

## OFFICIAL NOTICE

The Des Moines County Board of Supervisors will hold a regular session on **Tuesday, November 22, 2022** at 9:00 A.M. in the public meeting room at the Des Moines County Courthouse.

8:30 AM -Work Session: Board of Supervisors: Review of Weekly Business

**PUBLIC NOTICE** – the meeting can be viewed by live stream at [www.dmcounty.com/youtube](http://www.dmcounty.com/youtube). Anyone with questions during the meeting may email the Board of Supervisors at [board@dmcounty.com](mailto:board@dmcounty.com) OR call 319-753-8203, Ext 4

### TENTATIVE AGENDA:

1. Pledge of Allegiance
2. Swearing In Ceremony – Natalie Steffener, Des Moines County Recorder
3. Changes to Tentative Agenda
4. Meet with Department Heads / Elected Officials
5. Correspondence
6. Discussion / Vote:
  - A. 2<sup>nd</sup> Public Hearing for Proposed Amendment to Airport Approach Regulations Ordinance #58
  - B. Approval of 2022 Gas & Electric Assessment
  - C. Approval of 2022 Utility Assessment
  - D. Class C Liquor License – Robinson Wedding, December 10<sup>th</sup> – Barn on the Ridge
  - E. Personnel Actions:
    1. Correctional Center (4)
  - F. Reports:
    1. Sheriff's Monthly Report of Fees Collected, October 2022
    2. Jail Stats, October 2022
  - G. Minutes for Regular Meeting on November 15<sup>th</sup>, 2022
  - H. Minutes for Special Meeting on November 18<sup>th</sup>, 2022
7. Other Business
8. Future Agenda Items
9. Committee Reports
10. Public Input
11. Adjournment

Work session following meeting:

BOS / County Attorney / Local Health

RE: Nuisance Ordinance



**Des Moines Board of Supervisors  
Staff Report  
November 15, 2022**

**Amendment to Airport Approach Regulations (Ordinance No. 58)**

Staff is presenting an amendment to Ordinance No. 58 Airport Approach Regulations, which addresses development in the vicinity of the Southeast Iowa Regional Airport – primarily regarding the height of structures. The process for developing this ordinance was initiated by the Southeast Iowa Regional Airport Authority, based on concerns about incompatible development near the airport within the City of Burlington. It was adopted by the Board of Supervisors in February 2022.

These regulations are designed to be adopted and enforced by 3 different jurisdictions, all of which have land within the airport's Part 77 Surfaces – Des Moines County, and the Cities of Burlington and West Burlington. During the City of Burlington's process to adopt its own ordinance for this purpose in early 2022, it was brought to their attention by the Airport Authority that the draft ordinance did not include a reference to, or regulations pertaining to the Runway Protection Zones (RPZs) – the portion of the Approach Zones that is closest to the end of the runway, upon which no new development of buildings should be allowed. Following this, it was determined that, because the RPZ for Runway 36 extends outside city limits to include all or portions of several parcels in the unincorporated county, it would be necessary for the County to amend Ordinance No. 58 to include the same regulations for RPZs.

Staff presented this matter to the Board for discussion on September 27, 2022, during a work session that also included some discussion on wind and solar energy ordinances. In October 2022, the City of Burlington formally adopted its Airport Approach Regulations ordinance, which includes references to Runway Protection Zones. The City of West Burlington is currently in the process of reviewing and adopting its own ordinance for the same purpose, although their jurisdiction does not contain any RPZ's.

A public notice for these hearings has been published in the newspaper, and at the Board's request, notices were mailed directly to the 6 owners of private property within the RPZ for Runway 36, all of which lie outside the Burlington city limits.

Attached, I've included links for the revised Ordinance and Approach Zones Map, with the proposed amendments highlighted, as well as an overview of the amendment. We encourage you to review this and offer any questions you may have about the regulations and how this ordinance is to be enforced.

Thank you,

A handwritten signature in black ink, appearing to read "Zach James".

Zach James  
Land Use Administrator – Des Moines County

REC'D  
NOV 15 2022  
BOARD OF SUPERVISORS  
DES MOINES COUNTY

Handwritten initials "TZ" and a signature over the stamp.

## Link to Airport Approach Regulation Amendments

- **Ordinance with Amendments Highlighted**
  - <https://www.desmoinescounty.iowa.gov/DocumentCenter/View/3789/Des-Moines-County-Airport-Approach-Zone-Regulations-Final-10-24-2022?bidId=>
- **Map with Runway Protection Zones**
  - <https://www.desmoinescounty.iowa.gov/DocumentCenter/View/3780/Airport-Approach-Zones-Map---Des-Moines-County?bidId=>

## Overview of Amendment

The proposed amendment involves the addition of the following language to Ordinance No. 58:

### Section 58.03: Definitions

*Runway protection zone (RPZ) - An area off the runway end designed to enhance the protection of people and property on the ground.*

### Section 58.04: Airport Approach Zones Established

- 2. Runway Protection Zone (RPZ) - An area of fixed size, underlying the innermost portion (closest to the runway end) of the Approach Overlay Zone for that runway, descending from the floor of the AO zone to the ground. The width and length of RPZ may vary, and may be different on each runway end. The RPZ for the airport are as follows:**
- Runway 36 (RPZ36) - Underlying the innermost two thousand five hundred feet (2,500') of the AO zone at the southern end of the runway, the width of the RPZ is one thousand feet (1,000') at the inner edge and expands uniformly to a width of one thousand seven hundred fifty feet (1,750').**
  - Runway 12 (RPZ12) - Underlying the innermost one thousand feet (1,000') of the AO zone at the northwestern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').**
  - Runway 30 (RPZ30) - Underlying the innermost one thousand feet (1,000') of the AO zone at the southeastern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').**
  - Runway 18 (RPZ18) - Underlying the innermost one thousand seven hundred feet (1,700') of the AO zone at the northern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge and expands uniformly to a width of one thousand ten feet (1,010').**

### **Section 58.05: Airport Approach Zones Map**

The language in this section did not change, but the Airport Approach Zones Map now includes Runway Protection Zones on the map.

### **Section 58.07: Runway Protection Zone Use Limitations**

New section added to Ordinance:

*Runway Protection Zones are intended to provide a clear area that is free of above ground obstructions and structures. Compatible land uses within the RPZ shall be restricted to such land uses as agricultural and limited transportation facilities (public roads, parking, railroads). Land uses such as recreational amenities (golf courses, sports fields), fuel and hazard storage facilities (above and below ground), wastewater treatment facilities, above ground utility infrastructure, and similar uses that do not involve congregations of people or construction of buildings or other improvements that may be obstructions shall require consultation with the Southeast Iowa Regional Airport and the FAA's National Airport Planning and Environmental Division (APP-400). In accordance with Section 58.09 of this Ordinance, no person shall establish any noncompatible use in any RPZ including buildings and structures (including but not limited to residences, churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons characterizing places of public assembly). If the Airport and/or FAA deems the proposed land use is a hazard to air navigation, no permit for it shall be considered.*

# AIRPORT APPROACH REGULATIONS

DES MOINES COUNTY, IOWA

ORDINANCE NO. 58

First Adopted February 22, 2022  
Amended November 15, 2022

1<sup>st</sup> Reading

APPROVED

*TJ* NOV 15 2022 *JK*  
BOARD OF SUPERVISORS

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### **58.01 Short Title**

These regulations shall be known and may be cited as the Airport Approach Regulations.

### **58.02 Purpose and Intent**

The Airport Approach Regulations is established pursuant to the Authority conferred by Chapter 329 of the *Code of Iowa*. It is hereby found that an airport approach obstruction has the potential for endangering the lives and property of users of the Southeast Iowa Regional Airport (BRL) and property or occupants of land in its vicinity. An obstruction may affect existing and future instrument approach minimums of the Airport and an obstruction may reduce the size of the areas available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of the Airport and the public investment therein. Accordingly, this Ordinance is established in order to:

1. Prevent the establishment of hazards to air navigation and incompatible land uses in public airport approach areas and surrounding areas in the interest of public health, safety, and general welfare of the community.
2. Minimize potential dangers from, and conflicts with, the use of aircraft at the Southeast Iowa Regional Airport, and
3. Address Federal Aviation Regulation (FAR) Part 77 and all other applicable federal and state laws regulating hazards to air navigation.

It is further declared that the prevention of the creation or establishment of hazards to air navigation, the elimination, removal, alteration, or mitigation of hazards to air navigation, or marking and lighting of otherwise would-be hazards to airport navigation are public purposes for which a political subdivision may raise and expend public funds and acquire land or interests in land.

### **58.03 Definitions**

For the purpose of this chapter, unless otherwise expressly stated, the following terms shall have the meanings indicated in this section:

1. Administrative Agency - The incorporated city or unincorporated county underlying the Airport Zones as defined in this Ordinance.
2. Airport – The Southeast Iowa Regional Airport (BRL).
3. Airport Elevation – Refers to the ground surface elevation of the runways at the Southeast Iowa Regional Airport (BRL) – six hundred ninety-eight feet (698') above mean sea level.
4. Airport Hazard- Any structure or tree or use of land which would exceed the Federal obstruction standards as contained in 14 CFR FAR, Part 77, and which obstructs or is otherwise hazardous to the landing and take-off of any aircraft at the Airport, or hazardous to persons or property on the ground.
5. Approach Area – Any area on the ground extending the length of the runways and the two-mile area measured from the centerline of the runways in all directions.

