensity

Sources: City of Kansas City, Missouri, Zoning and Development Code (2024); Title 17 – Zoning, North Kansas City, Missouri Code of Ordinances (2023); Article VIII, Chapter 27, Unified Government Code of Wyandotte County/Kansas City, Kansas, (2023).

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the following zoning districts are present approach surfaces: business, industrial, manufacturing, commercial, urban redevelopment, and mixed-use.

Table J1 summarizes the type of land use allowed in each zoning district, the maximum density or maximum lot coverage, maximum allowable height, and overall minimum lot size, where applicable.

TABLE J1 | Zoning Classifications Within the Ultimate Approach Surfaces Out to 1-Mile

City of Kansas City, MO Zoning Classifications	Residential Allowed?	Maximum Floor Area Ratio	Maximum Allowable Height	Minimum Lot Size
B4-5 Heavy Business/Commercial, High Intensity	Yes	6.0	None	None
M1-5 Manufacturing 1, High Intensity	Yes[1]	5.0	None	None
M2-1 Manufacturing 2, Low Intensity	Yes[2]	1.4	40 feet	None
M3-5 Manufacturing 3, High Intensity	No	5.0	None	None
UR Urban Redevelopment[3]	Yes	Varies	Varies	Varies
DX-10 Downtown Mixed-Use, High Intensity	Yes	10.0	None	None
City of North Kansas City, MO Zoning Classification	**Residential Allowed?**	**Maximum Lot Coverage**	**Maximum Allowable Height**	**Maximum Lot Size**
R-4 Mixed Density Residential	Yes	75%	45 feet	14,000 SF per building (up to 12 units)
C-2 Downtown Business	Yes[4]	N/A	70 feet	25,000 SF
C-3 General Business	Yes[4]	N/A	50 feet	5 AC
M-2 General Industrial	No	N/A	150 feet	None
M-1 Limited Industrial	No	N/A	50 feet	10 AC
City of Kansas City, KS Zoning Classification	**Residential Allowed?**	**Maximum Density or Lot Coverage**	**Maximum Allowable Height**	**Minimum Lot Size**
M-3 Heavy Industrial	No	None	None[5]	None

[1] Household living is permitted in single-purpose residential buildings and in mixed-use buildings. Single-family homes and group living are allowed with special use permitting.
[2] Household living is permitted in single-purpose residential buildings and in mixed-use buildings.
[3] Use regulations and lot and building standards for properties within the UR district are subject to use regulations and lot and building standards at the time of preliminary development plan approval by the city council.
[4] Residential uses are limited to mixed-use or live/work.
[5] Except as may be established by airport approach zones.

Key: DU = Dwelling Units; SF = Square Feet; AC = Acres

Sources: Kansas City, Missouri, Zoning and Development Code; North Kansas City Zoning Ordinance; Unified Government of Wyandotte County/Kansas City, Kansas Code of Ordinances; Coffman Associates analysis

Although the City of Kansas City, Missouri's Zoning and Development Code does not specifically address airport land use compatibility for MKC, airport specific zoning height restrictions are established in the City of Kansas City, Missouri's Code of Ordinances, Chapter 6, Article III – Airport Zoning.[3] Ord. No. 62508, passed on April 1, 1966, as amended, establishes the maximum allowable elevation of any structure within the airport height zones identified on the Kansas City Downtown Airport – Wheeler Field Height Zone Map dated June 20, 2003.

The City of North Kansas City, Missouri, has not adopted an airport overlay district to regulate the height of structures in relationship to MKC's Part 77 surfaces. However, the city's residential and non-residential zoning standards state that "all height exceptions shall be in conformance with air space regulations

[3] Kansas City, Missouri, Code of Ordinances, Chapter 6, Article III – Airport Zoning. https://library.municode.com/mo/kansas_city/codes/code_of_ordinances?nodeId=PTIICOOR_CH6AIAV

relative to the Kansas City Municipal Airport." The restriction applies to height exceptions for structures that exceed the maximum allowable heights shown in Table J1, such as accessory building elements, architectural features, and accessory site structures.[4]

