CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEMS #1A – #1B **COMP-2023-000005**

Applicant: City initiated.

Location: The proposed Upper East Village Urban Renewal Plan covers an area generally bound by East 6th Street on the west, Des Moines Street on the south, East 9th Street on the east, and the freeway (I-235) on the north.

Requested Action: A) Amendment to the PlanDSM: Creating Our Tomorrow Comprehensive Plan to revise the future land use classification from Public/Semi-Public to Downtown Mixed Use for the area bound by Pennsylvania Avenue on the west, Des Moines Street on the south, East 9th Street on the east, and the freeway (I-235) on the north.

B) Determination as to whether the proposed Upper East Village Urban Renewal Plan is in conformance with the PlanDSM: Creating Our Tomorrow Comprehensive Plan.

I. GENERAL INFORMATION

1. **Purpose of Request:** Included in the Commission's packet is a draft version of the Upper East Village Urban Renewal Plan (URP).

   The proposed urban renewal area consists of 42 lots/tax parcels containing approximately 22 acres of land. The area currently includes medium- to high-density multi-household residential uses, and commercial uses.

2. **Applicable Regulations:** Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, the Commission reviews all proposals to amend the future land use map within the City of Des Moines' Comprehensive Land Use Plan. The recommendation of the Commission will be forwarded to the City Council.

   Taking into consideration the criteria set forth in Chapter 403 of the Iowa Code, the Commission reviews all proposals for a specific area that has been identified as a slum, blighted or economic development area or combination of the three to determine whether the proposed Urban Renewal Plan for the area is in conformance with the *PlanDSM: Creating Our Tomorrow* comprehensive plan. The recommendation of the Commission is forwarded to the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Urban Renewal Plan Goals and Objectives:** The Upper East Village Urban Renewal Area has goals and objectives that are intended to develop multi-family housing, commercial centers, professional offices, and/or mixed-use developments that enhance the neighborhood.

The goals and objectives of the Upper East Village Urban Renewal Area are as follows:

- Provide an attractive and appealing physical environment for residents to improve the livability of the Urban Renewal Area.

- Support the construction of quality, new multi-family residential infill development projects on underutilized parcels.

- Expand housing opportunities for residents and commercial service opportunities to support the neighborhood.

- Ensure that new development is of high quality, sustainable, and provides multi-modal transportation opportunities.

- Support the retention and expansion of affordable housing opportunities in an area proximate to amenities and job centers

The following guiding principles adopted by the Historic East Village Board would be supported by the Urban Renewal Plan:

- Walkability is a critical and defining feature of the East Village. The design concepts that promote walkability are empirically proven and well-documented. We will in general support initiatives and projects that are consistent with these concepts and oppose those that are not.

- The vitality of an urban mixed-use neighborhood depends on providing residents and visitors with a range of transportation options. These include use of personal vehicles, taxis and ride-sharing, bicycles, and walking. We advocate a coordinated strategy that enhances all of these options over time, rather than favoring some at the expense of others.

- A well-developed infrastructure is essential to the continued growth of our neighborhood, and we recognize the prohibitive cost that is often assigned to developers and business owners to improve our aged infrastructure. As a result, we are committed to partnering with elected and appointed officials and others in order to advance infrastructure-related initiatives and projects such as burying power lines, installing fiber optic lines, and upgrading utility systems.

2. **PlanDSM Comprehensive Plan:** A prerequisite for an urban renewal plan is a comprehensive plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality.

The City's Comprehensive Plan, *PlanDSM: Creating Our Tomorrow,* was adopted by the City Council on April 25, 2016, by Roll Call 16-0717.

The portion of the proposed Upper East Village Urban Renewal Area that is west of Pennsylvania Avenue is currently designated as Downtown Mixed Use and the area the is east of Pennsylvania is currently designated as Public/Semi-Public. Descriptions of each land use classification are provided below.