6. Federal Aviation Administration (FAA) – An agency of the United States government that administers federal regulations that relate to the use and flight of aircraft, and related regulations.
7. Hazard to Air Navigation – An object which, as a result of an aeronautical study, the FAA determines will have a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft, operation of air navigation facilities, or existing or potential airport capacity.
8. Height – For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the Southeast Iowa Regional Airport Approach Zones Map, the datum shall be mean sea level elevation unless otherwise specified.
9. Horizontal Surface Plane – The invisible surface plane located one hundred fifty (150) feet above the airport elevation.
10. Landscaping – Any object of natural or artificial growth including, but not limited to trees, shrubs or similar objects.
11. Nonconforming Use – Any structure, landscaping or use that does not conform to the regulations prescribed in this chapter or an amendment thereto.
12. Non-Precision Instrument Runway – A runway having an existing instrument approach procedure providing course guidance without vertical path guidance utilizing VOR, NDB, LDA, GPS, or other authorized RNAV system, for which a straight-in non-precision instrument approach procedure has been approved or planned. This includes Runway 12 and Runway 30 at the time of this Ordinance’s adoption.
13. Notice to the FAA of Proposed Construction or Alteration – 14 CFR Part 77, Objects Affecting Navigable Airspace, requires persons proposing any construction or alteration described in 14 CFR Section 77.13 (A) to give 45-day notice to the FAA of their intent. This includes:
  - a) any construction or alteration exceeding 200 ft. above ground level;
  - b) any construction or alterations within 20,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft.;
  - c) any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards; and
  - d) when requested by the FAA, for reasons in addition to items 13(a-c) above;
14. Obstruction – Any structure or tree, the height of which exceeds that which is allowed by this ordinance.
15. Person – An individual, firm, partnership, corporation, stakeholder, company, association, joint stock association, government entity or similar representative; includes a trustee, a receiver, an assignee, or a similar representative of any of them.
16. Precision Instrument Runway – A runway that utilizes an instrument approach procedure providing course and vertical path guidance conforming to Instrument Landing System (ILS) or Microwave Landing System (MLS), precision system performance standards, utilizing ILS, LAAS, WAAS, MLS, and other precision systems. It also means a runway for which a



precision approach system is planned and is so indicated on an approved airport layout plan or any other planning documents. This includes Runway 36 at the time of this Ordinance's adoption.

17. Runway – A defined area of an airport with the land surface prepared for landing and takeoff of aircraft along its length.
18. Runway protection zone (RPZ) - An area off the runway end designed to enhance the protection of people and property on the ground.<sup>1</sup>
19. Structure – An object, including a mobile object, constructed or installed by man, including but without limitation: buildings, towers, cranes, smokestacks, earth formation, and overhead transmission lines. Refers to anything constructed or erected, whether intended to be permanent or temporary, which requires location on the ground or attached to something having location on the ground, including signs and billboards.
20. Visual Runway – A runway without an existing or planned straight-in instrument approach procedure. This includes Runway 18 at the time of this Ordinance's adoption.

#### **58.04 Airport Approach Zones Established**

In order to carry out the provisions of this section, there are hereby created and established certain zones which are described herein and depicted on the Southeast Iowa Regional Airport Approach Zones Map, which is hereby made a part of this Ordinance. Any structure or tree located at or above more than one zone is considered to be only in the zone with the more restrictive height and use limitation. The various zones hereby established and defined are as follows:

1. **Approach Overlay Zone (AO)** – The airspace above a sloping plane extending outward from each end of each runway, rising uniformly at a fixed ratio, and of a fixed size, through which aircraft commonly operate when arriving at, and departing from, the Airport. AO zones vary in size and slope based on the present or future use that can be expected for each runway. The AO Zones at the Airport are as follows:
  - a. **Runway 36 (AO36)** – Beginning 200 feet (200') beyond the paved portion at the end of the runway and centered on the extended centerline of the runway, the inner edge of the zone is 1,000 feet (1,000') wide, expanding uniformly to an outer edge of 16,000 feet (16,000') wide. The altitude of the inner edge is the same as the altitude of the runway threshold at the centerline. For each 50 feet of horizontal distance from the floor of the zone rises from the inner edge one foot (50:1 slope) for a horizontal distance of 10,000 feet, and for an additional 40,000 horizontal feet, for each 40 feet of horizontal distance, rising at a rate of one foot (40:1).
  - b. **Runway 12 (AO12)** – Beginning 200 feet (200') beyond the paved portion at the end of the runway and centered on the extended centerline of the runway, the inner edge of the zone is 500 feet (500') wide, expanding uniformly to an outer edge of 3,500 feet wide (3,500'). The altitude of the inner edge is the same as the altitude of the runway threshold at the centerline. The floor of the zone rises from the inner edge one foot for each 34 feet of horizontal distance (34:1 slope) for a distance of 10,000 feet (10,000').

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<sup>1</sup> Amended \_\_\_\_\_, 2022

- c. **Runway 30 (AO30)** – Beginning 200 feet (200') beyond the paved portion at the end of the runway and centered on the extended centerline of the runway, the inner edge of the zone is 500 feet (500') wide, expanding uniformly to an outer edge of 3,500 feet wide (3,500'). The altitude of the inner edge is the same as the altitude of the runway threshold at the centerline. The floor of the zone rises from the inner edge one foot for each 34 feet of horizontal distance (34:1 slope) for a distance of 10,000 feet (10,000').
  - d. **Runway 18 (AO18)** – Beginning 200 feet (200') beyond the paved portion at the end of the runway and centered on the extended centerline of the runway, the inner edge of the zone is 1,000 feet (1,000') wide, expanding uniformly to an outer edge of 1,500 feet (1,500') wide. The altitude of the inner edge is the same as the altitude of the runway threshold at the centerline. For each 20 feet of horizontal distance from the floor of the zone rises from the inner edge one foot (20:1) for a horizontal distance of 5,000 feet (5,000').
  
- 2. **Runway Protection Zone (RPZ)<sup>2</sup>** - An area of fixed size, underlying the innermost portion (closest to the runway end) of the Approach Overlay Zone for that runway, descending from the floor of the AO zone to the ground. The width and length of RPZ may vary, and may be different on each runway end. The RPZ for the airport are as follows:
  - a. **Runway 36 (RPZ36)** - Underlying the innermost two thousand five hundred feet (2,500') of the AO zone at the southern end of the runway, the width of the RPZ is one thousand feet (1,000') at the inner edge and expands uniformly to a width of one thousand seven hundred fifty feet (1,750').
  - b. **Runway 12 (RPZ12)** - Underlying the innermost one thousand feet (1,000') of the AO zone at the northwestern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').
  - c. **Runway 30 (RPZ30)** - Underlying the innermost one thousand feet (1,000') of the AO zone at the southeastern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').
  - d. **Runway 18 (RPZ18)** - Underlying the innermost one thousand seven hundred feet (1,700') of the AO zone at the northern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge and expands uniformly to a width of one thousand ten feet (1,010').
  
- 3. **Transitional Overlay Zone (TO)** – The airspace above a sloping plane rising from the sides of each runway and from the sides of each AO zone at the rate of 1 foot of elevation for each 7 feet horizontally (7:1 slope). The TO zones for the Airport are as follows:
  - a. **Runway 36 (TO36)** – Along each side of the runway, beginning at a point 500 feet from the center line of the runway and at right angles to the runway center line, and from each side of the AO36 zone at the south end of the runway, at right angles to the extended runway center line. The TO zone is interrupted at the point where it intersects the HO zone and resumes at the outer edge of the CO zone,

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<sup>2</sup> Amended \_\_\_\_\_, 2022

continuing out for a distance of 5,000 feet horizontally from the edge of the AO36 zone.

- b. **Runway 12 (TO12)** – Along each side of the runway, beginning at a point 250 feet from the center line of the runway and at right angles to the runway center line, and from each side of the AO12 zone at right angles to the extended runway center line. The TO zone ends at the point where it intersects the HO zone.
  - c. **Runway 30 (TO30)** – Along each side of the runway, beginning at a point 250 feet from the center line of the runway and at right angles to the runway center line, and from each side of the AO30 zone at right angles to the extended runway center line. The TO zone ends at the point where it intersects the HO zone.
  - d. **Runway 18 (TO18)** – Along each side of the runway, beginning at a point 500 feet from the center line of the runway and at right angles to the runway center line, and from each side of the AO18 zone at right angles to the extended runway center line. The TO zone ends at the point where it intersects the HO zone.
4. **Horizontal Overlay Zone (HO)** – The airspace above the horizontal surface plane, the perimeter of which is established by swinging arcs of 10,000 feet radii from the center of the inner edge of Airport Overlay zones AO36, AO12, AO30, and AO18, and connecting adjacent arcs by lines tangent to those arcs. The floor of the HO is 150 feet (150') above the airport elevation, or 698 feet (698') above mean sea level.
  5. **Conical Overlay Zone (CO)** – The airspace above a sloped horizontal plane beginning at the periphery of the HO zone and rising 1 foot in height for each 20 feet horizontally (20:1) for a distance of 4,000 feet horizontally.

#### **58.05 Airport Approach Zones Map**

There is hereby adopted and enacted the Southeast Iowa Regional Airport Approach Zones Map signed by the Chairman of the Board of Supervisors and attested by the County Auditor, which map is on file in the office of the Des Moines County Auditor, and is hereby incorporated into and made a part of these regulations and that the boundaries of the various approach zones, based on the runway layout as of July 1, 2021, are herewith enacted and established as shown on said map subject to the provisions hereafter set out relating to subsequent boundary changes and amendments. The map is designed and intended as a method and means of setting forth the boundaries of the various airport approach zones as the same are now shown on said map. All modifications, references, markings and other information shown thereon are hereby enacted and established as a part of the official district map for the Southeast Iowa Regional Airport and are made a part of these regulations.

#### **58.06 General Zone Regulations**

Except as otherwise provided herein, no person shall construct or alter any structure at or above the lowest extent of any Approach Overlay Zone, Transitional Overlay Zone, Horizontal Overlay Zone, or Conical Overlay Zone created herein without first having submitted a FAA Form 7460-1 (Notice of Proposed Construction or Alteration) or later editions of this form to the form to the FAA and obtained a permit from the Administrative Agency. No person shall be issued an Airport Approach permit from the Administrative Agency for any construction or alteration without a determination of finding from the FAA. Any conditions that the Federal Aviation Administration

attached to the approval recommendation shall be adopted and administered by the Administrative Agency. A permit will not be issued if the FAA finding, or determination determines that the proposed construction or alteration:

- a. Would create a hazard to air navigation
- b. Would establish a non-compatible use
- c. Would endanger the general safety, health, and welfare of persons in the vicinity of the Airport or occupants of aircraft in flight
- d. Would result in raising the minimum instrument flight altitude of any Federal Airway, approved off-airway route, or instrument approach procedure to the Airport.

