

St. Louis City Ordinance 64192

FLOOR SUBSTITUTE

BOARD BILL NO. [97] 221

INTRODUCED BY ALDERMAN ROBERT RUGGERI

An Ordinance recommended and approved by the Airport Commission, the Board of Public Service, and the Board of Estimate and Apportionment establishing a multi-year public work and improvement program (the "Program") at Lambert - St. Louis International Airport (the "Airport"), providing for the acquisition of certain avigation easements for noise mitigation purposes and consisting of a voluntary acoustical treatment program, a voluntary avigation easement purchasing program and a voluntary sales transaction assistance program, as recommended and detailed in the Airport's Updated FAR PART 150 Noise Compatibility Study which was approved by the Federal Aviation Administration, for residential property subject to certain noise exposures and located within the geographical boundaries as described in SECTION ONE of this Ordinance, such authorization including but not limited to the acquisition of avigation easements and related work or services, legal services, noise measuring, engineering, architectural, and other technical advice and assistance in the acoustical treatment of structures, mapping costs, appraisal and escrow services, title work and other real estate services, surveying work, the construction, renovation and operation of a field office, construction management, construction, installation and inspection work, and other necessary and related work or services for the development, implementation, administration or monitoring of the Program at a total estimated cost of SEVENTY EIGHT MILLION DOLLARS (\$78,000,000); authorizing an initial appropriation of ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) from the Airport Development Fund established under authority of Ordinance 59286, Section 13, approved October 26, 1984 to be expended for payment of costs for work authorized herein and providing for the receipt of supplemental appropriations, when authorized by ordinance, into this Ordinance as funds become available to continue the Program; authorizing the City Counselor with the approval of the Board of Estimate and Apportionment to enter into agreements to acquire avigation easements and to secure legal and related services necessary for the implementation and administration of the Program; authorizing the Director of Airports with the approval of the City Counselor and the Board of Estimate and Apportionment to let contracts providing for mapping, appraisal and escrow services, title work and related services for the implementation and

administration of the Program; authorizing the Board of Public Service with the advice, consent and approval of the Director of Airports to let contracts for all other approved work, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and otherwise provide for the Program and the work authorized herein; providing that any contract let hereunder, shall be subject to the Charter of the City of St. Louis and any Missouri State laws or regulations applicable thereto; authorizing and directing the Comptroller of the City of St. Louis to draw warrants from time to time on the Treasurer of the City of St. Louis for payment of expenses authorized herein upon submission of properly certified vouchers in conformance with procedures established by the Comptroller; authorizing the Director of Airports to make such applications and provide such data and to take whatever action necessary to seek reimbursement from the Federal Aviation Administration under the Airport Improvement Program, the Passenger Facility Charge Program or other programs for which these authorized expenditures might qualify and to authorize the deposit of such reimbursements into this Ordinance to partially defray the cost of the Program; directing that all contracts let under authority of this Ordinance be in compliance with all applicable minority and women or disadvantaged business enterprise requirements and in compliance with all applicable Federal, State, and local laws, ordinances, regulations, court decisions and executive orders relating to equal employment opportunity; and containing an emergency clause.

WHEREAS, the City of St. Louis (the "City"), owner and operator of Lambert - St. Louis International Airport (the "Airport"), is committed to mitigating the impact of noise on communities near the Airport with federally approved programs;

WHEREAS, the City sought and obtained Federal Aviation Administration approval of an Updated FAR Part 150 Noise Study; and WHEREAS, the approved Updated FAR Part 150 Noise Study recommends a voluntary acoustical treatment, avigation easement purchasing, and sales transaction assistance program for residential property subject to certain noise exposures to reduce the impact of aircraft noise on surrounding communities.

