

ALTOONA PLANNING AND ZONING COMMISSION MEETING

March 29, 2022

Altoona City Hall

Members Present in Person: Michelle Sloan, Dan Narber, Scott Henry, Steve Moyna, Erin Herbold-Swalwell, Steve Chase

Members Present Virtually: None

Members Absent: Jill Pudenz

Staff: John Shaw, Marina Reasoner, Jenn Naylor, Chief Stallman

Guests: Meeting was held in a virtual Zoom format and in-person; In-person and online guests included Therese Augustin, Bob Augustin, Wally Pelds, Richard Carnahan, Tawnya Carnahan, Richard Foust, Amy Foust, Dave Thompson, Laurie Harris, Chris Trosper, Adam Grubb, Dan Rocha, MaryAnn Rocha, David Nestler, Jessica Clark, Tab Moser, Kyle Mensen, Jody Stanley/Ostroski, Dany Gamarra, Steven Hanson, and others not signed in or illegible.

Chairperson Scott Henry called the meeting to order at 6:30 p.m. Roll call was taken. Five commissioners were present at roll call. Chase entered at 6:32 p.m.

1. Public hearing, consideration and recommendation of a rezoning request from I-80 Business Park, LLC to rezone approximately 49.91 acres from A-1 (Agricultural) to M-1 (Limited Industrial).

Jared Murray (Civil Design Advantage) presented the request. The property is located on the south side of 25th Street NW, northwest of Hubbell Ave, immediately west of I-80 Business Park Plat 1, east of the Graham Warehouse project. It's approximately 49 acres. Henry asked Shaw if there were any issues. Shaw said not with the property. They looked at a continuation of a street access through from 34th to Hubbell Ave. This property is in the middle of that. In the future, a new connection will be made back to the new traffic signals on Hubbell Ave. The Comp Plan shows the area being limited industrial. They will come back later with a plat for development.

Henry opened the public hearing. With no public comments, Henry closed the public hearing.

Motion by Herbold-Swalwell, seconded by Moyna, for recommendation of a rezoning request from I-80 Business Park, LLC to rezone approximately 49.91 acres from A-1 (Agricultural) to M-1 (Limited Industrial).

Votes: Yes – Herbold-Swalwell, Moyna, Sloan, Narber, Henry, Chase. No – None. Abstain – None. Motion approved, 6-0-0.

2. Public hearing, consideration and recommendation for the development plan approval for the Altoona Townhomes located north of Scenic Ridge Plat 1, south of 8th Street SE. The applicant is proposing to construct townhomes on this lot.

Wally Pelds (Pelds Design Services) presented the request. He presented visuals with two different colors of buildings. One had garages together and the other had garages separated. He said this gives it variation. There are issues to be worked out with Des Moines Water Works, as they put a water main through the middle of the development. There are 32 townhome units proposed. Henry asked if anything had changed since last time. Pelds said no. He said there is a 32-foot water main easement that they have avoided in all directions, except for the detention basin. He said Staff had asked if they could do something different, and Pelds thinks they can.

Henry opened the public hearing. With no public comments, Henry closed the public hearing.

Motion by Herbold-Swalwell, seconded by Chase, for recommendation for the development plan approval for the Altoona Townhomes located north of Scenic Ridge Plat 1, south of 8th Street SE. The applicant is proposing to construct townhomes on this lot, subject to deficiencies, including with Des Moines Water Works and resolving engineering issues.

Votes: Yes – Herbold-Swalwell, Chase, Sloan, Narber, Henry, Moyna. No – None. Abstain – None. Motion approved, 6-0-0.

3. Public hearing, consideration and recommendation of a rezoning request from Cheryl L Humphrey and Jerry's Homes to rezone approximately 67.7 acres from A-1 (Agricultural) to R-5 (PUD) located east of Fieldstone Estates, south of Prairie Vista, north of 36th Street SE.

Erin Ollendike (Civil Design Advantage) presented the request. She explained it is just shy of 68 acres. Within this PUD they are requesting lot sizes ranging from 60-foot wide up to 75-foot wide. They are requesting a 30' front yard setback, 35' rear yard setback, and the side yard setbacks would vary based on the lot size. Anything 70' wide and above would be the typical 8' side yard setbacks, and anything below 70' wide would be a 5' side yard setback. They placed restrictions on the property so that all of the lots that border the Fieldstone development to the west would have to be 70' wide, which matches the minimum in the R-1 and R-2 districts. Anything along the property line along the Prairie Vista development would be 65' wide minimums. The development plan was displayed, and she pointed out that there are a variety of single family lots throughout the development. Ollendike explained that they are meeting the parkland requirements by the park that goes through the center of the property. It will connect into the Fieldstone park and would allow for trails to go around the rather large wet-bottom pond in the center. There would be two collector streets extended throughout this development. The north-south road would be 5th Ave SE and the east-west road would be 30th St SE. Connections would be made to both the Fieldstone and Prairie Vista developments. For drainage, everything flows to the northeast. They would try to get as much water as they could into the detention pond and discharge it to the east. Henry asked how large the Fieldstone lots are that they would be abutting. Ollendike stated that it's an R-2 zoning, so they would be 70' to 75' wide. She asked Shaw about the size of lots to the north. Shaw stated 65' or something like that.

Henry opened the public hearing.