Notwithstanding any other provision of this Ordinance, no person shall, in any zone created by this Ordinance, or upon any land or water underlying such zones:

- a. Establish any putrescible waste landfill, or open-air composting facility one (1) acre in size or larger.
- b. Create alter or maintain any structure or use that would create a bird strike hazard.
- c. Create, alter, or maintain any structure or use in such a manner as to create electrical or radio interference with aviation navigational signals or aircraft communications.
- d. Install, align, or use any lighting devices that make it difficult for pilots to distinguish between airport lights and others, create glare in the eyes of pilots, or otherwise impair visibility.
- e. Create, alter, or maintain any structure or use that would endanger or interfere with landing, takeoff, or maneuvering of aircraft.
- f. Plant, or allow the growth of, any tree, which, during the normal lifecycle of such tree, can be expected to grow into any zone created herein.
- g. Establish or maintain any private roadway in any location that would result in the penetration of any zone created herein.

### **58.07 Runway Protection Zone Use Limitations<sup>3</sup>**

Runway Protection Zones are intended to provide a clear area that is free of above ground obstructions and structures. Compatible land uses within the RPZ ~~are shall be~~ restricted to such land uses as agricultural and limited transportation facilities (public roads, parking, railroads). Land uses such as recreational amenities (golf courses, sports fields), fuel and hazard storage facilities (above and below ground), wastewater treatment facilities, above ground utility infrastructure, and similar uses that do not involve congregations of people or construction of buildings or other improvements that may be obstructions shall require consultation with the Southeast Iowa Regional Airport and the FAA's National Airport Planning and Environmental Division (APP-400). In accordance with Section 58.09 of this Ordinance, n~~No~~ person shall establish any noncompatible use in any RPZ including buildings and structures (including but not limited to residences, churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons characterizing places of public assembly). If the Airport and/or FAA deems the proposed land use is a hazard to air navigation, no permit for it shall be considered.

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<sup>3</sup> Amended \_\_\_\_\_, 2022

### **58.08 Lighting and Markings**

Notwithstanding any other provision of this Ordinance, any person constructing or altering any structure located in any zone created by this Ordinance shall install all lighting or markings upon said structure as shall be recommended by the FAA as a part of its review of the applicant's Notice of Proposed Construction or Alteration. Such lighting or markings shall be made in a manner consistent with FAA Regulations and Advisories.

Any permit or variance granted under the provisions of the Ordinance may be so conditioned as to require the owner of the land, structure, or tree in question to install, operate and maintain, at the owner's expense, such markings and lights as the Airport or County deems necessary to indicate to operators of aircraft the presence of any obstruction.

Any permit or variance granted under the provisions of the Ordinance may be so conditioned so as to require the owner of the land, structure, or tree in question to permit the Airport, City, or County, at its own expense, to install, operate, and maintain such lighting and/or markings as the Airport, City, or County deems necessary to indicate to operators of aircraft the presence of an obstruction.

### **58.09 Existing and Future Uses**

- 1. Existing Uses** – No permit shall be granted that would allow the establishment or creation of an obstruction or permit a nonconforming use, structure, or tree to become a greater airport hazard than it was on the effective date of this Ordinance or any amendment thereto or than it is when the application for a permit is made.
- 2. Future Uses** – Except as specifically provided hereunder, no material change shall be made in the use of land, no structure shall be erected or otherwise established whether it is intended to be permanent or temporary, and no tree shall be planted in any zone hereby created unless a permit or variance therefore shall have been applied for and granted. Each application for a permit or variance shall indicate the purpose for which the permit or variance is desired, with sufficient particularity to permit or variance to be determined whether the resulting use, structure, or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit or variance shall be granted. No permit or variance for a use inconsistent with the provisions of this Ordinance shall be granted.

### **58.10 Nonconforming Uses and Structures**

The regulations prescribed shall not be construed to require the removal or alteration of any structure or landscaping not conforming to the regulations as of the effective date of this Ordinance or otherwise to interfere with the continuance of any nonconforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, in which the construction or alteration has begun prior to the effective date of this chapter.

1. **Marking and Lighting.** Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation and maintenance thereon of such markers and lights as shall be deemed necessary through an FAA Airspace Analysis to indicate to the operators of aircraft in the vicinity of the airport the presence of such potential airport hazard.
2. **Alteration or Change of Nonconforming Use.** No permit shall be granted that would allow a nonconforming use or structure to become a greater airport hazard than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made.
3. **Nonconforming Uses Abandoned or Damaged.** Whenever the Administrative Agency or its designee determines that a nonconforming structure is abandoned for one (1) year or damaged, by any means, to the extent of more than sixty (60) percent of the replacement cost, no permit shall be granted that would allow the nonconforming use or structure to become a greater airport hazard than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made.

#### **58.11 Variances**

Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property, not in accordance with the regulations prescribed in this Ordinance, may apply for a variance from such regulations. The application for variance shall be accompanied by a determination from the FAA as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and granted, will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the spirit of this Ordinance. Additionally, no application for variance to the requirements of this Ordinance may be considered by the Airport Zoning Board of Adjustment unless a copy of the application has been furnished to the Southeast Iowa Regional Airport Authority for advice as to the aeronautical effects of the variance. If the Southeast Iowa Regional Airport Authority does not respond to the application within ninety (90) days after receipt, the Airport Zoning Board of Adjustment may act on its own to grant or deny said application.

In addition, all applications for height variance within the airport zones shall be accompanied by Federal Aviation Administration Form 7460-1 (Notice of Proposed Construction or Alteration), or later equivalent editions of this form, which has been completed by the applicant and processed by the FAA regional office or otherwise appropriate FAA office.

Any permit or variance granted may, if such action is deemed advisable to advance the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to install, operate, and maintain, at the owner's expense, such markings and lights as may be necessary. If deemed proper by the Southeast Iowa Regional Airport Authority, this condition may be modified to require the owner to permit the Southeast Iowa Regional Airport Authority at its own expense, to install, operate, and maintain the necessary markings and lights.

### **58.12 Administrative Procedures**

It shall be the duty of the Administrative Agency or its designee to administer and enforce the regulations prescribed therein. Applications for permits and variances shall be made to the Administrative Agency or its designee upon a furnished form. Applications required by this Ordinance to be submitted to the Administrative Agency shall be promptly considered and granted or denied. Application for action by the Airport Zoning Commission and Airport Board of Adjustment shall be forthwith transmitted by the Administrative Agency as necessary.

The fee for a permit application shall be established by resolution of the Board of Supervisors. Such fee shall be paid to the Administrative Agency prior to any action being taken to review or approve a permit, and under no conditions shall said fee be refunded for failure of said permit to be approved.

### **58.13 Airport Zoning Commission**

Pursuant to the provisions of Section 329.9 of the Iowa Code, there shall be a Southeast Iowa Regional Airport Zoning Commission, consisting of 7 members, two of whom shall be appointed by the City of Burlington, two of whom shall be appointed by the City of West Burlington, two of whom shall be appointed by the Board of Supervisors of Des Moines County, and one additional member whom shall be selected by a majority vote of the City and County appointed members, and who shall serve as Chairperson of the commission. The terms of such members shall be as provided by Section 329.9 of the Iowa Code. The purpose of the Airport Zoning Commission is to recommend amendments to the current Airport Zoning Regulations, including the repeal thereof.

### **58.14 Airport Board of Adjustment**

Pursuant to the provisions of Section 329.12 of the Iowa Code, there shall be a Southeast Iowa Regional Airport Zoning Board of Adjustment, consisting of 7 members, two of who shall be appointed by the City of Burlington, two of whom shall be appointed by the City of West Burlington, two of whom shall be appointed by the Board of Supervisors of Des Moines County, and one additional member whom shall be selected by a majority vote of the City and County appointed members, and who shall serve as Chairperson of the said commission. The terms of such members shall be as provided by Section 329.9 of the Iowa Code. The Airport Zoning Board of Adjustment shall have the duties and powers established by the Iowa Code. The purpose of the Airport Zoning Board of Adjustment is to hear and decide appeals where it is alleged there is an error in any order, requirement, decision, or determination made by an administrative office in the enforcement of the regulations within, and to hear and decide requests for variance from the terms of the regulations (See Section 170.30.610).

### **58.15 Prohibited Acts**

Except as herein provided, it shall be unlawful for any person to construct or alter any structure, use any land, or grow any tree in violation of the provisions of this Ordinance.

### **58.16 Conflicting Regulations**

In the event of any conflict between regulations contained in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to height of

structures or trees, use of structures or land, or any other matter, the more stringent limitation or requirement shall prevail.

#### **58.17 Equitable Remedies**

The municipality, as defined in Section 329.1 of the Iowa Code, owning or controlling the Airport may, pursuant to Section 329.5 of the Iowa Code, maintain an action in equity to restrain and abate as a nuisance the creation, establishment or maintenance of an airport hazard, in violation of any provision established by this Ordinance, on any property, whether within or without the territorial limits of said municipality.

#### **58.18 Severability**

If any section, provision, or part of this Ordinance shall be adjudged to be invalid, such adjudication shall not affect the validity of this Ordinance as a whole, nor any section, provision or part thereof not adjudged invalid.

#### **58.19 Enforcement and Penalties**

It shall be the duty of the Land Use Administrator, with the aid of the County Attorney and County Sheriff as necessary, to enforce the provisions of this Ordinance. When it has been determined that a violation has occurred, the Land Use Administrator shall notify the owner of the property in writing, indicating the nature of and consequences for the violation.

1. Any individual charged with a violation of this Ordinance shall have the opportunity to submit evidence that would prove that the initial determination of the Administrator was in error. If contested by the Administrator, an Appeal may be filed with the Airport Board of Adjustment. See Section 58.13.
2. If the activity involved in the violation continues unabated after notification has been provided to the property owner, the Administrator shall direct the proper authorities to issue a Stop Work Order to prevent the continuance of any use or construction activity deemed to be in violation of this Ordinance.

Any violation of the provisions of this ordinance or failure to comply with any of its requirements shall constitute a county infraction, as defined by Chapter 331.307 of the *Iowa Code*. Each day that the violation persists shall constitute a separate repeat offense.

1. In accordance with Chapter 331.307 of the *Iowa Code*, any person or firm that violates this ordinance or fails to comply with any of its requirements shall upon conviction thereof be fined not more than seven hundred fifty (750) dollars for the first offense, and not more than one thousand (1,000) dollars for each repeat offense or be imprisoned for not more than thirty (30) days for each offense.
2. Nothing herein contained shall prevent Des Moines County from taking such other lawful action as is necessary to prevent or remedy any violation.