Similarly, the City of Kansas City, Kansas, has not adopted an airport overlay district to regulate the height of structures in relationship to MKC's Part 77 surfaces. However, the heavy industrial zone (M-3) building height restrictions refer to the airport approach zones as an exception.[5]

SUBDIVISION REGULATIONS

Subdivision regulations are employed to administer the process of dividing land into two or more lots, parcels, or sites for the building and location, design, and installation of supporting infrastructure. The subdivision regulations are one of two instruments commonly employed to carry out the goals and policies outlined in the comprehensive plan. The development standards for subdivision design and improvement in Kansas City, Missouri, is codified within Section 88-408 of the city's zoning and development code.[6] Subdivision regulations for the City of North Kansas City, Missouri, are contained within Title 16 – Subdivisions of the city's code of ordinances.[7] Kansas City, Kansas, subdivision requirements are contained within Section 27-215 – Subdivision of the county and city's unified government code.[8]

Subdivision regulations can be used to specify requirements for airport-compatible land development by requiring developers to plat and develop land to minimize noise impacts or reduce noise exposure to new development. Subdivision regulations can also be used to protect the airport proprietor from litigation for noise impacts at a later date. The most common requirement is the dedication of a noise or avigation easement to the airport sponsor by the land developer as a condition of the development approval. Easements typically authorize overflights of property, with noise levels attendant to such operations.

BUILDING CODE

Building codes were established to provide minimum standards to safeguard health and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. Building codes may be required to provide sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

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[4] City of North Kansas City, Missouri, Code of Ordinances, Section 17.20 – Nonresidential Development Standards https://library.municode.com/mo/north_kansas_city/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.20NODEST_17.20.010DEST

[5] Unified Government of Wyandotte County/Kansas City, Kansas Code of Ordinances (https://library.municode.com/ks/wyandotte_county_-_unified_government/codes/code_of_ordinances?nodeId=CH27PLDE_ARTVIIIZO_DIV4DIRE_S27-470HEINDI)

[6] Kansas City, Missouri, Zoning and Development Code, 88-405 Subdivision Design and Improvements (https://library.municode.com/mo/kansas_city/codes/zoning_and_development_code?nodeId=ZODECOKAMI_400_SERIESDEST_88-405SUDEIM)

[7] City of North Kansas City, Missouri Code of Ordinances ,Title 16 - Subdivisions (https://library.municode.com/mo/north_kansas_city/codes/code_of_ordinances?nodeId=TIT16SU)

[8] Unified Government of Wyandotte County/Kansas City, Kansas Code of Ordinances, Sect. 27-215 – Subdivision (https://library.municode.com/ks/wyandotte_county_-_unified_government/codes/code_of_ordinances?nodeId=CH27PLDE_ARTVIADREPR_S27-215SU)

The building codes for Kansas City, Missouri, North Kansas City, Missouri, and Kansas City, Kansas, are comprised of the International Building Code (IBC), 2018 Edition, as amended by each jurisdiction. The IBC generally does not include noise attenuation requirements in the building code. Jurisdictions can pass additional regulations in their building code to require additional building requirements, such as reacting to unique threats of regional natural disasters. This helps ensure structures are built accordingly from the beginning of construction, as it can be expensive and difficult to change later in the process. For new construction near an airport, incorporating noise attenuation can be especially important. Noise attenuation measures can include increased thickness of windows or sound-absorbing building materials.

FUTURE LAND USE PLANS

The future land use plan is a general policy document used by a government agency to identify and describe the community's characteristics, articulate goals and policies, and explore alternative plans for future growth. These aspects, in turn, will be used to produce zoning ordinances and subdivision regulations to carry out the plan's goals. Often, a municipality will incorporate goals and policies for their airports in the future land use plan, typically separate from an airport master plan. Generally, the future land use plan guides local decision-makers through complications they may face during the development process or maintenance issues. Current planning documents of this type for the land near MKC are the *City of Kansas City, Missouri, Greater Downtown Area Plan* (2019), the *North Kansas City Master Plan* (2016), and *PlanKCK, Citywide Comprehensive Plan* (2023).