> *Public/Semi-Public: Areas that are mostly open to public use or public access. May include government facilities, schools, hospitals, libraries, and community facilities.*
>
> *Downtown Mixed Use: These nodes are the smallest in size and offer services that provide for basic daily needs of the local population in the surrounding neighborhood. May include restaurants, shops, and smaller scale businesses. Residential development including low-medium and medium densities may occur.*

In order for the proposed Urban Renewal Plan to be found in conformance with PlanDSM, the future land use designation of the area located east of Pennsylvania Avenue needs to be amended from Public/Semi-Public to Downtown Mixed Use. Staff believes that the Downtown Mixed Use designation is appropriate.

Furthermore, the proposed objectives contained within the Upper East Village Urban Renewal Plan (listed in the previous section of this Staff Report) align with several goals contained in *PlanDSM: Creating Our Tomorrow*, including the following:

Economic Development:
- Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.
- Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.
- Goal 3: Recognize livability as a key aspect to economic development.
- Goal 4: Foster a sustainable economy.

Land Use:
- Goal 2: Direct new growth and redevelopment to areas with existing infrastructure and nodes and corridors based on proximity to transit, shopping, services, and public amenities.
- Goal 4: Continue to embrace the distinct character of Des Moines' neighborhoods while allowing for new development and redevelopment.

Transportation:
- Goal 3: Provide opportunities for healthy lifestyles through walking as a primary mode of transportation.
- Goal 4: Make transit a more attractive option for all City residents.

- Goal 5: Enhance the bicycle network by expanding bicycle facilities that are safe, comfortable, and easily accessible.

Public Infrastructure and Utilities:

- Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.
- Goal 2: Evaluate capacity for implementation of and adaptation to green infrastructure in the city.
- Goal 3: Reduce the consumption of energy in City owned buildings.

Community Character and Neighborhoods:

- Goal 1: Embrace the distinct character offered in each of Des Moines' neighborhoods.
- Goal 2: Further Des Moines' revitalization efforts to improve the strength, stability, and vitality of all neighborhoods.
- Goal 3: Promote the redevelopment and revitalization of neighborhood nodes and corridors.
- Goal 4: Protect Des Moines' historic and cultural assets that contribute to neighborhood and community identity.
- Goal 5: Expand opportunities for healthy and active living for all residents.
- Goal 6: Strengthen the walkability and connectivity within and between the neighborhoods.

Social Equity:

- Goal 2: Ensure that all residents have convenient access to healthy food, health care, safe environments, and choices for an active lifestyle.

III. STAFF RECOMMENDATION

A) Staff recommends approval of the request to amend PlanDSM: Creating Our Tomorrow Comprehensive Plan to revise the future land use classification from Public/Semi-Public to Downtown Mixed Use for the area bound by Pennsylvania Avenue on the west, Des Moines Street on the south, East 9th Street on the east, and the freeway (I-235) on the north.

B) Staff recommends that the Commission find the proposed Upper East Village Urban Renewal Plan is in conformance with the PlanDSM: Creating Our Tomorrow Comprehensive Plan.

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Taxpayer:	No change
Title of Document:	Upper East Village Urban Renewal Plan
Grantor/Grantee:	City of Des Moines, Iowa
Legal Description:	See Exhibit "A" at page 8, below

UPPER EAST VILLAGE
URBAN RENEWAL PLAN

City of Des Moines, Iowa

Urban Design Review Board Action:	*February 6, 2023*
Taxing Entities Consultation:	*February 15, 2023*
Plan & Zoning Commission Action:	*February 16, 2023*
City Council Approval:	*March 6, 2023*

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I. INTRODUCTION

A. General Description of the Upper East Village Urban Renewal Area

The general location and boundary of the Upper East Village Urban Renewal Area is shown on *Map 1 – Urban Renewal and TIF District Area.*

This Urban Renewal Area consists of 42 lots/tax parcels containing approximately 22 acres of land, and is generally located east of the Des Moines River on the south side of Interstate 235. It is bound by East 6th Street to the west, East 13th Street to the east, Interstate 235 on the north, and Des Moines Street to the south.

The Urban Renewal Area is more specifically described in the accompanying *Appendix A - Legal Description*.