**DES MOINES COUNTY  
BOARD OF SUPERVISORS  
RESOLUTION #2022-073**

WHEREAS the Des Moines County Board of Supervisors adopted Airport Approach Regulations (Ordinance No. 58) on February 22, 2022, for the purposes of 1) preventing the establishment of hazards to air navigation and incompatible land uses in the airport approach areas, 2) minimizing potential dangers from, and conflicts with, the use of aircraft, and 3) addressing Federal Aviation Regulation (FAR) Part 77 and all other applicable federal and state laws regulating hazards to air navigation, and

WHEREAS the Southeast Iowa Airport Authority subsequently requested that additional regulations be added to address Runway Protection Zones (RPZs), which are the most sensitive to development due to their position just beyond the ends of each runway, and

WHEREAS the Board concurs with the Airport Authority that such additional regulations are appropriate and necessary safeguards against land uses that are incompatible with airport operations, and

NOW THEREFORE, BE IT RESOLVED: That the Board of Supervisors hereby amends Ordinance No. 58, by adding the following passages where indicated:

**Section 58.03: Definitions**

Runway protection zone (RPZ) - An area off the runway end designed to enhance the protection of people and property on the ground.

**Section 58.04: Airport Approach Zones Established**

2. **Runway Protection Zone (RPZ)** - An area of fixed size, underlying the Innermost portion (closest to the runway end) of the Approach Overlay Zone for that runway, descending from the floor of the AO zone to the ground. The width and length of RPZ may vary and may be different on each runway end. The RPZ for the airport are as follows:
  - a. **Runway 36 (RPZ36)** - Underlying the innermost two thousand five hundred feet (2,500') of the AO zone at the southern end of the runway, the width of the RPZ is one thousand feet (1,000') at the inner edge and expands uniformly to a width of one thousand seven hundred fifty feet (1,750').
  - b. **Runway 12 (RPZ12)** - Underlying the innermost one thousand feet (1,000') of the AO zone at the northwestern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').
  - c. **Runway 30 (RPZ30)** - Underlying the innermost one thousand feet (1,000') of the AO zone at the southeastern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge, expanding uniformly to a width of seven hundred feet (700').
  - d. **Runway 18 (RPZ18)** - Underlying the innermost one thousand seven hundred feet (1,700') of the AO zone at the northern end of the runway, the width of the RPZ is five hundred feet (500') at the inner edge and expands uniformly to a width of one thousand ten feet (1,010').

**Section 58.07: Runway Protection Zone Use Limitations**

Runway Protection Zones are intended to provide a clear area that is free of above ground obstructions and structures. Compatible land uses within the RPZ shall be restricted to such land uses as agricultural and limited transportation facilities (public

roads, parking, railroads). Land uses such as recreational amenities (golf courses, sports fields), fuel and hazard storage facilities (above and below ground), wastewater treatment facilities, above ground utility infrastructure, and similar uses that do not involve congregations of people or construction of buildings or other improvements that may be obstructions shall require consultation with the Southeast Iowa Regional Airport and the FAA's National Airport Planning and Environmental Division (APP-400). In accordance with Section 58.09 of this Ordinance, no person shall establish any noncompatible use in any RPZ including buildings and structures (including but not limited to residences, churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons characterizing places of public assembly). If the Airport and/or FAA deems the proposed land use is a hazard to air navigation, no permit for it shall be considered.

AND FURTHER BE IT RESOLVED: That the Board of Supervisors hereby re-adopts the Southeast Iowa Regional Airport Approach Zones Map, as amended to include the Runway Protection Zones, including RPZ36, which is partly located in unincorporated Des Moines County.

Approved and adopted this 22nd day of November 2022.

DES MOINES COUNTY BOARD OF SUPERVISORS

Jim Cary, Chair

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Shane McCampbell, Vice Chair

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Tom L. Broeker, Member

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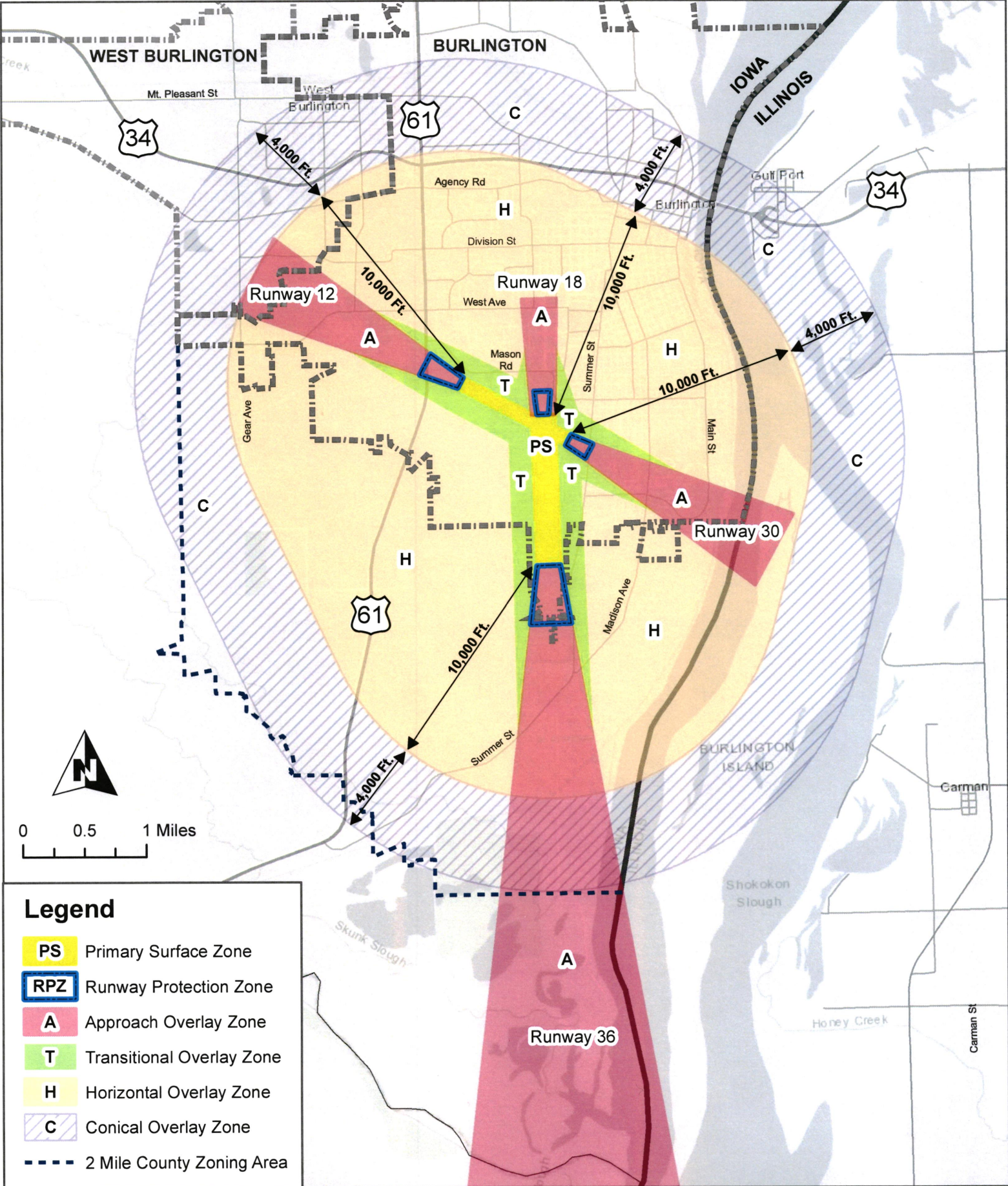
ATTEST: \_\_\_\_\_

Terri Johnson, County Auditor

# Southeast Iowa Regional Airport Approach Zones Map

Adopted and Enacted by Des Moines County, Iowa, on: \_\_\_\_\_, 2022

Board of Supervisors, Chair: \_\_\_\_\_ County Auditor: \_\_\_\_\_



## Legend

- PS Primary Surface Zone
- RPZ Runway Protection Zone
- A Approach Overlay Zone
- T Transitional Overlay Zone
- H Horizontal Overlay Zone
- C Conical Overlay Zone
- 2 Mile County Zoning Area

**IOWA DEPARTMENT OF REVENUE**

**2022 ASSESSED VALUATIONS FOR GAS AND ELECTRIC UTILITIES**

**TO THE AUDITOR OF DES MOINES COUNTY, IOWA**

**ACCESS ENERGY COOP - Cooperative #4319**

District Name	Utility	Assd Value	Txbl Value
29-0016 CONCORDIA TWP/BURLINGTON SCH	dist	149,276	26,415
29-0017 DANVILLE TWP/DANVILLE SCH	dist	585,336	103,576
29-0029 PLEASANT GROVE TWP/NEW LONDON SCH	dist	13,751	2,433
29-0032 UNION TWP/BURLINGTON SCH	dist	787,294	139,313
29-0036 WASHINGTON TWP/WINFIELD MT UNION SCH	dist	44,850	7,936
<b><u>COMPANY TOTAL</u></b>		<b><u>1,580,507</u></b>	<b><u>279,673</u></b>

**CENTRAL IOWA POWER COOP - Cooperative #4224**

District Name	Utility	Assd Value	Txbl Value
29-0019 FLINT RIVER TWP/DANVILLE SCH	trans	136,085	59,679
29-0020 FLINT RIVER TWP/MEDIAPOLIS SCH	trans	269,848	118,339
29-0023 FRANKLIN TWP/MEDIAPOLIS SCH	trans	501,161	219,779
29-0024 HURON TWP/MEDIAPOLIS SCH	trans	10,298	4,516
29-0037 YELLOW SPRING TWP/MEDIAPOLIS SCH	trans	1,749,873	767,388
<b><u>COMPANY TOTAL</u></b>		<b><u>2,667,265</u></b>	<b><u>1,169,701</u></b>

**DANVILLE MUNICIPAL UTILITIES - Transmission Line #3243**

District Name	Utility	Assd Value	Txbl Value
29-0004 DANVILLE CITY/DANVILLE SCH	trans	360	0
<b><u>COMPANY TOTAL</u></b>		<b><u>360</u></b>	<b><u>0</u></b>