KANSAS CITY, MISSOURI, GREATER DOWNTOWN AREA PLAN

On page 47 of the *Kansas City, Missouri, Greater Downtown Area Plan,* future land uses are referenced on Map 3.1 ("Land Use Plan"). Airport property is included in the plan as industrial land use, and the surrounding land south of the Missouri River in the West Bottoms area is designated as downtown mixed use. Concerning MKC, the plan recommends the Downtown Airport be promoted as an economic and transportation hub. The plan recommends that expansion of the airport per the Master Plan for Kansas City Downtown Airport – Wheeler Field be supported. Additionally, access to MKC is identified as an important consideration. Access improvements are recommended in the Beyond the Loop Planning and Environmental Linkages (PEL) study to address safety concerns and mobility at the north and south interchanges and the southbound right-in/right-out located on the east side of the airport.

In addition to the land use plan, page 51 of the *Greater Downtown Area Plan* recommends building heights for new development, as shown on Map 3.2 ("Building Height Restrictions"). The building height map includes the Part 77 Zones for MKC. The plan recommends that developers work with the FAA to complete an obstruction evaluation/airport airspace analysis to demonstrate that new buildings and additions do not encroach into the airport's airspace surfaces. It is also noted that allowable building heights might be lower than the maximum heights depicted on the recommended building height map.

NORTH KANSAS CITY, MISSOURI, MASTER PLAN

The foundation of the North Kansas City, Missouri, Master Plan is based on five themes: growing business opportunity, expanding population, creating memorable places, building a multi-modal network, and enhancing community character. The master plan for North Kansas City does not specifically address aviation or preservation of airspace and does not reference the city's close proximity to MKC. Recommended heights ranging from 1 to 10 stories are provided for each of the future land use character areas identified in the plan.

PlanKCK CITYWIDE COMPREHENSIVE PLAN AND NORTHEAST AREA MASTER PLANS

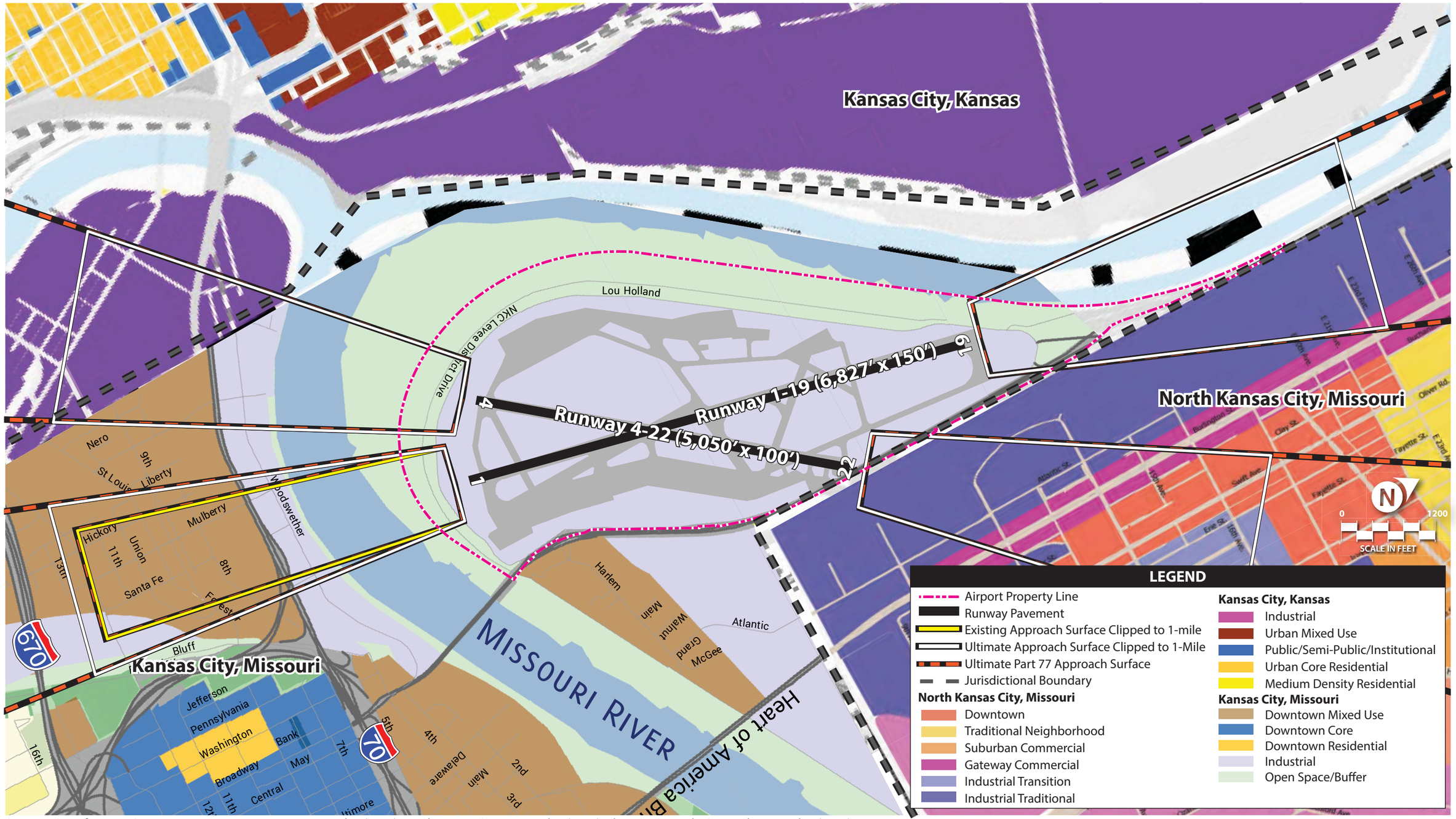
The comprehensive plan for Kansas City, Kansas, also does not specifically address aviation or preservation of airspace and does not reference the city's close proximity to MKC. The land use map included in PlanKCK is consistent with the previously adopted Northeast Area Master Plan (2018), both of which designate the Fairfax Industrial District for future industrial land uses.