David Nestler (202 31st St SE) is currently building a house in Fieldstone Estates. He said the original plan he saw was different, and he recommends leaving it with R-2 zoning so that they maintain the lot widths, setbacks, and continuity between the subdivisions. He said R-5 allows variations less than 70', and he would like to keep the harmony. Smaller setbacks allow houses to be closer, and it's not really safe for fire. Smaller lots also affect parking, as there's not as much frontage.

Shannon Terry (3401 4th Ave SE) lives in Fieldstone Estates. She said when she moved into the area, it was because it wasn't her first home. When she looks at the proposed development, she sees an entry-level lot size and setback. She also recommends sticking with the R-2 zoning to maintain the harmony between the areas. She said it isn't just Fieldstone Estates it connects with. She said if you take a look at the average home prices even before the massive uptick, the home prices on average in Fieldstone Estates are between \$350,000 and \$700,000. With a 5' side yard setback, you aren't going to have an average \$400,000 house in that area. There won't be consistency in the little area that is between two areas that have \$500,000 houses. Terry explained that when she first moved into the area, it's because she didn't want to be moving into an area that had cookie cutter homes. She wanted an area that had multiple builders. She wanted an area that didn't have a vinyl super highway; she wanted different siding. She said she wants to know what kind of covenants are being proposed to

maintain the consistency between the areas. She said this is not an area that is meant or intended to be beginner-style homes with two-car garages, and that you could count on one hand the number of homes in Fieldstone Estates that have two-car garages. She said when she received the initial proposal the City put out, it was very consistent between the look with the ponds and bike trails. While she sees an area for bike trails, they aren't built into the plan, so that's a concern for her as a citizen. The initial proposal had the bike trails combined straight through to a community center on the area that is on the other side. She said it's a safety issue for families to have the trails stop and for them to have to go on the streets that have houses all shoved into each other, streets that will be busy with a bunch of cars on them. She reiterated that she didn't want cookie cutter homes in the area. When she sees that Jerry's Homes is a part of it, she needs to know that they aren't going to sit with a cookie cutter development as well. She reiterated that she seconded the harmony in the area, and asked again where were the trails and the ponds. She then asked if it wasn't required out of the initial development, who was going to pay for it, if it were to be the City or the developer. She said in her opinion, she's never seen anything like that happen if they weren't required. Her proposal was to go back to the original plan, to zone consistently with the other areas, and to go back to where they were with square one. She said that's what everybody seems to support.

Kyle Mensen (3437 Lost Creek Ln) lives in Fieldstone Estates. He said he basically wanted to echo what his neighbors said. He moved to Fieldstone Estates from South Dakota last May to be closer to family. They chose their house based on the original plans dated October 3, 2017, which has the connection between Fieldstone and Spring Creek and a really nice park area with bike trails. He said he has a little kid, and there are bunch of little kids around them. The new plan has streets that they would have to walk their bikes on. The original plan had cul-de-sacs the kids could play in. He wanted to echo the harmony and aesthetics point again. The new plan is as though you took a ruler and drew straight lines. He said the original plan matched architecturally with what they had in Fieldstone and Spring Creek, with curved roads and cul-de-sacs that add dimension and makes Fieldstone feel like a really high end area. The current plan would stick out like a sore thumb between the two areas. He recommended they go back to the original plan.

Steven Hanson (7510 NE 27th Ave) stated he is a Tenth Drainage District Trustee. He said this section is and was in the Tenth Drainage District. He brought a map and explained that this project will cut all of the tile lines were installed in 1909. He was interested in knowing what accommodation will be made for the neighboring farmland, as this will be a problem. The area historically has a high water table. Without planning, this development could cause major problems for the farmers and the people living around it that aren't even part of the city. He said if you look at the lower pond in Fieldstone, there's a bike path that goes across, and when it crosses over the development, it turns into a street. That's over a deep-line sewer. His said his understanding was that you couldn't build on top of a deep-line sewer. To the west, there's a bike path over where the deep-line sewer is. He stated that the street, unless he's greatly mistaken, cannot be placed there. He again offered his map to show the drainage lines. He asked the Commission to consider the problem that cutting the tile lines is going to create and to consider the deep-line sewer.

Chase asked if the path between lots 167 and 168 is where the path would cross the street into the outlot. Ollendike explained that they weren't showing the bike trails on that particular plan, because it would be contracted with the City to install them, but they would be connected through there, through that outlot that's in Fieldstone to the west. It would come through that outlot and go up to the northeast into the park where the pond is. It could go around the wet pond and then go up to the northeast. Chase mentioned the concern with crossing the street. Ollendike said they aren't showing the alignment of the trails, but they are showing the areas where it could cut through the park. She acknowledged that it would have to cross the street in a couple of areas.

Hanson said it would have to go east and west all the way across the property. Ollendike said they were proposing that the trunk line sewer go down the center of the roadway. They have done that in other areas, and the WRA has been in favor of that. It is a common practice.

Herbold-Swalwell asked Ollendike and Shaw to address the drainage concerns, since this originally was a drainage district. Ollendike explained that they are used to developing farm fields, and many times there are drainage tiles that run through the properties. She said it's great if there's mapping to help locate where they are at. Depending on the depth, they would try to tie them directly into the storm sewer that would outlet into the pond that they are showing. A lot of times, if it's within a drainage district, they'll see actual profiles of how deep the drainage tile is and can accommodate it up front. Otherwise during construction, they'll tie into the storm sewer. Moyna said that this reminded him of Adventureland Estates, which was similar in the '70s and had the same issue.