**EASTERN IOWA LIGHT & POWER - Cooperative #4247**

District Name	Utility	Assd Value	Txbl Value
29-0006 MEDIAPOLIS CITY/MEDIAPOLIS SCH	dist	6,112	381
29-0010 WEST BURLINGTON CITY/WEST BURLINGTON SCH	dist	42,178	2,626
29-0014 BENTON TWP/MEDIAPOLIS SCH	dist	1,593,922	99,255
29-0017 DANVILLE TWP/DANVILLE SCH	dist	133,438	8,309
29-0018 FLINT RIVER TWP/BURLINGTON SCH	dist	659,885	41,092
29-0019 FLINT RIVER TWP/DANVILLE SCH	dist	770,058	47,952

29-0020	FLINT RIVER TWP/MEDIAPOLIS SCH	dist	343,541	21,393
29-0021	FLINT RIVER TWP/WEST BURLINGTON SCH	dist	26,023	1,620
29-0022	FRANKLIN TWP/DANVILLE SCH	dist	15,570	970
29-0023	FRANKLIN TWP/MEDIAPOLIS SCH	dist	1,428,554	88,957
29-0024	HURON TWP/MEDIAPOLIS SCH	dist	1,460,683	90,958
29-0025	HURON TWP/WAPELLO SCH	dist	26,807	1,669
29-0026	JACKSON TWP/MEDIAPOLIS SCH	dist	631,686	39,336
29-0027	PLEASANT GROVE TWP/DANVILLE SCH	dist	329,934	20,545
29-0028	PLEASANT GROVE TWP/MEDIAPOLIS SCH	dist	217,198	13,525
29-0029	PLEASANT GROVE TWP/NEW LONDON SCH	dist	11,232	699
29-0030	TAMA TWP/BURLINGTON SCH	dist	605,668	37,715
29-0031	TAMA TWP/MEDIAPOLIS SCH	dist	262,534	16,348
29-0034	WASHINGTON TWP/MEDIAPOLIS SCH	dist	328,175	20,436
29-0035	WASHINGTON TWP/MORNING SUN SCH	dist	55,781	3,474
29-0036	WASHINGTON TWP/WINFIELD MT UNION SCH	dist	4,735	295
29-0037	YELLOW SPRING TWP/MEDIAPOLIS SCH	dist	1,145,132	71,308
29-0038	YELLOW SPRING TWP/MORNING SUN SCH	dist	92,444	5,757
			<b><u>10,191,290</u></b>	<b><u>634,620</u></b>

### INTERSTATE POWER & LIGHT CO. - Electric #7363

District Name	Utility	Assd Value	Txbl Value	
29-0001	BURLINGTON CITY/BURLINGTON SCH	elec	56,858,110	9,358,058
29-0004	DANVILLE CITY/DANVILLE SCH	elec	127,484	20,982
29-0006	MEDIAPOLIS CITY/MEDIAPOLIS SCH	elec	3,863,253	635,838
29-0008	MIDDLETOWN CITY/BURLINGTON SCH	elec	560,053	92,177
29-0010	WEST BURLINGTON CITY/WEST BURLINGTON SCH	elec	13,939,333	2,294,222
29-0010	WEST BURLINGTON CITY/WEST BURLINGTON SCH	prod	12,276,167	2,020,488
29-0016	CONCORDIA TWP/BURLINGTON SCH	elec	9,469,960	1,558,624
29-0016	CONCORDIA TWP/BURLINGTON SCH	prod	176,918,413	29,118,324
29-0017	DANVILLE TWP/DANVILLE SCH	trans	4,980,061	819,649
29-0018	FLINT RIVER TWP/BURLINGTON SCH	elec	30,568	5,032
29-0018	FLINT RIVER TWP/BURLINGTON SCH	trans	1,323,754	217,871
29-0019	FLINT RIVER TWP/DANVILLE SCH	trans	314,403	51,746
29-0021	FLINT RIVER TWP/WEST BURLINGTON SCH	trans	46,780	7,699

29-0023	FRANKLIN TWP/MEDIAPOLIS SCH	trans	562,257	92,540
29-0028	PLEASANT GROVE TWP/MEDIAPOLIS SCH	trans	526,340	86,628
29-0029	PLEASANT GROVE TWP/NEW LONDON SCH	trans	32,770	5,393
29-0032	UNION TWP/BURLINGTON SCH	elec	6,589	1,084
29-0032	UNION TWP/BURLINGTON SCH	prod	1,053,889	173,456
29-0032	UNION TWP/BURLINGTON SCH	trans	467,307	76,912
29-0033	UNION TWP/FT MADISON SCH	trans	184,421	30,354
29-0034	WASHINGTON TWP/MEDIAPOLIS SCH	trans	3,224,971	530,785
29-0035	WASHINGTON TWP/MORNING SUN SCH	trans	928,980	152,897
29-0036	WASHINGTON TWP/WINFIELD MT UNION SCH	trans	463,983	76,366
29-0037	YELLOW SPRING TWP/MEDIAPOLIS SCH	trans	3,161,830	520,393
29-0038	YELLOW SPRING TWP/MORNING SUN SCH	trans	253,189	41,671
29-0041	CONCORDIA TWP/BURLINGTON SCH/BENNETT ACRES SANITARY DISTRICT	trans	46,777	7,698

**COMPANY TOTAL**

**291,621,642**

**47,996,887**

**INTERSTATE POWER & LIGHT CO. - Gas #5363**

District Name	Utility	Assd Value	Txbl Value
29-0001 BURLINGTON CITY/BURLINGTON SCH	gas	24,860,462	4,617,431
29-0004 DANVILLE CITY/DANVILLE SCH	gas	423,273	79,223
29-0006 MEDIAPOLIS CITY/MEDIAPOLIS SCH	gas	587,846	116,637
29-0008 MIDDLETOWN CITY/BURLINGTON SCH	gas	182,725	35,005
29-0010 WEST BURLINGTON CITY/WEST BURLINGTON SCH	gas	1,883,643	361,157
29-0016 CONCORDIA TWP/BURLINGTON SCH	gas	647,075	133,680
29-0017 DANVILLE TWP/DANVILLE SCH	gas	22,639	4,573
29-0018 FLINT RIVER TWP/BURLINGTON SCH	gas	1,139,519	235,376
29-0023 FRANKLIN TWP/MEDIAPOLIS SCH	gas	146,314	31,759
29-0030 TAMA TWP/BURLINGTON SCH	gas	244,626	50,521
29-0032 UNION TWP/BURLINGTON SCH	gas	691,824	142,621
29-0037 YELLOW SPRING TWP/MEDIAPOLIS SCH	gas	22,375	4,857

**COMPANY TOTAL**

**30,852,321**

**5,812,840**

**ITC MIDWEST LLC - Transmission Line #3390**

District Name	Utility	Assd Value	Txbl Value
29-0001 BURLINGTON CITY/BURLINGTON SCH	trans	12,396,046	899,566

29-0006	MEDIAPOLIS CITY/MEDIAPOLIS SCH	trans	159,225	11,555
29-0010	WEST BURLINGTON CITY/WEST BURLINGTON SCH	trans	11,955	868
29-0014	BENTON TWP/MEDIAPOLIS SCH	trans	2,966,310	215,262
29-0016	CONCORDIA TWP/BURLINGTON SCH	trans	5,713,869	414,649
29-0017	DANVILLE TWP/DANVILLE SCH	trans	816,004	59,216
29-0023	FRANKLIN TWP/MEDIAPOLIS SCH	trans	8,091,087	587,161
29-0024	HURON TWP/MEDIAPOLIS SCH	trans	6,899,340	500,677
29-0025	HURON TWP/WAPELLO SCH	trans	48,823	3,543
29-0027	PLEASANT GROVE TWP/DANVILLE SCH	trans	794,083	57,626
29-0028	PLEASANT GROVE TWP/MEDIAPOLIS SCH	trans	250,079	18,148
29-0029	PLEASANT GROVE TWP/NEW LONDON SCH	trans	216,212	15,690
29-0030	TAMA TWP/BURLINGTON SCH	trans	5,695,848	413,341
29-0031	TAMA TWP/MEDIAPOLIS SCH	trans	1,204,355	87,399
29-0032	UNION TWP/BURLINGTON SCH	trans	7,279,875	528,292
29-0033	UNION TWP/FT MADISON SCH	trans	53,808	3,905
29-0034	WASHINGTON TWP/MEDIAPOLIS SCH	trans	103,625	7,520
29-0037	YELLOW SPRING TWP/MEDIAPOLIS SCH	trans	240,117	17,425
<b><u>COMPANY TOTAL</u></b>			<b><u>52,940,661</u></b>	<b><u>3,841,843</u></b>

#### **MID AMERICAN ENERGY - Electric #7289**

<b>District Name</b>	<b>Utility</b>	<b>Assd Value</b>	<b>Txbl Value</b>	
29-0034	WASHINGTON TWP/MEDIAPOLIS SCH	trans	51,565	18,112
29-0037	YELLOW SPRING TWP/MEDIAPOLIS SCH	trans	90,803	31,894
29-0038	YELLOW SPRING TWP/MORNING SUN SCH	trans	87,862	30,861
<b><u>COMPANY TOTAL</u></b>			<b><u>230,230</u></b>	<b><u>80,867</u></b>

#### **MUSCATINE POWER & LIGHT - Transmission Line #3293**

<b>District Name</b>	<b>Utility</b>	<b>Assd Value</b>	<b>Txbl Value</b>	
29-0035	WASHINGTON TWP/MORNING SUN SCH	trans	137,328	98,509
29-0038	YELLOW SPRING TWP/MORNING SUN SCH	trans	234,153	167,964
<b><u>COMPANY TOTAL</u></b>			<b><u>371,481</u></b>	<b><u>266,473</u></b>

#### **NEW LONDON MUNC. UTILITIES - Transmission Line #3298**

<b>District Name</b>	<b>Utility</b>	<b>Assd Value</b>	<b>Txbl Value</b>	
29-0017	DANVILLE TWP/DANVILLE SCH	trans	10,974	10,012

29-0027 PLEASANT GROVE TWP/DANVILLE SCH	trans	12,803	11,680
29-0028 PLEASANT GROVE TWP/MEDIAPOLIS SCH	trans	9,145	8,343
29-0029 PLEASANT GROVE TWP/NEW LONDON SCH	trans	71,336	65,079
29-0034 WASHINGTON TWP/MEDIAPOLIS SCH	trans	18,290	16,686
	<b><u>COMPANY TOTAL</u></b>	<b><u>122,548</u></b>	<b><u>111,800</u></b>

**UNION ELECTRIC - Electric #7334**

<b>District Name</b>	<b>Utility</b>	<b>Assd Value</b>	<b>Txbl Value</b>
29-0016 CONCORDIA TWP/BURLINGTON SCH	prod	161,084	42,482
29-0032 UNION TWP/BURLINGTON SCH	prod	138,811	36,608
	<b><u>COMPANY TOTAL</u></b>	<b><u>299,895</u></b>	<b><u>79,090</u></b>
	<b><u>GRAND TOTAL</u></b>	<b><u>390,878,200</u></b>	<b><u>60,273,794</u></b>



**IOWA DEPARTMENT OF REVENUE - CERTIFICATE OF ASSESSMENT**

TO THE AUDITOR OF DES MOINES COUNTY, IOWA.