NOW THEREFORE, BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:

SECTION ONE. There is hereby established a multi-year public work and improvement program (the "Program") at Lambert - St. Louis International Airport (the "Airport"), recommended and approved by the Airport Commission, the Board of Public Service, and the Board of Estimate and Apportionment, providing for the acquisition of certain avigation easements for

noise mitigation purposes and consisting of a voluntary acoustical treatment program, a voluntary aviation easement purchasing program, and a voluntary sales transaction assistance program, as recommended and detailed in the Airport's Updated FAR Part 150 Noise Compatibility Study which was approved by the Federal Aviation Administration, for residential property subject to certain noise exposures and located within the geographical boundaries as described below, such authorization including but not limited to the acquisition of aviation easements and related work or services, legal services, noise measuring, engineering, architectural, and other technical advice and assistance in the acoustical treatment of structures, mapping costs, appraisal and escrow services, title work and other real estate services, surveying cost, the construction, renovation and operation of a field office, construction management, construction, installation and inspection work, and other necessary and related work or services for the development, implementation, administration, or monitoring of the Program at a total estimated cost of SEVENTY EIGHT MILLION DOLLARS (\$78,000,000).

A. Residential property which is eligible for the Program shall be located within the following geographical boundaries of St. Louis County, Missouri:

An area described as generally lying within the Airport's 65 DNL noise contour as projected for 1999 and more particularly described as:

Beginning at the point of intersection of the centerline of North Hanley Road and Airport Road: thence easterly along the centerline of Airport Road to the intersection of the centerline of Florissant Road (State Highway N); thence southerly along said centerline of Florissant Road to the intersection of the centerline of Woodstock Avenue; thence northeasterly along the centerline of Woodstock Avenue to the intersection of the centerline of Bermuda Avenue; thence southerly along the centerline of Bermuda Avenue to the intersection of the centerline of Bermuda Court; thence southeasterly along the centerline of Bermuda Court and continuing southeasterly along an imaginary extension of such centerline to the intersection of the centerline of Interstate Highway 70; thence easterly along said centerline of Interstate Highway 70 to the intersection of Lucas and Hunt Road (State Highway U); thence southerly along the centerline of Lucas and Hunt Road to the intersection of Natural Bridge Road (State Highway 115); thence westerly along the centerline of Natural Bridge to the centerline of the MetroLink Right-of-way (the Bi-State Development Agency, Metro Link System); thence northerly along said Metro Link R/W to a point approximately 1900 feet north of the centerline of Natural Bridge Road; thence N 57E W (approximately) a distance of 3000 feet (approximately) to a point; thence S 100E W (approximately) a distance of

1800 feet (approximately) to the intersection of the centerline at North Hanley Road; thence southeasterly along said centerline of Hanley Road to the intersection of the centerline of Natural Bridge Road; thence westerly along the centerline of Natural Bridge Road to the intersection of the centerline of McKibbon Road, thence southerly along the centerline of McKibbon Road to the intersection of the centerline of Harold Drive; thence westerly along the centerline of Harold Drive to the intersection of the centerline of Woodson Road (State Highway EE); thence northerly along the centerline of Woodson Road to the intersection of Aero Space Drive; thence westerly along the centerline of Aero Space Drive and continuing on an extension of the centerline of Aero Space Drive to the intersection of the centerline of Cypress Road; thence northerly along the centerline of Cypress Road to the intersection with the centerline of Interstate 70 (State Highway, I-70); thence westerly along the centerline of Interstate 70 to the intersection of the centerline of Lindbergh Blvd. (State Highway 67); thence northwesterly along a line a distance of approximately 5500 feet to the intersection of the centerlines of Natural Bridge Road (State Highway B) and Majella Drive; thence westerly along the centerline of Natural Bridge Road to the intersection with the centerline of St. Charles Rock Road (State Highway 180); thence westerly along the centerline of St. Charles Rock Road to the Northwestern R/W line of Interstate Highway 270 (State Highway I-270); thence along the Northwestern R/W line of Interstate Highway 270 to the southern line of the Carrollton Subdivision; thence northwesterly along said southern line approximately 1650 feet to the intersection of a western line of the Carrollton Subdivision; thence northeasterly along said western line approximately 2200 feet; thence northwesterly along a southern line of the Carrollton Subdivision; a distance of approximately 1000 feet to a western line of Carrollton subdivision; thence N 50EE (approximately) a distance of approximately 4900 feet to the intersection of the centerline of Missouri Bottom Road; thence northeasterly and easterly along the centerline of Missouri Bottom Road to the intersection of the centerline of Dunn Road; thence northeasterly and then easterly along the centerline of Dunn Road to the intersection of the centerline of Howdershell Road; thence northeasterly along the centerline of Howdershell Road to the intersection of the centerline of Hazelwest Drive; thence easterly along the centerline of Hazelwest Drive and the extension of said centerline to the intersection of the centerline of Interstate Highway 270 (State Highway I-270); thence easterly along the centerline of Interstate Highway 270 to the intersection of Lindbergh Blvd. (State Highway 67); thence southeasterly along the centerline of Lindbergh Blvd to the intersection of James S. McDonnell Blvd. (State Highway TT); thence generally easterly along the centerline of