Exhibit J2 depicts the comprehensive plan land use designations within the airport's existing and ultimate Part 77 approach surfaces out to one mile. Future land uses within the approach surfaces out to one mile are industrial, commercial, mixed use and open space. **Table J2** presents the runway approach location where each land use is planned, and the purpose of each land use designation as stated in the comprehensive plan.

TABLE J2 | Future Land Use Designations Within the Ultimate Approach Surfaces Out to 1-Mile

CITY OF KANSAS CITY, MISSOURI
Downtown Mixed Use (DMX)
Location: Runways 1 & 4
Intent and Strategies: The DMX district is primarily intended to accommodate office, commercial, custom manufacturing, some light industrial, public, institutional and residential development, generally at lower intensities than the downtown core (DC) district. The DMX district promotes a mix of land uses both horizontally (i.e. adjacent to one another) and vertically (i.e. within the same building). This land use classification corresponds with the DX and DR zoning districts within the zoning ordinance.
Industrial (I)
Location: Runways 1 & 4
Intent and Strategies: The I district is primarily intended to accommodate manufacturing, warehousing, wholesale, and industrial uses. The regulations are intended to promote the economic viability of manufacturing and industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the M2 and M3 zoning categories in the zoning ordinance.
Open Space/Buffer
Location: Runways 1 & 4
Intensity: N/A
Intent and Strategies: Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. This includes but is not limited to creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archaeological findings, etc.).

Continues on next page.



Sources: City of Kansas City, Missouri Greater Downtown Area Plan (2019); North Kansas City Master Plan (2016); PlanKCK Citywide Comprehensive Plan (2023).