Shaw gave a recap on the tile line issue. The tile lines could be left there so they are functioning. If they are intercepted, through grading or something, they could be put to storm sewer. Otherwise, they could be re-routed or re-connected if they are disturbed. If they can, they can outlet the lines to grade. For example, they could flow into the pond and outlet to grade. They deal with these a lot. It is an issue, especially to the south, because it's so flat. There's a lot of tiling. Steve Hanson is absolutely correct. Shaw said that when it goes to platting, one thing Staff will press upon Ollendike is that the tile lines need to be located as best they can, not only with the district maps, but getting with the farmer or tenant farmer and seeing what they know about district and other tiling, and incorporating that knowledge into their engineering drawings. He said at the lot-by lot-level, when foundations are dug, we intercept them there, re-route them around the house, or we take them to storm sewer. We don't interrupt them. If we do, we find out really fast.

Therese Augustin (3111 4th Ave SE) lives in the Fieldstone development. She said she echoes what all the other residents of Fieldstone have said. They relocated to Altoona two years ago. They bought there because of the aesthetics of the homes, what they looked like, that they all required hardy plank siding with brick or stone on the outside. They are not cookie cutter homes. She said her property is where the new development is, so she would have to look at it.

Adam Grubb (Jerry's Homes CEO & Owner) said he wanted to address a couple of things. He said they built many of the homes in Prairie Vista to the north and quite a few in Fieldstone of different product types. With 194 lots, they want to have diversity of product. They don't want to have the cookie cutter homes. He said the continuity is a fair thing. They want to align the lot sizing to the west. They want to take advantage of the huge park and huge pond as a feature. They want a diversity of product that blends and fits more with Prairie Vista. It is a partnership, and Jerry's Homes is a managing partner, so they will have multiple builders in there. He said it's a lot for Jerry's Homes to chew off. To speak to the product, the homes in Fieldstone are 1,400 to 1,500 square foot ranch and 1,800 to 1,900 square foot two-story. That will align as you go in, so there will be a lot of the same floor plans, and the same product type built in Fieldstone will be built around the pond and on the west side, backing up to the folks that have expressed questions. Grubb addressed entry level price point, stating that entry level for new construction is now \$350,000. In the western suburbs, small lots are 50-footers, and that's not what they are asking for here. With the 60-footers with the 5-foot side yards, it is higher, but the biggest thing is to allow for a third-car garage, or the option for one, which gives a 50-foot buildable. It gives flexibility with a two-story and a ranch to have diversity. The 50-footers with the 5-foot side yards is what you see in Waukee, West Des Moines, Urbandale, and Bondurant, with two-car, 1,200 square foot ranches, which he has seen for \$325,000 right now. Lot pricing for a 65-footer right now is \$75,000. The pond lots are \$100,000 lots. They will build something appropriate to that neighborhood. He said that was their thinking as they went into it. They had smaller lots back in Fieldstone. They wanted to have continuity, and this lines up with what they

are doing in a lot of other communities. It allows them to hit other price points. They've tried to push that to the east and to the north.

Richard Faust (121 35th St SE) lives in Fieldstone. He said he would just be repeating what a lot of his Fieldstone neighbors have already expressed. They moved from the southwest side of Altoona, because they experienced a bunch of this same type of development in the Brookfield area. When they moved in, they enjoyed the fact that the houses aren't cookie cutter and are spaced out, and he enjoyed the aesthetics of the pond. He is concerned with how the plans changed. Bike paths are not shown on the plans. He asked why they wouldn't be shown if that's what they are looking at. He is concerned with safety. There are tons of kids in the area. They utilized the bike paths quite a bit with nearby friends and families. He wants to keep the consistency going between where they are and what's proposed.

Kyle Mensen (3437 Lost Creek Ln) approached again to ask a question as to whether the 10.85 acres includes all three outlots or if it was just the center outlot. His second question was whether the entry level pricing of \$350,000 that Grubb referred to was in today's 2022 dollars, or if that were last year or two years ago. He said his first house he bought in Sioux Falls wasn't \$350,000, but he sold it for that. A \$350,000 house today does not look like what the houses looked like in Fieldstone when they were built. Henry asked Shaw if he could address the park land. Shaw stated that they are talking about the total park land. From Fieldstone, there would be the continuation of the trail as well as the larger middle piece and the extension off to the east. The bike trail would continue through this development. The goal would be to connect it to the east toward the other parks that connect to Spring Creek Sports Complex.