DATED: 10/20/2022

UNDER THE POWERS CONFERRED UPON THE DEPARTMENT OF REVENUE BY AUTHORITY OF LAW, THE FOLLOWING ASSESSMENTS HAVE BEEN MADE AND YOU ARE HEREBY DIRECTED TO USE THE SAME FOR THE 2022 ASSESSMENT.

**2002 - BNSF**

<b>Taxing Jurisdiction</b>	<b>Miles</b>	<b>Rate</b>	<b>Assessed Value</b>
29 - DES MOINES COUNTY	27.08	1,080,448.6199	29,258,548.63
		<b><u>RAILROAD COMPANY TOTAL</u></b>	<b><u>29,258,548.63</u></b>

**2033 - BURLINGTON JUNCTION**

<b>Taxing Jurisdiction</b>	<b>Miles</b>	<b>Rate</b>	<b>Assessed Value</b>
29 - DES MOINES COUNTY	3.00	483,272.7273	1,449,818.18
		<b><u>RAILROAD COMPANY TOTAL</u></b>	<b><u>1,449,818.18</u></b>

**4046 - NORTHEAST MISSOURI ELECTRIC COOP**

<b>Taxing Jurisdiction</b>			<b>Assessed Value</b>
29-0032 - UNION TWP/BURLINGTON SCH			359,444.38
		<b><u>COOPERATIVE COMPANY TOTAL</u></b>	<b><u>359,444.38</u></b>

**8010 - ANR**

<b>Taxing Jurisdiction</b>			<b>Assessed Value</b>
29-0001 - BURLINGTON CITY/BURLINGTON SCH			921,087.55
29-0010 - WEST BURLINGTON CITY/WEST BURLINGTON SCH			102,568.82
29-0011 - WEST BURLINGTON CITY/BURLINGTON SCH			277,466.41
29-0017 - DANVILLE TWP/DANVILLE SCH			2,109,252.66
29-0018 - FLINT RIVER TWP/BURLINGTON SCH			660,198.63
29-0019 - FLINT RIVER TWP/DANVILLE SCH			139,213.69
29-0020 - FLINT RIVER TWP/MEDIAPOLIS SCH			76,609.76
29-0021 - FLINT RIVER TWP/WEST BURLINGTON SCH			13,562.17
29-0023 - FRANKLIN TWP/MEDIAPOLIS SCH			304,573.52
29-0027 - PLEASANT GROVE TWP/DANVILLE SCH			57,526.51
29-0028 - PLEASANT GROVE TWP/MEDIAPOLIS SCH			52,514.42
29-0029 - PLEASANT GROVE TWP/NEW LONDON SCH			1,024,002.03
29-0034 - WASHINGTON TWP/MEDIAPOLIS SCH			2,293,055.49
29-0037 - YELLOW SPRING TWP/MEDIAPOLIS SCH			2,092,801.07

**IOWA DEPARTMENT OF REVENUE - CERTIFICATE OF ASSESSMENT**

TO THE AUDITOR OF DES MOINES COUNTY, IOWA.

DATED: 10/20/2022

UNDER THE POWERS CONFERRED UPON THE DEPARTMENT OF REVENUE BY AUTHORITY OF LAW, THE FOLLOWING ASSESSMENTS HAVE BEEN MADE AND YOU ARE HEREBY DIRECTED TO USE THE SAME FOR THE 2022 ASSESSMENT.

29-0038 - YELLOW SPRING TWP/MORNING SUN SCH

192,670.66

**PIPELINE COMPANY TOTAL**

**10,317,103.39**

**IOWA DEPARTMENT OF REVENUE - CERTIFICATE OF ASSESSMENT**

TO THE AUDITOR OF DES MOINES COUNTY, IOWA.

DATED: 10/20/2022

UNDER THE POWERS CONFERRED UPON THE DEPARTMENT OF REVENUE BY AUTHORITY OF LAW, THE FOLLOWING ASSESSMENTS HAVE BEEN MADE AND YOU ARE HEREBY DIRECTED TO USE THE SAME FOR THE 2022 ASSESSMENT.

**UTILITY ASSESSMENT FOR DES MOINES COUNTY - RECAPITULATION**

<b>RAILROAD</b>	<b>30,708,366.81</b>
<b>COOPERATIVE</b>	<b>359,444.38</b>
<b>PIPELINE</b>	<b>10,317,103.39</b>
<b><u>COUNTY TOTAL</u></b>	<b><u>41,384,914.58</u></b>



# State of Iowa

Alcoholic Beverages Division

App- 170753

## Applicant

NAME OF LEGAL ENTITY	NAME OF BUSINESS(DBA)	BUSINESS		
HY-VEE, INC.	Hy-Vee Reception Keokuk	(515) 267-2800		
ADDRESS OF PREMISES	PREMISES SUITE/APT NUMBER	CITY	COUNTY	ZIP
14133 Irish Ridge Road		Burlington	Des Moines	52601
MAILING ADDRESS	CITY	STATE	ZIP	
5820 Westown Parkway	West Des Moines	Iowa	50266	

## Contact Person

NAME	PHONE	EMAIL
Kelly Palmer	(515) 267-2949	kpalmer@hy-vee.com

## License Information

LICENSE NUMBER	LICENSE/PERMIT TYPE	TERM	STATUS
	Class C Retail Alcohol License	5 Day	Submitted to Local Authority

TENTATIVE EFFECTIVE DATE	TENTATIVE EXPIRATION DATE	LAST DAY OF BUSINESS
Dec 8, 2022	Dec 12, 2022	

SUB-PERMITS

Class C Retail Alcohol License

PRIVILEGES



# State of Iowa

Alcoholic Beverages Division

## Status of Business

BUSINESS TYPE

Corporation

## Ownership

### • Individual Owners

NAME	CITY	STATE	ZIP	POSITION	% OF OWNERSHIP	U.S. CITIZEN
Jeremy Gosch	Urbandale	Iowa	50323	CEO	0.00	Yes
Andrew Schroeder	Johnston	Iowa	50131	SVP, Accounting, Controller	0.00	Yes
Michael Jurgens	Urbandale	Iowa	50322	EVP, Secretary	0.00	Yes

## Insurance Company Information

INSURANCE COMPANY

EMPLOYERS MUTUAL  
CASUALTY COMPANY

POLICY EFFECTIVE DATE

Sep 27, 2022

POLICY EXPIRATION DATE

Sep 27, 2023

DRAM CANCEL DATE

OUTDOOR SERVICE EFFECTIVE  
DATE

OUTDOOR SERVICE EXPIRATION  
DATE

BOND EFFECTIVE DATE

TEMP TRANSFER EFFECTIVE  
DATE

TEMP TRANSFER EXPIRATION  
DATE

# NOTICE OF DES MOINES COUNTY PERSONNEL ACTION

Name: CLAYTON, Addison Employee #: \_\_\_\_\_  
Title: Kitchen-Asst. Cook Department: Correctional Center

## STATUS CHANGES

### TERMINATION

- |                                      |   |
|--------------------------------------|---|
| <input type="checkbox"/> Resignation | <input type="checkbox"/> Unsatisfactory Probation |
| <input type="checkbox"/> Discharge   | <input type="checkbox"/> Death                    |
| <input type="checkbox"/> Retirement  | <input type="checkbox"/> Other, Explain _____     |

### TRANSFER

- |                                    |                                      |
|------------------------------------|--------------------------------------|
| <input type="checkbox"/> Permanent | <input type="checkbox"/> Voluntary   |
| <input type="checkbox"/> Temporary | <input type="checkbox"/> Involuntary |

\_\_\_\_\_  
\_\_\_\_\_  
Last Day Worked \_\_\_\_\_  
Add Vacation Days \_\_\_\_\_ to \_\_\_\_\_  
Add Sick Days \_\_\_\_\_ to \_\_\_\_\_  
Add Other Days \_\_\_\_\_ to \_\_\_\_\_  
Last Day Paid \_\_\_\_\_  
Unpaid Days \_\_\_\_\_ to \_\_\_\_\_

Previous Title \_\_\_\_\_  
Previous Dept \_\_\_\_\_  
New Job Title \_\_\_\_\_  
New Dept \_\_\_\_\_  
Previous Rate \_\_\_\_\_  
Effective Transfer Date \_\_\_\_\_

Final Termination Date \_\_\_\_\_  
Final Rate of Pay \_\_\_\_\_  
Permanent Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_

### LAY OFF

Does the employee Want  
Health Insurance Continued  Yes  No  
Does Employee Want Life  
Insurance Continued  Yes  No  
Last Day Worked \_\_\_\_\_

### LEAVE OF ABSENCE

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Maternity            | <input type="checkbox"/> Educational |
| <input type="checkbox"/> Medical              | <input type="checkbox"/> Military    |
| <input type="checkbox"/> Other, Explain _____ |                                      |

### SALARY ADJUSTMENT

- |   |   |
|---|---|
| <input type="checkbox"/> Reclassification | <input type="checkbox"/> Demotion             |
| <input type="checkbox"/> Anniversary      | <input type="checkbox"/> Reduction            |
| <input type="checkbox"/> Promotion        | <input type="checkbox"/> Suspension           |
| <input type="checkbox"/> Probationary     | <input type="checkbox"/> Other, Explain _____ |

New Hire PT Kitchen Assistant

Dates of Absence \_\_\_\_\_ to \_\_\_\_\_

Does the employee Want  
Health Insurance Continued  Yes  No  
Does Employee Want Life  
Insurance Continued  Yes  No

Previous Rate \$0.00/hr New Rate \$9.36/hr  
Previous Job Title: (if changed) \_\_\_\_\_  
Effective Date: November 23, 2022