James S. McDonnell Blvd. to the intersection of Airport Road; thence northeasterly along the centerline of Airport Road to the point of beginning.

SECTION TWO. There is hereby authorized an initial appropriation of ONE MILLION FIVE HUNDRED THOUSAND DOLLARS (\$1,500,000) from the Airport Development Fund established under Ordinance No. 59286, Section 13, approved October 26, 1984 to be expended for payment of costs for work authorized herein and providing for the receipt of supplemental appropriations when authorized by ordinance into this Ordinance as funds become available to continue the Program.

SECTION THREE. The City Counselor of the City of St. Louis with the approval of the Board of Estimate and Apportionment is hereby authorized to enter into agreements to acquire avigation easements and to secure legal and related services necessary for the implementation and administration of the Program.

SECTION FOUR. The Director of Airports with the approval of the City Counselor and the Board of Estimate and Apportionment is hereby authorized to let all contracts providing for mapping, appraisal and escrow services, title work and related services for the implementation and administration of the Program.

SECTION FIVE. The Board of Public Service with the advice, consent and approval of the Director of Airports is hereby authorized to let contracts, purchase materials and equipment, employ labor, pay salaries, wages, fees, retain consultants and technical advisors, and otherwise provide for the Program and the work herein authorized, except for the work covered by procedures contained in SECTION THREE and SECTION FOUR of this Ordinance.

SECTION SIX. It is hereby provided that any contract let hereunder, shall be subject to the Charter of the City of St. Louis and any Missouri State Laws or Regulations applicable there.

SECTION SEVEN. The Comptroller of the City of St. Louis is hereby authorized to draw warrants from time to time on the Treasurer of the City of St. Louis for payment of expenses authorized herein upon submission of properly certified vouchers in conformance with procedures established by the Comptroller of the City of St. Louis.

SECTION EIGHT. The Director of Airports is hereby authorized to make such applications, to provide such data and to take whatever action necessary to seek reimbursement from the Federal Aviation Administration under the Airport Improvement Program, the Passenger Facility Charge Program or other programs for projects herein authorized where such costs are deemed eligible and monies made available for reimbursement under Federal law or contract and to authorize the deposit of such reimbursements into this Ordinance to partially defray the cost of the Program;

SECTION NINE. All contracts let under authority of this Ordinance shall be in compliance with all applicable minority and women or disadvantage business enterprise requirements and in compliance with all applicable Federal, State and local laws, ordinances, regulations, court decisions and executive orders relating to equal employment opportunity.

SECTION TEN. This being an ordinance providing for public work and improvement, it is hereby declared to be an emergency measure as defined in Article IV., Sections 19 and 20 of the City Charter and shall become effective immediately upon its approval by the Mayor of the City of St. Louis.

Legislative History				
1ST READING	REF TO COMM	COMMITTEE	COMM SUB	COMM AMEND
10/17/97	10/17/97	T&C		
2ND READING	FLOOR AMEND	FLOOR SUB	PERFECTN	PASSAGE
10/24/97			10/31/97	11/07/97
ORDINANCE	VETOED		VETO OVR	
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