Shannon Terry (3401 4th Ave SE) approached before Mensen's pricing question could be addressed to ask for her own points of clarification. She asked again if the City or the developer installs the bike trail. Shaw stated it depends, project to project. The City will install the trail on this one. Terry said the big concern from residents is they don't know, but they are all very concerned about getting a bike trail, so that's a decision they'd like to know and have solidified, because it is not on the plan. Henry stated the bike trail will be there. Terry said okay and asked if it could be added to the plan shown. She asked who installs the pond and who pays for it. Shaw stated the developer will. Terry said okay, but it's park land right now. She asked if it could get added to the plan and added as part of the agreement. She said that when she looks at the plan, it looks like it was put together by a builder to maximize profits. She added that that is echoed throughout all of the people who weren't even there. It's a box with a bunch of squares that her 14-year-old could do. She said there are corner lots backed up to a pond that other lots overlap that they have to go all the way around to the other side to get to a bike trail in order to access the pond that isn't there. She said there was an opportunity to zhuzh it up a little bit, make it a little nicer, and say that maybe the lots need to have a little bit of improvement. She said she would reconsider a corner lot if it's being called a pond lot if she didn't have access to the pond. She said that's the aesthetic piece that they are getting feedback on. She stated that she hears what Mr. Grubb was saying about the prices, but she could give a point of clarification about the Fieldstone covenants: 1,400 to 1,500 square feet is not part of the covenants for a ranch. She said it is at least 1,600 square feet for a ranch and much larger than that for a two-story. With that, the point she said she is trying to make is that none of them is looking for a "reach out and touch your neighbor"-type of feel, and with a 5' setback on the sides, that's exactly what you're getting. She said that's a lot of the feedback they are getting out of basically a square rather than having cul-de-sacs and a little bit larger average-sized lots. When the average size lot is compared to Fieldstone or to Spring Creek, it is much different.

Richard Carnahan (3202 2nd Ave SE) lives in Fieldstone. He stated that he seconds everything he has heard from his fellow neighbors, but he was more concerned about the safety and the traffic that those 200 lots are going to bring to the area. He stated that there weren't too many places to exit the

development. Most of it is going out to the north, and a lot of people will be driving through his subdivision to get onto 1st Ave. It is going to create a ton of traffic through there. When you have 200 lots, the number of families living there and cars going through there is going to be a nightmare. The second part of safety is the 5' setbacks. Air conditioners are basically touching each other. If there's a fire, that's not just one house on fire; that's another house on fire or damage to the house. That is way too close for comfort. He agrees that they are not there to hold hands with their neighbors. They want their space, and they want that to match going through that subdivision as well. His third safety concern is the bike path. He said the Fieldstone bike path and the bike path in other areas is very accessible to the schools. The bike path may go around the pond, but all of those homes to the north of the pond, they are going to be walking on the sidewalks with a 30' front yard setback. Cars will be hanging over the sideyards [sic]. With the type of home that Jerry's builds, those garages are 24' x 24'. Cars today aren't fitting in those houses when people are driving trucks and SUVs. Those are going to be out in the driveways, and kids are going to be walking in the street, around cars on the sidewalks. That's going to be a lot of kids going to Clay Elementary or the new Polk. He hopes they make the right decision when it comes to the citizens of Altoona.

Henry asked Shaw if the northern road was a collector road. Shaw affirmed.

Steven Hanson (7510 NE 27th Ave) approached again to ask Shaw a question. He said he was still surprised by the answer he got about building the street over the deep line sewer. He asked if they put a street over the deep line sewer over the street when they built Spring Creek. Shaw affirmed. He said they debated that before, and the biggest concern was settling. It's a very deep sewer, but it's deep enough and has been there long enough that settling wasn't an issue. They liked the idea that it was under the street, because it's difficult to put it anywhere else, because it takes up so much real estate.

Henry asked if anyone had anything new they would like to add. Hearing none, he closed the public hearing.

Chase asked Grubb what they were intending for the 70' lots and for the skinnier lots, specifically lots 17-28 on the north and 122-141 on the east going to the south. Grubb stated a really good opportunity would be like a Brookhaven, going from 70' to 75-footers and as they progress toward the back, the lots have gotten smaller. The homes there will be from 1,400 to 1,700 square feet ranch, and the two-stories will range from 1,600 to 2,000 square feet. Chase asked for clarification about which lots had which side yard setbacks. Ollendike stated that 70' and above has an 8' side yard setback, which matches R-2 zoning. Herbold-Swalwell asked about the City's concerns with the increased traffic load, recognizing that part of the long-term plan is handling the traffic. Shaw stated the whole area is designed to grow residentially. It has access on the north side. He said 30th is a collector street that runs from 1st Ave all the way to 14th by the Spring Creek area, and 36th on the south end. They take traffic counts and monitor it. In the CIP, they plan for improvements. First Ave was a two-lane road for the longest time until the City went in and widened it out to four lanes, or two lanes with a center turn lane. Adding traffic signals is planned accordingly. That will all be taking place in that area as well. Most of the traffic interior of 1st Ave and 36th is all local traffic. People who live there are the ones who drive out. Showing multiple access points in and out of a development is part of the planning, because it gives people choices. Shaw stated someone earlier mentioned cul-de-sacs. Cul-de-sacs are nice, but too many of them by design forces all the traffic to only one street or only a few choices, which really pushes traffic on a given street. Here, they have access to the developments to the north, as well as heading out west to 1st Avenue down to 36th, and connections will continue to the east as well. We can dilute the traffic by giving them options. In the future, 1st Ave will be five lanes, and 36th will be improved to have multiple lanes as well with curb and gutter. There will be traffic signals at 36th and 1st. He said it's a part of growth, and we are mindful of it. Improvements are planned for and made all over the city. Henry asked if 5th Ave SE was a collector. Shaw stated no, but it is connected, going all the way through to Country Cove.

Steven Hanson (7510 NE 27th Ave) approached again and pointed out his property on the map. He said that two years ago, a traffic counter was put in front of his property when school wasn't in session. They counted 600 cars per day going by. Henry stated that they would need a bigger street someday. Hanson said if they had done it in October when school was in session, there would be a whole lot more cars, even without the new development. The 600 cars per day are still going by, plus whatever has increased over the last two years. A lot of people are going to be looking for a way to get out at 7:15AM to go to work.