Authorized by: /s/ Colter J. Levinson Department: Correction. Center Date: November 18, 2022  
Authorized by: \_\_\_\_\_ Department: \_\_\_\_\_ Date: \_\_\_\_\_

Pay Period Ending: \_\_\_\_\_ Payroll Date: \_\_\_\_\_

# NOTICE OF DES MOINES COUNTY PERSONNEL ACTION

Name: ELLIOTT, Russell  
Title: Correctional Officer - Full Time

Employee #: J130  
Department: Correctional Center

## STATUS CHANGES

### TERMINATION

- |                                      |   |
|--------------------------------------|---|
| <input type="checkbox"/> Resignation | <input type="checkbox"/> Unsatisfactory Probation |
| <input type="checkbox"/> Discharge   | <input type="checkbox"/> Death                    |
| <input type="checkbox"/> Retirement  | <input type="checkbox"/> Other, Explain _____     |

### TRANSFER

- |                                    |                                      |
|------------------------------------|--------------------------------------|
| <input type="checkbox"/> Permanent | <input type="checkbox"/> Voluntary   |
| <input type="checkbox"/> Temporary | <input type="checkbox"/> Involuntary |

Previous Title \_\_\_\_\_  
Previous Dept \_\_\_\_\_  
New Job Title \_\_\_\_\_  
New Dept \_\_\_\_\_  
Previous Rate \_\_\_\_\_  
Effective Transfer Date \_\_\_\_\_

Last Day Worked \_\_\_\_\_  
Add Vacation Days \_\_\_\_\_ to \_\_\_\_\_  
Add Sick Days \_\_\_\_\_ to \_\_\_\_\_  
Add Other Days \_\_\_\_\_ to \_\_\_\_\_  
Last Day Paid \_\_\_\_\_  
Unpaid Days \_\_\_\_\_ to \_\_\_\_\_

### LAY OFF

Final Termination Date \_\_\_\_\_  
Final Rate of Pay \_\_\_\_\_  
Permanent Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_

Does the employee Want Health Insurance Continued  Yes  No  
Does Employee Want Life Insurance Continued  Yes  No  
Last Day Worked \_\_\_\_\_

### LEAVE OF ABSENCE

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Maternity            | <input type="checkbox"/> Educational |
| <input type="checkbox"/> Medical              | <input type="checkbox"/> Military    |
| <input type="checkbox"/> Other, Explain _____ |                                      |


### SALARY ADJUSTMENT

- |   |  |
|---|--|
| <input type="checkbox"/> Reclassification | <input type="checkbox"/> Demotion              |
| <input type="checkbox"/> Anniversary      | <input type="checkbox"/> Reduction             |
| <input type="checkbox"/> Promotion        | <input checked="" type="checkbox"/> Suspension |
| <input type="checkbox"/> Probationary     | <input type="checkbox"/> Other, Explain _____  |

Dates of Absence \_\_\_\_\_ to \_\_\_\_\_

Does the employee Want Health Insurance Continued  Yes  No  
Does Employee Want Life Insurance Continued  Yes  No

Previous Rate \$47,733.07 New Rate \$47,733.07  
Previous Job Title: (if changed) \_\_\_\_\_  
Effective Date: November 13, 2022

Authorized by:  Department: Correction. Center Date: November 16, 2022  
Authorized by: \_\_\_\_\_ Department: \_\_\_\_\_ Date: \_\_\_\_\_

Pay Period Ending: \_\_\_\_\_ Payroll Date: \_\_\_\_\_

# NOTICE OF DES MOINES COUNTY PERSONNEL ACTION

Name: OGOGZALEK,Patrick Employee #: J155  
Title: Correctional Officer-Full Time Department: Correctional Center

## STATUS CHANGES

### TERMINATION

Resignation  
 Discharge  
 Retirement  
 Unsatisfactory Probation  
 Death  
 Other, Explain

### TRANSFER

Permanent  
 Temporary  
 Voluntary  
 Involuntary

Previous Title \_\_\_\_\_  
Previous Dept \_\_\_\_\_  
New Job Title \_\_\_\_\_  
New Dept \_\_\_\_\_  
Previous Rate \_\_\_\_\_  
Effective Transfer Date \_\_\_\_\_  
Last Day Worked \_\_\_\_\_  
Add Vacation Days \_\_\_\_\_ to \_\_\_\_\_  
Add Sick Days \_\_\_\_\_ to \_\_\_\_\_  
Add Other Days \_\_\_\_\_ to \_\_\_\_\_  
Last Day Paid \_\_\_\_\_  
Unpaid Days \_\_\_\_\_ to \_\_\_\_\_

### LAY OFF

Final Termination Date \_\_\_\_\_  
Final Rate of Pay \_\_\_\_\_  
Permanent Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Does the employee Want Health Insurance Continued  Yes  No  
Does Employee Want Life Insurance Continued  Yes  No  
Last Day Worked \_\_\_\_\_

### LEAVE OF ABSENCE

Maternity  
 Medical  
 Other, Explain  
 Educational  
 Military

### SALARY ADJUSTMENT

Reclassification  
 Anniversary  
 Promotion  
 Probationary  
 Demotion  
 Reducation  
 Suspension  
 Other, Explain

Dates of Absence \_\_\_\_\_ to \_\_\_\_\_  
**6 months step increase**

Does the employee Want Health Insurance Continued  Yes  No  
Does Employee Want Life Insurance Continued  Yes  No  
Previous Rate \$41,362.40/yr New Rate \$42,429.10/yr  
Previous Job Title: (if changed) \_\_\_\_\_  
Effective Date: December 8, 2022

Authorized by: /s/ Colter J. Levinson Department: Correction. Center Date: November 18, 2022  
Authorized by: \_\_\_\_\_ Department: \_\_\_\_\_ Date: \_\_\_\_\_

Pay Period Ending: \_\_\_\_\_ Payroll Date: \_\_\_\_\_



# NOTICE OF DES MOINES COUNTY PERSONNEL ACTION

Name: WHALEN, Brittani Employee #: \_\_\_\_\_  
Title: Kitchen-Cook Department: Correctional Center

## STATUS CHANGES

### TERMINATION

- Resignation  
 Discharge  
 Retirement
- Unsatisfactory Probation  
 Death  
 Other, Explain

### TRANSFER

- Permanent  
 Temporary
- Voluntary  
 Involuntary

Previous Title \_\_\_\_\_  
Previous Dept \_\_\_\_\_  
New Job Title \_\_\_\_\_  
New Dept \_\_\_\_\_  
Previous Rate \_\_\_\_\_  
Effective Transfer Date \_\_\_\_\_

Last Day Worked \_\_\_\_\_  
Add Vacation Days \_\_\_\_\_ to \_\_\_\_\_  
Add Sick Days \_\_\_\_\_ to \_\_\_\_\_  
Add Other Days \_\_\_\_\_ to \_\_\_\_\_  
Last Day Paid \_\_\_\_\_  
Unpaid Days \_\_\_\_\_ to \_\_\_\_\_

### LAY OFF

Final Termination Date \_\_\_\_\_  
Final Rate of Pay \_\_\_\_\_  
Permanent Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_

Does the employee Want  
Health Insurance Continued  Yes  No  
Does Employee Want Life  
Insurance Continued  Yes  No  
Last Day Worked \_\_\_\_\_

### LEAVE OF ABSENCE

- Maternity  
 Medical  
 Other, Explain
- Educational  
 Military

### SALARY ADJUSTMENT

- Reclassification  
 Anniversary  
 Promotion  
 Probationary
- Demotion  
 Reduction  
 Suspension  
 Other, Explain

Dates of Absence \_\_\_\_\_ to \_\_\_\_\_

6 months step increase

Does the employee Want  
Health Insurance Continued  Yes  No  
Does Employee Want Life  
Insurance Continued  Yes  No

Previous Rate \$11.01/hr New Rate \$13.56/hr  
Previous Job Title: (if changed) \_\_\_\_\_  
Effective Date: November 25, 2022

Authorized by: /s/ Colter J. Levinson Department: Correction. Center Date: November 18, 2022  
Authorized by: \_\_\_\_\_ Department: \_\_\_\_\_ Date: \_\_\_\_\_

Pay Period Ending: \_\_\_\_\_ Payroll Date: \_\_\_\_\_



KEVIN GLENDENING, SHERIFF

512 N. Main Street  
Burlington, IA 52601  
Phone: 319-753-8289 (Civil)  
Fax: 319-754-6910



**SHERIFF'S MONTHLY REPORT TO THE BOARD OF SUPERVISORS**

10/01/2022 thru 10/31/2022

SHERIFF FEES	2,853.75
MILEAGE	674.08
R & B	4,487.46
INTEREST	2.10
TOTAL	<u>\$8,017.39</u>

3527.83

I, Kevin Glendening, Sheriff of Des Moines County, Iowa, do hereby certify that the above report is correct of monies collected by me as Sheriff during the period therein specified.