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TABLE J2 | Future Land Use Designations Within the Ultimate Approach Surfaces Out to 1-Mile (continued)

CITY OF NORTH KANSAS CITY, MISSOURI
Downtown
Location: Runway 22 *Intent and Strategies:* Traditional downtown development that includes a wide range of land uses, including multi-family, retail, commercial, and accessory industrial (arts & crafts manufacturing, primarily off the main streets). It is the civic, entertainment and cultural heart of the community. Heavy emphasis on walkability and active streetscape along Armour and Swift Street. This area is considered to be a stable area of the community with transitional areas along Swift to the south. Building heights range between 2-5 stories.
Gateway Commercial
Location: Runway 22 and Runway 19 *Intent and Strategies:* This area is located along Burlington Street and includes areas that directly contribute to the regional branding and character of North Kansas City. Uses can include a diverse mix, and incorporate auto and pedestrian development patterns. Buildings are oriented to the principal street, and front setback areas include design treatments that reflect the character of North Kansas City. Building heights range between 2-5 stories.
Industrial Transition
Location: Runway 22 *Intent and Strategies:* This area includes uses such as industrial, light manufacturing, warehousing, start-up businesses, office research and development, technology space, recreation uses, logistics, and other support businesses. It is characterized by more industrial-style development, in which some buildings can be converted into different uses. This area should be a zone of innovation and collaboration integrated into the surrounding community. This area is considered an area of transition where both re-investment in existing properties and redevelopment are expected over the life of the plan. Building heights range between 1-5 stories.
Industrial Traditional
Location: Runway 22 and Runway 19 *Intent and Strategies:* Full range of industrial uses, from warehousing/logistics to manufacturing. The area maintains a consistent street grid. A system of alleys, both vehicular and rail, exist in association with much of the street grid. This area has heavy truck traffic, but street connections throughout the area remain consistent. There is limited connection between this industrial area and Industrial-Paseo area due to the interstate. This area is considered stable but in need of support to maintain stability. Building heights range between 1-4 stories.
CITY OF KANSAS CITY, KANSAS
Industrial
Location: Runway 4 *Intent and Strategies:* Land featuring small, medium, and large-scale industrial processing, manufacturing, and outdoor storage. These uses are often the most intensive, and are characteristic of heavy truck traffic, excessive noise, and potentially noxious impacts. As such, industrial uses should be in or abutting existing industrial districts, but not encroach on existing residential or commercial areas that may act as a buffer to such residential uses. These areas should be designed to support multi-modal connectivity with sidewalks and street trees, and include amenities such as enhanced landscaping, lighting, and walking trails for an attractive campus feel.
Key: DU = Dwelling Units

Sources: City of Kansas City, Missouri Greater Downtown Area Plan (2019); North Kansas City Master Plan (2016); PlanKCK Citywide Comprehensive Plan (2023).

NON-COMPATIBLE DEVELOPMENT ANALYSIS

In addition to evaluating areas with the potential for non-compatible development based on zoning and future land use plans, the airport's noise exposure contours have been evaluated in comparison with the recommended height restrictions within the Part 77 approach surfaces out to one mile. This was accomplished by evaluating city-adopted land use plans and zoning designations for those parcels encompassed by the noise contours to determine if noise-sensitive land uses could be developed in those areas. Both noise contours and height restrictions within the Part 77 approach surface area are addressed below.

NOISE EXPOSURE CONTOURS

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The purpose of the noise model is to produce noise exposure contours that are overlain on a map of the airport and vicinity to graphically represent aircraft noise conditions. When compared to land use, zoning, and general plan maps, the noise exposure contours may be used to identify areas that are currently, or have the potential to be, exposed to aircraft noise.

To achieve an accurate representation of an airport's noise conditions, the noise model uses a combination of industry-standard information and user-supplied inputs specific to the airport. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft which commonly operate at MKC. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels. The most common way to spatially represent the noise levels emitted by an aircraft is a noise exposure contour. Airport specific information, including runway configuration, flight paths, aircraft fleet mix, runway use distribution, local terrain and elevation, average temperature, and numbers of daytime and nighttime operations, are also used in modeling inputs.

Based on assumptions provided by the user, the noise model calculates average 24-hour aircraft sound exposure within a grid covering the airport and surrounding areas. The grid values, representing the DNL at each intersection point on the grid, signify a noise level for that geographic location. To create noise contours, an isoline similar to those on a topographic map is drawn connecting points of the same DNL noise value. In the same way that a topographic contour represents the same elevation, the noise contour identifies areas of equal noise exposure.