Richard Faust (121 35th St SE) approached again to echo what Hanson was saying. He asked what plans there were for 27th, if there were any widening project that would take place prior to the development being approved or developed. He asked it would be done after the fact, after all of the residents come in, when they've got a plat that has now doubled in size compared to the original, and now all of the residents are stacked on top of one another before the traffic was taken care of. He said he's experiencing a lot of frustration with this, and they moved from a different house in a different part of town, because the same thing was happening. He stated maybe he will move out of Altoona, which is the last thing he wants to do.

Adam Grubb wanted to offer that, based on market conditions, it would not be their intent nor their ability to put the entire thing in at once. It is a five-to-six year, four-to-six plat project. He said it would start to the south and move north. Realistically, it is a five or six phase project. He said he looked it up, and he built an 1,800 square foot house in Fieldstone in 2016 on a 75' lot for \$65,000, and that house was \$312,000. That house today in their plat would be about \$550,000 to \$600,000.

Amy Foust (121 35th St SE) agreed with everyone there, and asked all of the folks sitting up there and all of them planning, how many of them would like to buy one of these houses and live in this neighborhood.

Moyna stated that reducing the lots from 194 to 184 would not change the traffic. No one would even notice. Even if it were 20 less and they went to bigger lots, if they did what their neighbor did, they will not notice a difference in traffic.

Grubb said that 24 months ago, he bought his grandfather's 65-year-old business. He has to make tough decisions on where he wants to invest. This opportunity in Altoona was a huge one due to the opportunity and the market. To have it all be \$450,000, \$500,000, \$600,000 is not the overwhelming demand of this market. He said he's invested a lot into this, and others have, too, to be able to meet the demand of the community and what they can afford. It's evolving fast. The lots they were going to put in during the fall in Pleasant Hill that they are now putting in during the spring are \$200,000 more, and the costs are going up exponentially. Lumber just went up by a 20% increase. They are in a place where you want diversification of product. They believe in Altoona. They had the same success over in Brookhaven.

Moyna asked Shaw if there were anything the developer is asking for that is not allowable. Shaw said part of this is that they are requesting an R-5 zoning. As a part of that, they are asking for a number of lots to be smaller than the standard minimum size. Otherwise they could zone this R-1 or R-2 and develop lots that are 70' wide across the board. The Comprehensive Plan calls for low-density residential. The single-family homes they are proposing are squarely low-density residential. This property is bound by a couple of factors. One is connecting with the existing street systems and also trying to accommodate the drainage and the deep sanitary sewer line, trying to come up with a layout that makes sense.

Shaw stated that a number of people have mentioned the previous plan. The plan they are talking about was something that the City came up with. The goal of that plan wasn't so much to lay out this property. It was to look at the whole section of land that was bound by 1st Ave, 80th St/14th, 36th, and 24th/Skinner Pwky, that area where Spring Creek has been built. They went through the exercise because they were looking at developing on the low end of that area. That sets the tone for the rest of that section. The question was how to drain this square, mile-long area that is as flat as a board can get, and how the area develops. They had to come up with a plan to address that, as well as how to develop the regional park grounds where the two lakes are and tie them in with bike trails and all the other streets. Another consideration was how to tie in a road coming from University, which will be in the middle of the section between 1st and 80th. That will be a more direct route for people to get out to University. This is down the road. The drainage was a big consideration. It drains from the Fieldstone area, which is now draining into the Humphrey property just sitting there all the way to 80th. There would be an open area and a set of ponds, because it's so flat. Shaw said it wasn't a plan where you would say that this is the rule of law; it was more of a conceptual thing to give credence to how we were designing the eastern side and how it would play into and work with the rest of the property. He did mention a lot of those points and had Jerry's Homes incorporate them into the new plan to accommodate the original thoughts, such as the connection of the bike trail and the pond area.

Richard Carnahan (3202 2nd Ave SE) approached again and turned to Grubb in the audience, stating he heard Mr. Grubb saying he wants to diversify, and that there isn't the demand for the \$500,000 to \$600,000 houses. Henry asked Carnahan to address the Commission. Carnahan said that there are three plats in Fieldstone, and those lots sold very, very fast. He said there is the demand in this city for those type of lots, and they will sell. He said Grubb had said he was going to plat it out. Carnahan said in his civil engineering days, they showed the plats. He said Jerry's Homes built in the plat to the north. He said to drive to the north through that development and look how well the Jerry's Homes houses are standing up compared to some of the other homes in the area. Quality homes are being built in Fieldstone and in Spring Creek. That needs to be followed through.

Shannon Terry (3401 4th Ave SE) approached again and asked if they had the ability to pull up the other plans. Shaw stated no. She said she had it up on her phone. She said she thinks the reason the visual helps is that there is a lot of concerns about traffic. She thinks the original plans address the traffic concerns because of the cul-de-sacs. She said she really wished they could get it up on the screen, as it is on Altoona's site. Henry interrupted her to tell her they were not discussing that plan. If she had something new she wanted to address, they'd address it. Terry said she wanted to address the traffic piece. Henry said they had already addressed the traffic piece and repeated if she had something new, they would discuss it. If not, he asked her to please sit down.