*Kevin Glendening*

KEVIN GLENDENING, SHERIFF

Facility Name: <b>Des Moines</b>	Date Report Completed: <b>11/14/2022</b>
Completed by: <b>Doris Krogmeier</b> Contact No: <b>319-753-8288</b>	Report Month: <b>October, 22</b>

**Iowa Department of Corrections  
County Jail and Lockup Monthly Prisoner Statistical Report**

<i>Actual number of prisoners in the jail as of 00:01 a.m. on the first day of report month:</i>		<i>Actual number of prisoners in the jail as of 00:01 on first day of the following month (Formula A + B - C = D)</i>							
Adult Males	<b>83</b>	<b>Section A</b>	Adult Males	<b>77</b>	<b>Section D</b>				
Adult Females	<b>17</b>		Adult Females	<b>16</b>					
Juvenile Males	<b>0</b>		Juvenile Males	<b>0</b>					
Juvenile Females	<b>0</b>		Juvenile Females	<b>0</b>					
Juveniles (Adult Waivers)	<b>2</b>		Juveniles (Adult Waivers)	<b>3</b>					
<b>TOTAL</b>	<b>102</b>		<b>TOTAL</b>	<b>96</b>					
<i>Number of prisoners processed into the jail between 00:01 on the first of the month until 00:01 on first day of following report month:</i>		<b>Section E</b>							
Adult Males	<b>101</b>	<b>Section B</b>	1. Total jail capacity:			<b>80</b>			
Adult Females	<b>44</b>		a. Total temporary holding cell capacity			<b>12</b>			
Juvenile Males	<b>0</b>		b. Total permanent jail bed capacity			<b>68</b>			
Juvenile Females	<b>0</b>		2. Total report month suicides:			<b>0</b>			
Juveniles (Adult Waivers)	<b>1</b>		3. Total report month attempted suicides:			<b>0</b>			
<b>TOTAL</b>	<b>146</b>		4. Has jail/lockup been certified by Department of Corrections to hold juveniles?			<b>No</b>			
<i>Number of prisoners released from custody between 00:01 on the first of the month until 00:01 on first day of following report month:</i>		5. Highest number of prisoners held each day of the month in your jail:							
Adult Males	<b>107</b>	<b>Section C</b>	<b>Sun</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>
Adult Females	<b>45</b>								<b>01 102</b>
Juvenile Males	<b>0</b>		02 <b>106</b>	03 <b>108</b>	04 <b>107</b>	05 <b>107</b>	06 <b>107</b>	07 <b>111</b>	08 <b>108</b>
Juvenile Females	<b>0</b>		09 <b>109</b>	10 <b>109</b>	11 <b>109</b>	12 <b>107</b>	13 <b>108</b>	14 <b>109</b>	15 <b>107</b>
Juveniles (Adult Waivers)	<b>0</b>		16 <b>111</b>	17 <b>109</b>	18 <b>110</b>	19 <b>106</b>	20 <b>105</b>	21 <b>105</b>	22 <b>105</b>
<b>TOTAL</b>	<b>152</b>		23 <b>103</b>	24 <b>106</b>	25 <b>104</b>	26 <b>101</b>	27 <b>98</b>	28 <b>99</b>	29 <b>100</b>
			30 <b>100</b>	31 <b>96</b>					
			Average daily population (Divide combined total of prisoners held in question "5" by number of days in report month): <b>105.55</b>						

**Section F**

Complete for all juveniles released during the report month and only on juveniles held securely at your facility (i.e. in a locked cell, room or other secure method). Juveniles include all persons under the age of 18, regardless if juvenile or adult court had jurisdiction.

Age	Sex	Race	Admit	Release	Specific Offense	Holding Authority	County/Municipality	Warrant (Y/N)
16	M	B	10/01/22 00:01	10/31/22 00:00	707.2(1)(b)	AC		No
17	M	W	10/01/22 00:01	10/31/22 00:00	711.2, 711.2	AC		No
14	M	B	10/01/22 00:01	10/31/22 00:00	712.2	AC		No

Race Codes: W=White/Caucasian, B=Black/African American, NA=Native American, H=Hispanic, A=Asian and O=Other  
 Specific Offense can either be Iowa Code or name of offense (e.g. 711.3 or Robbery 2nd)  
 Holding Authority: LE = Law Enforcement, AC = Adult/District/Magistrate Court, JC = Juvenile Court, INS, O = Other  
 Please indicate whether the juvenile was held pursuant to a verbal/written court order.  
 County/Municipality: Indicate what county/municipality if holding for other than your own.

**Section G**

Complete for all prisoners under control of Sheriff but not in your facility/jail.

	Number of prisoners during the reporting month.	Prisoner days during reporting month.
Prisoners in other counties	<b>3</b>	<b>77</b>
Prisoners on electronic monitoring or house arrest	<b>0</b>	<b>0</b>
Prisoners in other institutions (Hospital, MHI, etc.)	<b>0</b>	<b>0</b>
Prisoners housed out of state	<b>0</b>	<b>0</b>
Prisoners on other type of release but under Sheriff control	<b>0</b>	<b>0</b>
<b>TOTALS</b>	<b>3</b>	<b>77</b>

BILL FOR BOARDING AND LODGING PRISONERS

DES MOINES COUNTY, BURLINGTON, IOWA  
KEVIN GLENDENING, SHERIFF  
BOARDING AND LODGING PRISONERS,  
OCTOBER 1, 2022 TO OCTOBER 31, 2022

STATE OF IOWA, DES MOINES COUNTY, SS:

I DO SOLEMNLY SWEAR THAT THE SEVERAL ITEMS  
MENTIONED IN THE ANNEXED ACCOUNT ARE JUST AND TRUE  
AND WHOLLY UNPAID.

 \_\_\_\_\_, SHERIFF OR DESIGNEE

SUBSCRIBED AND SWORN TO ME THIS 14<sup>th</sup> DAY OF NOVEMBER 2022

November 15<sup>th</sup>, 2022

The Des Moines County Board of Supervisors met in regular session at the Court House in Burlington at 9 AM on Tuesday, November 15<sup>th</sup>, 2022, with Chairman Jim Cary, Vice-Chair Shane McCampbell and Member Tom Broeker present. This meeting was also held electronically via Webex and YouTube live streaming. Public input was available through board email or call in.

Unless otherwise noted, all motions passed unanimously. The Pledge of Allegiance was conducted.

Meet with Department Heads: Deputy Auditor Sara Doty reported she is busy with payroll. She will be attending training in Des Moines the rest of this week with two other staff members from the office. IT Director Colin Gerst reported his office is busy. Sheriff Kevin Glendening stated his office is busy. The jail population is at 93. County Auditor Terri Johnson reported there will be an Emergency Recount for three of the precincts. Assistant Land Use Administrator Jarred Lassiter stated their office is busy. There is an agenda item and a work session on the agenda for today. Conservation Director Chris Lee stated his staff is moving forward to get things into winter mode. SEIL CDS Director Ken Hyndman gave a SEIL update. County Recorder Natalie Steffener stated her office remains busy. County Engineer Brian Carter reported his crew did snow removal this morning to clean up the slush from the light snow received. He is hoping to start interviews later this week for the Truck Driver position that is currently open. Public Health Administrator Christa Poggemiller reported her office is busy. Maintenance Director Rodney Bliesener stated his staff remains busy. Safety Director Angela Vaughan stated she is busy. County Treasurer Janelle Nalley-Londquist reported her office is busy.

The 1<sup>st</sup> public hearing was held for a proposed amendment to Airport Approach Regulations Ordinance #58. Broeker made a motion to go into public hearing and seconded by McCampbell. Land Use Administrator Zach James spoke on the ordinance. No public comments were received. McCampbell made a motion to close the public hearing and seconded by Broeker. McCampbell made a motion to approve the 1<sup>st</sup> Reading and seconded by Broeker.

Payroll reimbursement claims in the amount of \$713.07 were presented. Broeker made a motion to approve and seconded by McCampbell.

Accounts payable claims in the amount of \$1,493,291.77 were presented. Broeker made a motion to approve and seconded by McCampbell.

Class C liquor license for Yung Wedding on December 3<sup>rd</sup> at Barn on the Ridge was presented. Broeker made a motion to approve and seconded by McCampbell.

Personnel Actions: Treasurer – Ashley Sherwood, Clerk II resignation effective 11/25/22. Broeker made a motion to approve and seconded by McCampbell. Local Health – Senitra Donaldson, Nurse new hire, part time starting at \$25.27 hourly effective 11/9/22. McCampbell made a motion to approve and seconded by Broeker. Conservation – Tanner Gebhardt, Natural Resource Manager, end of six-month probationary period. New rate of \$41,501.22 yrly, effective 11/16/22. McCampbell made a motion to approve and seconded by Broeker. County Attorney – Elizabeth Friscaro, Receptionist separation of employment effective 11/11/22. McCampbell made a motion to approve and seconded by Broeker.

Reports received and filed in the Auditor's Office:  
Clerk's Report of Fees Collected, October 2022

McCampbell motioned to approve the November 8<sup>th</sup>, 2022, regular meeting minutes and seconded by Broeker.

Broeker motioned to approve the November 10<sup>th</sup>, 2022, special meeting minutes and seconded by McCampbell.

A Canvass of the 2022 General Election was presented. Broeker made a motion to approve and seconded by McCampbell.

A request for an administrative recount of Precinct 4/Union, Precinct 7, & Precinct MYF was presented. The recount was requested due to four ballots not being included in the precinct count at the polls. The recount will begin today at noon. McCampbell made a motion to approve and seconded by Broeker.

Broeker reported he attended a SEIL meeting. Cary reported he attended a RUSS meeting. McCampbell stated he attended a Workforce Development meeting.

Meeting was adjourned at 9:35 AM.

Following the meeting two work sessions were held. The first work session was with SEIRPC regarding the Wind and Solar Ordinance. The second work session was with County Engineer Brian Carter regarding updates on future construction projects.

This Board meeting is recorded. The meeting minutes and audio are posted on the county's website [www.dmcountry.com](http://www.dmcountry.com)

Jim Cary, Chair

Attest: Sara Doty, Deputy Auditor

November 18<sup>th</sup>, 2022 Special Meeting

The Des Moines County Board of Supervisors met in a special session at the Court House in Burlington at 10 AM on Friday, November 18<sup>th</sup>, 2022, with Chairman Jim Cary, Vice-Chair Shane McCampbell and Member Tom Broeker present. This meeting was also held electronically via Webex and YouTube live streaming. Public input was available through board email or call in.

Unless otherwise noted, all motions passed unanimously. The Pledge of Allegiance was conducted.

County Auditor Terri Johnson presented the corrected Canvass of Votes for the November 8<sup>th</sup>, 2022 General Election. The corrected canvass follows the second administrative recount to add four ballots for three precincts. These ballots should have been included in each precincts final count on November 8<sup>th</sup>.

County Candidate Winners:

Board of Supervisors – Tom Broeker

County Treasurer – Janelle Nalley Londquist

County Recorder – Natalie Steffener

County Attorney – Lisa Schaefer

Soil and Water Conservation District Commissioner – Brian Messer and Maureen Hutchcroft

Soil and Water Conservation District Commissioner To Fill A Vacancy – Josh Nelson

County Agricultural Extension Council Member – Ericka B Breuer, Dean Van Ness, Barbara E Kerr,  
Brenda Wischmeier and Dwight Byerly

Broeker motioned to approve the corrected canvass and seconded by McCampbell.

Meeting was adjourned at 10:09 AM.

This Board meeting is recorded. The meeting minutes and audio are posted on the county's website [www.dmccounty.com](http://www.dmccounty.com)

Jim Cary, Chair

Attest: Terri Johnson, Deputy Auditor