DNL is the metric currently accepted by the FAA, U.S. EPA, and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative noise exposure. These three agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.

The guidelines summarized in 14 CFR Part 150 indicate that all land uses are acceptable in areas below 65 DNL.[9] At or above the 65 DNL threshold, residential uses (including RV parks and campgrounds), educational and religious facilities, health and childcare facilities, and outdoor sport, recreation and park facilities are all incompatible. Educational, healthcare, and religious facilities are also generally considered to be incompatible with noise exposure above 65 DNL. As with residential development, communities can make a policy decision that these uses are acceptable with appropriate sound attenuation measures. Hospitals and nursing homes, places of worship, auditoriums, and concert halls are structures which are generally compatible if measures to achieve noise level reduction are incorporated into the design and construction of structures. Outdoor amphitheaters are not compatible and should be prohibited within the 65 DNL noise contour. Additionally, agricultural uses and livestock farming are generally considered compatible except for related residential components of these uses, which should incorporate sound attenuation measures.

[9] 14 CFR Part 150 https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150

As part of this Master Plan, noise exposure contours were prepared for MKC for a baseline condition (2023) and a long-range condition (2043). The resulting contours are shown on **Exhibit J3** and **J4**.

HEIGHT RESTRICTIONS

To analyze the potential for non-compatible development of land off airport property, zoning within the Part 77 approach surface area out to one mile from the end of the runways were evaluated. Table J1 notes the maximum height limit for zoning of the underlying permitted land uses, which range from 40 feet to unlimited. Additional height restrictions are placed on the approach surfaces by the Kansas City, Missouri, airport hazard zoning ordinance discussed previously.

In August 2023, the FAA conducted a feasibility study of five development areas at the request of the Kansas City, Missouri City Planning and Development Department. The *Downtown Kansas City Feasibility Study* identified how development of structures of varying heights in downtown Kansas City, Missouri, would impact aviation operations at MKC. The results indicate that structures of various heights in the downtown area could negatively impact MKC operations.[10] New procedures for MKC were published in 2024 to potentially allow for greater development of the area.[11]

RECOMMENDATIONS

Based on the information presented above and the non-compatible development analysis, the following recommendations are provided to maintain airport land use compatibility in the vicinity of MKC. The recommendations below are in accordance with the recently published FAA Advisory Circular (AC) 150/5190-4B, which identifies compatible land use development tools, resources, and techniques to protect surrounding communities from adverse effects associated with airport operations.[12]

Update Airport Hazard Area Zoning Ordinance & Maps – The airport hazard zoning ordinances for Kansas City, Missouri, could be reviewed and updated to reflect the existing and ultimate conditions for MKC. The current airport hazard zoning ordinance references the Part 77 surfaces for the airport, which may change over time as the Part 77 airspace drawing for the airport is updated. The hazard zoning maps for each jurisdiction could also be updated.

Encourage Surrounding Cities to Adopt Airport Hazard Area Zoning Ordinance & Maps – North Kansas City, Missouri, and Kansas City, Kansas, do not currently enforce zoning ordinances for the safety of land uses surrounding MKC. Due to the proximity of these jurisdictions to MKC, there is potential for land development that could create hazards to flight or to persons and property on the ground. The surrounding jurisdictions could adopt airport hazard zoning ordinances consistent with the Kansas City, Missouri, airport hazard ordinance.

[10] Downtown Kansas City Feasibility Study (August 2023) https://www.kcmo.gov/home/showdocument?id=12176&t=638417037589821172
[11] City News Releases: New FAA Language Increases Safety (January 2024) https://www.kcmo.gov/Home/Components/News/News/2125/231?arch=1
[12] Federal Aviation Administration, Advisory Circular 150/5190-4B – Airport Land Use Compatibility Planning (September 16, 2022)

Implement Use of the FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) Tool – The city and county airport hazard zoning ordinances and/or building permit application process could be modified so that airport hazards are identified through an FAA 7460-1 airspace analysis. The FAA notice criteria tool allows users (airport sponsor, developer, and local municipality) to input location and dimensional information about a proposed development to determine if they are required to file notice with the FAA. If a notice is required, the proponent would then be required to submit FAA Form 7460-1, "Notice of Construction or Alteration," to the FAA for review as a local project review standard, pursuant to each jurisdiction's existing airport hazard ordinance.