David Nestler (202 31st St SE) asked if agenda item 4 would be discussed separately. Shaw stated those were two separate hearings with two separate actions. Nestler stated that Moyna's traffic point was well taken, that they wouldn't see a difference.

Henry asked if the Commission members had further questions. He said that when talking about new plats, they always address the diversity of housing in the plats, to keep that in mind.

Sloan added that she appreciated that it would not be built in one year, that it would be a five-year build out. Traffic will change. Streets will change. It won't happen right away in 2023, that it will be over a few years.

Motion by Henry, seconded by Sloan, for recommendation of a rezoning request from Cheryl L Humphrey and Jerry's Homes to rezone approximately 67.7 acres from A-1 (Agricultural) to R-5 (PUD) located east of Fieldstone Estates, south of Prairie Vista, north of 36th Street SE, adding there are no deficiencies as of this date.

Votes: Yes – Henry, Sloan, Narber, Moyna, Herbold-Swalwell, Chase. No – None. Abstain – None.
Motion approved, 6-0-0.

Henry thanked everyone who was present and spoke and reminded them that the Commission is just a recommendation body. The actual decision will be made by City Council.

4. Public hearing, consideration and recommendation from Jerry’s Homes to approve a development plan (R-5, Planned Unit Development) for Prairie Landing located east of Fieldstone Estates, south of Prairie Vista, north of 36th Street SE to include approximately 194 single-family houses.

Erin Ollendike (Civil Design Advantage) had nothing further to add. She reminded that they are showing 70' wide lots along the west side that backs up to Fieldstone and 65' wide lots along the north.

Henry opened the public hearing for any new comments. Henry asked Shaw that since it's a PUD, if there are any changes, would they start over? Shaw said with a PUD, if changes were made to lot layout, lot sizes, or a use other than single-family, they would have to come back for re-approval. It would go through a hearing process, and they would send out notifications.

Motion by Sloan, seconded by Herbold-Swalwell, for recommendation from Jerry’s Homes to approve a development plan (R-5, Planned Unit Development) for Prairie Landing located east of Fieldstone Estates, south of Prairie Vista, north of 36th Street SE to include approximately 194 single-family houses, subject to deficiencies.

Votes: Yes – Sloan, Herbold-Swalwell, Narber, Henry, Moyna, Chase. No – None. Abstain – None.
Motion approved, 6-0-0.

5. Consideration and recommendation for the Final Plat for Humphrey Farm Plat 1.

Erin Ollendike (Civil Design Advantage) presented the request. This is to section off the farmstead located along the northeast corner of 1st Avenue and 30th Street SE. The property owner is agreeable to all Staff deficiencies, including providing the 10' PUE along the street. Moyna asked about the sidewalk on the north side of 30th. Shaw stated that Engineering had brought that up. The City needs to look at working with the property owner on the installation of the sidewalk. It is not a contingency for approval of the plat. Sidewalk continuity needs to be addressed as the area is developed. Moyna asked Shaw if they wanted to set a time frame. Shaw explained it's a new issue, because it's an existing property. It either becomes an assessment project or the property owner installs it. Either way, it's a heads-up that this needs to be addressed.

Motion by Narber, seconded by Herbold-Swalwell, for recommendation for the Final Plat for Humphrey Farm Plat, subject to deficiencies.

Votes: Yes – Narber, Herbold-Swalwell, Sloan, Henry, Moyna, Chase. No – None. Abstain – None.
Motion approved, 6-0-0.

6. Review and recommendation of an amendment to Chapter 168.13 – C-7 Regional Commercial to amend the Principal Permitted Uses to add a car wash.

Josh Trygstad (Civil Design Advantage) presented the request. They have a buyer looking to install a car wash at Prairie Fire and Tallgrass Parkway. Henry asked if this were a permitted use originally. Shaw stated no. Henry asked about the reasoning behind that as background for the newer

Commission members. Shaw said the original vision was retail commercial with an entertainment component, hospitality, office, and some sort of high density residential to be mixed in with it. Herbold-Swalwell asked about if they had talked about why this might fit into the overall plan if it were to be amended or if there were any other rationale behind it.

Chris Trosper (Heart of America) explained that the C-7 district was put into place to be very wide-ranging with a lot of different uses. Putting those into place years ago, it's difficult to envision every usage that may come aboard. They are marketing different outlots for different uses. A user came to them with a carwash use. They feel its amenable to the area, in harmony with the overall retail concept. Henry stated that they don't want to sell six lots to become car washes. Trosper affirmed, stating another carwash would not want to be situated next to that one in that fashion, as they want a harmonious use. Shaw added that he had been planning in this area since he got here in 1995 before the Whalens were invested in it. The area is a regional draw. Over time a number of things have changed. The way people shop has changed. A one-off carwash is fine, but Shaw suggested the need to sit back and take a hard look at how it will develop. Once the vision is lost, it becomes something unintended. He also said that in order to make the area work, they would have to phase out the trucking industries that are up there that are outdated and small. Those businesses want to develop and expand and they cannot do that where they are located.

Sloan stated she thinks the vision is different for that area than a car wash. She said she was on City Council when the property was being purchased by the Whalen brothers, and to have a car wash in that area was not what they had in mind.

Motion by Sloan to deny recommendation of an amendment to Chapter 168.13 – C-7 Regional Commercial to amend the Principal Permitted Uses to add a car wash. No second. Motion died.