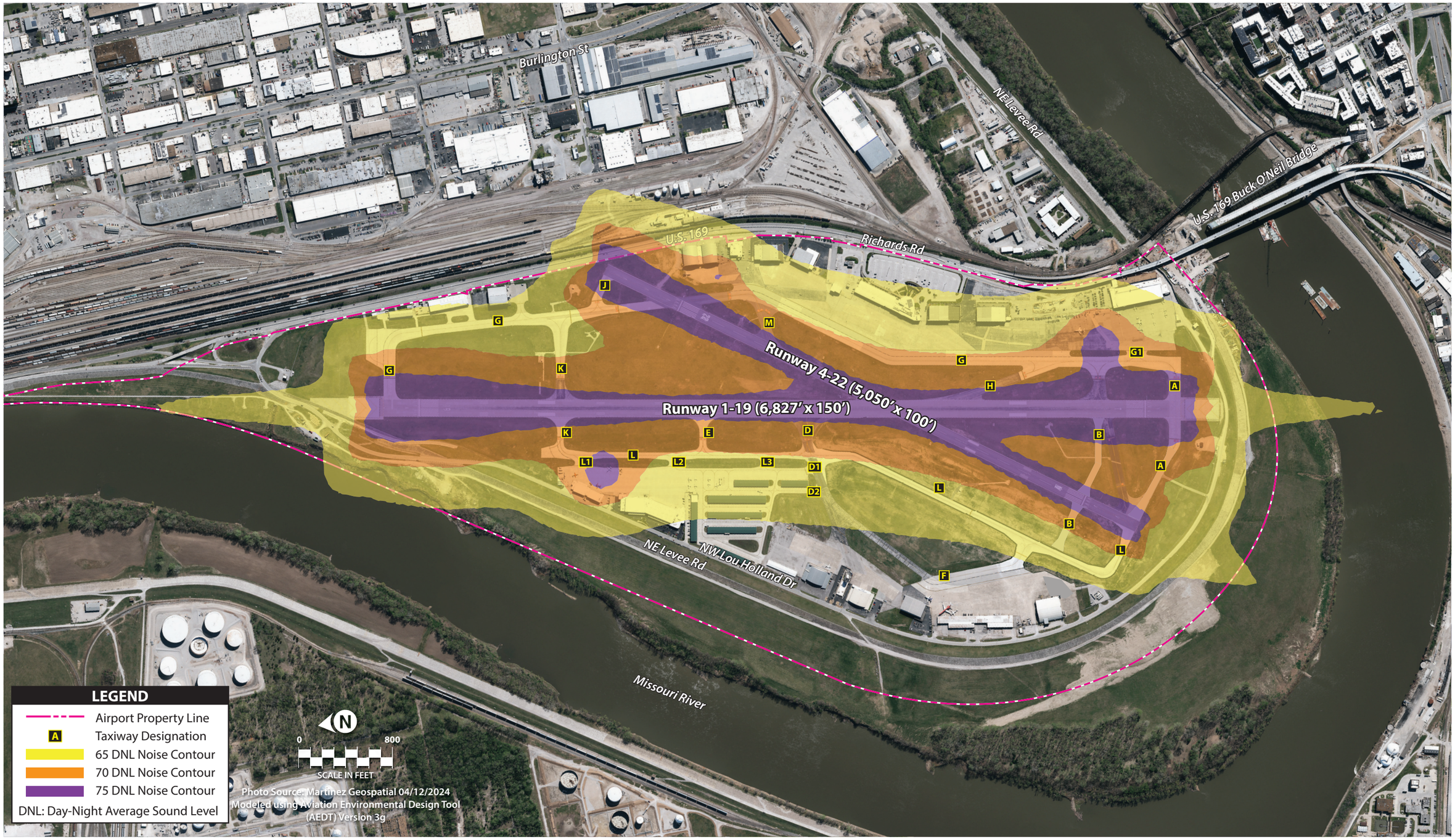
Consult FAA Advisory Circular for Wildlife Hazard Review – Certain land uses that attract birds and other wildlife hazards should not be permitted on or near the airport according to FAA AC 15/5200-33C.[13] Land uses that increase the potential for bird strikes could be addressed more specifically in the airport hazard overlay district zoning regulations.