Motion by Chase, seconded by Herbold-Swalwell, for recommendation of an amendment to Chapter 168.13 – C-7 Regional Commercial to amend the Principal Permitted Uses to add a car wash.

Votes: Yes – Chase, Herbold-Swalwell, Narber, Moyna. No – Sloan, Henry. Abstain – None. Motion approved, 4-2-0.

7. Consideration and recommendation for the Preliminary Plat for Prairie Crossing Plat 8.

Josh Trygstad (Civil Design Advantage) presented the request. This plat was formerly Outlot Z of Plat 7. It was originally platted as an outlot because they didn't know what the end users were. It was always known to be subdivided and now they have an end user. The west lot will be 1.93 acres and the east lot will be 1.5 acres. Sanitary services have been stubbed to both lots. Storm sewer is readily available. They are proposing only one access onto Prairie Fire. No access will ever be proposed onto Tallgrass. Henry asked Shaw if there were any issues. Shaw said they requested both lots have a common access point and in also the future they need to connect the parking lot to the property to the west. No access onto Tallgrass Parkway will be allowed.

Motion by Henry, seconded by Herbold-Swalwell, for recommendation for the Preliminary Plat for Prairie Crossing Plat 8, subject to deficiencies.

Votes: Yes – Henry, Herbold-Swalwell, Sloan, Narber, Moyna, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

8. Consideration and recommendation for the Final Plat for Prairie Crossing Plat 8.

Josh Trygstad (Civil Design Advantage) had nothing further to add.

Motion by Henry, seconded by Herbold-Swalwell, for recommendation for the Final Plat for Prairie Crossing Plat 8, subject to deficiencies.

Votes: Yes – Henry, Herbold-Swalwell, Sloan, Narber, Moyna, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

9. Consideration and recommendation for the Preliminary Plat for Spring Creek Ridge Plat 5.

With no one present to address the item, Shaw presented the information. He explained this is the next tract over from Spring Creek Ridge that joins on the west side. It's a little over 30 acres that has an existing two-story, block farmhouse. They are splitting that from the rest of the property. There will be two lots—one is where the house is, and the other is the land behind it planned for development. It will need to be rezoned and platted in the future. Henry said it looks like it will be the same developer that is doing Spring Creek. Shaw affirmed. Henry asked about the deficiencies or anything they were worried about not getting accomplished. Shaw said no, just the details of the plan.

Motion by Sloan, seconded by Narber, for recommendation for the Preliminary Plat for Spring Creek Ridge Plat 5, subject to deficiencies.

Votes: Yes – Sloan, Narber, Henry, Moyna, Herbold-Swalwell, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

10. Consideration and recommendation for the Final Plat for Spring Creek Ridge Plat 5.

With no one present to address the item, Shaw presented the information. He said he would recommend approval subject to deficiencies, including legal docs.

Motion by Henry, seconded by Herbold-Swalwell, for recommendation for the Preliminary Plat for Spring Creek Ridge Plat 5, subject to deficiencies.

Votes: Yes – Henry, Herbold-Swalwell, Sloan, Narber, Moyna, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

11. Consideration and recommendation of the Site Plan for the Lineage Logistics Truck Parking.

Jason Ledden (Synder & Associates) presented the request. They are looking to add additional truck parking, staff parking, and a new driveway up to Adventureland Drive. They believe that the detention north of Adventureland Drive is adequate. Shaw stated that right now they have some circulation issues with trucks coming in. There isn't enough parking. This will help address how they circulate through the property to load and unload and circulate out. He explained that one thing that is a part of the plan that he thought was important was that since there is already such a large truck parking area, they are trying to incorporate landscaping to break it up and screen it around the edges.

Motion by Henry, seconded by Herbold-Swalwell, for recommendation of the Site Plan for the Lineage Logistics Truck Parking, subject to deficiencies.

Votes: Yes – Henry, Herbold-Swalwell, Sloan, Narber, Moyna, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

12. Consideration and recommendation of the revised Site Plan for the Summit Products 2021 Paint Line Building Expansion.

Jason Ledden (Synder & Associates) presented the request. Summit Products is looking to add a paint line building off of NE 41st Ave with new building parking. They are providing storm water management on the west side of the building. For the benefit of the new Commission members, Shaw explained that this was now the third site plan for this property, because they keep making it bigger each time. They've done some of the work, added detention, re-routed the driveway, and built a cold storage building in the northwest corner. This addition will be front and center over a lot of their existing parking. The sanitary sewer that serves the existing facilities runs through there, so they've probably done a bit of work moving things. On this site plan, the building is bigger and they've made internal changes. Henry asked what Summit Products makes. Shaw stated they trick out RVs, that they're very creative, push the envelope, and try to do a lot of things. Henry mentioned that they have 75 employees and that it's a hidden gem in Altoona.

Henry asked about a temporary road.

Dave Thompson (463 SE 64th St, Pleasant Hill) is an employee of Summit. He addressed the temporary road. He said they hope to have a 250-foot by 280-foot building. He invited the Commission for a tour of Summit Products.

Motion by Herbold-Swalwell, seconded by Moyna, for recommendation of the revised Site Plan for the Summit Products 2021 Paint Line Building Expansion, subject to deficiencies.

Votes: Yes – Herbold-Swalwell, Moyna, Sloan, Narber, Henry, Chase. No - None. Abstain – None. Motion approved, 6-0-0.