Modify Special Exceptions/Conditional Uses – The FAA advises in its most recent AC that if a community, located near an airport, allows some land use control through conditional uses, that community should make certain that such uses do not create a hazard for the community, the airport, or the user of the subject property. The cities could modify the change of zone requirements and/or conditional use requirements within the airport's vicinity to have a designation which triggers extraordinary review of these exceptions because of the location of the property being near an airport.

Adopt Fair Disclosure Requirements for Real Estate Transactions within the Vicinity of MKC – Fair disclosure regulations in real estate transactions are intended to ensure that prospective buyers of property are informed that the property is, or will be, exposed to potentially disruptive aircraft noise or overflights. It is not uncommon, around even the busiest airports, for newcomers to report having bought property without having been informed about airport noise levels. At the most formal level, fair disclosure can be implemented through a city or county ordinance requiring a deed notice for property within the vicinity based on an existing boundary, such as the Part 77 Horizontal Imaginary Surface. The following is an example of deed notice language that would notify the property owner of the proximity of an airport and expectations for living in the vicinity of the airport:

> *The subject property is within the vicinity of Kansas City Downtown Airport – Wheeler Field, located at 900 NW Richards Road, Kansas City, MO 64116. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. Residents also should be aware that the current volume of aircraft activity may increase in response to the population and economic growth within the Kansas City Downtown Airport – Wheeler Field vicinity. Any subsequent deed conveying this parcel, or subdivisions thereof, shall contain a statement in substantially this form.*

[13] Federal Aviation Administration, Advisory Circular 15/5200-33C – Hazardous Wildlife Attractants on or near Airports (February 21, 2020)


Burlington St
NE Levee Rd
U.S. 169 Buck O'Neil Bridge
U.S. 169
Richards Rd
Runway 4-22 (5,050' x 100')
Runway 1-19 (6,827' x 150')
NE Levee Rd
NW Lou Holland Dr
Missouri River
LEGEND
Airport Property Line
Taxiway Designation
65 DNL Noise Contour
70 DNL Noise Contour
75 DNL Noise Contour
DNL: Day-Night Average Sound Level
N
0
800
SCALE IN FEET
Photo Source: Martinez Geospatial 04/12/2024
Modeled using Aviation Environmental Design Tool (AEDT) Version 3g

Burlington St
NE Levee Rd
U.S. 169 Buck O'Neil Bridge
U.S. 169
Richards Rd
Runway 4-22 (5,050' x 100')
Runway 1-19 (6,827' x 150')
NE Levee Rd
NW Lou Holland Dr
Missouri River

LEGEND

- Airport Property Line
- A — Taxiway Designation
- 65 DNL Noise Contour
- 70 DNL Noise Contour
- 75 DNL Noise Contour

DNL: Day-Night Average Sound Level

N

0 800

SCALE IN FEET

Photo Source: Martinez Geospatial 04/12/2024
Modeled using Aviation Environmental Design Tool (AEDT) Version 3g

Increase Airport and FAA Participation in Local and Regional Planning - The authority to develop, implement, and enforce land use programs and decisions rests predominantly with local governments. Therefore, it is recommended that airport operators be involved in the preparation of city, county, and regional comprehensive plans so that they can advocate for airport interests and provide their specialized expertise to the planning team. Airport coordination with local governments ensures that they are routinely provided information about proposed development activity in the airport environs, allowing the airport operators the opportunity to review and comment on those proposals. This would include engagement with all jurisdictions in the airport vicinity.