13. Consideration and recommendation of the Site Plan for the Jetco Development.

Jason Ledden (Synder & Associates) presented the request. They are putting in a new building for the facility with parking and dock areas. There will be a private drive off of 9th, and sewer and water are at the street. They agree with all deficiencies. Moyna asked if the access drive was the one that was paved last fall. Ledden affirmed. Henry asked Shaw about the roads. Shaw said planning is underway. They are nearing the end of the development agreement for the other warehouse on 9th that includes the road improvements and utility work out there for that project that affects this project. They are looking at improving 9th in two phases between 1st Avenue and the railroad tracks. The frontage of this property is in the second phase. The City has made an application to the DOT for RISE Grant money, and he said it sounds favorable that the City will get the money. The second phase will be coming sooner than later. The development agreement will cover the second half of the street, too. It has to be done in two phases for timing to allow the warehouse to be under construction. Shaw explained the phasing in greater detail.

Motion by Henry, seconded by Chase, for recommendation of the Site Plan for the Jetco Development, subject to deficiencies.

Votes: Yes – Henry, Chase, Sloan, Narber, Moyna, Herbold-Swalwell. No - None. Abstain – None. Motion approved, 6-0-0.

14. Minutes of the February 22, 2022 meeting.

Motion by Herbold-Swalwell, seconded by Sloan, to approve the minutes.

Votes: Yes – Herbold-Swalwell, Sloan, Narber, Henry, Moyna, Chase. No - None. Abstain – None.
Motion approved, 6-0-0.

15. Old/New Business

Herbold-Swalwell asked if there would be a working group to discuss the development of Prairie Crossing. Shaw said the plan in place isn't a complete plan; it is in generalities what may occur where in that property. The C-7 lists specific uses that are allowed. The big goals are still achievable as far as entertainment and tourism. Enough time has passed that it needs to be re-evaluated. The owners have worked very hard on it. We have one chance to develop it and develop it right.

Shaw said City Council didn't take action on the Comprehensive Plan. They want to take another look at it.

He discussed topics that came out of the Comp Plan regarding Old Town and the property where the grain elevators are located. Herbold-Swalwell said the farm kid in her would like to see us embrace our rural roots and have the elevators remain and be tied into the Old Town area. Shaw stated that City Council created an Arts Advisory Board. They will be considering how public art can be accomplished, including possibly murals on grain elevators. Other ideas would be climbing walls, ice climbing walls, and lookout towers. There is a Public Works complex being planned. There are some older buildings that could be sold to create more commercial opportunity.

Motion by Henry, seconded by Herbold-Swalwell, to adjourn.

Votes: Yes – Henry, Herbold-Swalwell, Sloan, Narber, Moyna, Chase. No - None. Abstain – None.
Motion approved, 6-0-0.

Meeting adjourned at 8:24 p.m. Special meeting at noon on March 31, 2022. Next regular meeting is April 26, 2022 at 6:30 p.m.

Respectfully submitted,
Jennifer Naylor
Office Assistant

SPECIAL ALTOONA PLANNING AND ZONING COMMISSION MEETING

March 31, 2022

Altoona City Hall

Members Present in Person: Scott Henry

Members Present Virtually: Dan Narber, Jill Pudenz, Steve Moyna, Herbold-Swalwell

Members Absent: Michelle Sloan, Steve Chase

Staff: John Shaw, Marina Reasoner

Guests: None

Chairperson Scott Henry called the meeting to order at 12:00 p.m. Roll call was taken. Five commissioners were present at roll call.

1. Consideration and recommendation of an amendment to the Altoona Urban Renewal Plan.

John Shaw explained that this item was an oversight and should have been on the previous Planning & Zoning agenda. This is in regards to projects within the TIFF districts. It has to show that the projects are in accordance with our Comprehensive Plan. He explained the included street projects and showed them on renderings, including the 9th Avenue project, east of 1st Avenue; the widening of Adventureland Drive; another part of the 8th Street improvements replacing the failed concrete; Phase 3 of the 1st Avenue project; and the far eastern area of the 8th Street improvements, including improvements in conjunction with the new school.

Henry asked about timeframes. Shaw said he didn't know the exact time frame of Adventureland Drive, but they're all coming up quickly. Henry asked if it would be within two years. Shaw said yes. The 1st Avenue S project will be the next phase after the current extension and the roundabout at 1st Ave and 9th. Moving utilities is the first task before any paving. He said they will all be within five years, but quicker than that. Henry asked if the City of Des Moines knows how bad 8th Street is when you get into Des Moines under the bypass. Shaw affirmed, stating it also part of Polk County. Henry asked if anyone else had questions. There were no further questions.

Motion by Henry, seconded by Herbold-Swalwell, for recommendation of an amendment to the Altoona Urban Renewal Plan, that it conforms to the Comprehensive Plan in regards to the Urban Renewal Area.

Votes: Yes – Henry, Herbold-Swalwell, Narber, Pudenz, Moyna. No – None. Abstain – None. Motion approved, 5-0-0.

Motion by Henry, seconded by Narber, to adjourn.

Votes: Yes – Henry, Narber, Pudenz, Moyna, Herbold-Swallwell.

Meeting adjourned at 12:10 p.m. Next regular meeting is April 26, 2022.

Respectfully submitted,
Jennifer Naylor
Office Assistant