B. Purpose of the Urban Renewal Plan

The purpose of the Upper East Village Urban Renewal Plan is to encourage removal and/or redevelopment of the blighted, obsolete, and underutilized property within the urban renewal area and to encourage targeted revitalization and new economic investment in the form of residential and commercial uses.

The City of Des Moines believes that the designation of the Urban Renewal Area through the adoption of this plan will strengthen and revitalize the local economy through the planned development and redevelopment of the Urban Renewal Area, through:

1. Guidance of the development of the Urban Renewal Area in a manner that is consistent with the Comprehensive Plan, and that provides for the physical and economic enhancement of the area.

2. Provide for the planned and unified development of high density residential and commercial uses.

3. Creation of a safe and attractive physical environment through the construction and installation of necessary infrastructure and other public improvements in conformance with the City's ConnectDSM Transportation Master Plan, or actions supportive of the Urban Renewal Area.

4. Creation of financial incentives as necessary to encourage quality new housing opportunities, including improving and maintaining existing housing stock that can provide a variety of housing options, and support the development and retention of access to quality affordable housing within the Urban Renewal Area.

5. Expansion of the property tax base of the Urban Renewal Area and subsequently contributing to the economic betterment of the entirety of the City of Des Moines.

C. Authority to Adopt and Implement an Urban Renewal Plan

The State of Iowa has provided Iowa cities with the power to adopt and implement urban renewal plans through Chapter 403, Urban Renewal Law, Code of Iowa. If a slum, blighted or

economic development area or combination of the three, as defined in Section 403.17, Code of Iowa, exists within the municipality, the municipality may designate such an area for urban renewal through the process provided for in Chapter 403. After a comprehensive plan for the municipality has been adopted, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, development, redevelopment, or a combination thereof, of a designated urban renewal project area to promote the public health, safety, or welfare of the residents of this municipality.

For the reasons set forth below, the proposed Upper East Village Urban Renewal Area qualifies for designation as an Urban Renewal Area on the basis of existing slum and blight conditions as well as its suitability for economic development. Investment is desired in this underutilized area to promote economic development by removing blighted, obsolete, and underutilized properties to increase land values and creating housing and commercial opportunities for the area residents. But for tax increment financing, new investment in the area will not take place.

II. BACKGROUND INFORMATION

A. General Information

The area within and around the Upper East Village Urban Renewal Area is characterized by moderately-sized commercial structures, underutilized surface parking lots, places of religious assembly, a small cluster of single-family homes, and smaller multi-family buildings, several constructed as far back as the 1880s. The East Village enjoys good walkability and connectivity to downtown Des Moines and its Central Business District.

B. Existing Land Use

The Upper East Village Urban Renewal Area currently includes medium- to high-density multi-family residential uses and smaller commercial and medical office uses. These uses are shown in *Map 2 – Existing Land Use*

C. Conformance with the City's Comprehensive Land Use Plan

A prerequisite for an urban renewal plan is a comprehensive land use plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality.

All goals and objections of the Upper East Village Urban Renewal Plan are in conformance with the City's Comprehensive Plan, ***PlanDSM, Creating our Tomorrow,*** adopted by the City Council on April 26, 2016 by Roll Call 16-0717. PlanDSM Future Land Use designates all the land within the urban renewal area outside the street rights-of-way as "Downtown Mixed-Use". Map 3-Plan DSM Future Land Use Map further details the proposed land uses for this general area.

Land use goals identified in *PlanDSM* that will be included in the goals of this Urban Renewal Plan are Goal 2: Direct new growth and redevelopment to areas with existing infrastructure and nodes and corridors based on proximity to transit, shopping, services, and public amenities; and Goal 4: Continue to embrace the distinct character of Des Moines' neighborhoods while allowing for new development and redevelopment.

This Plan will also include goals from the various sections throughout the PlanDSM document including the following:

Housing:
Goal 1: Provide a diversity of housing options to accommodate residents of all ages, income levels, household sizes, and cultural backgrounds; Goal 3: Promote sustainable housing development that utilizes existing resources and supports compact, walkable, and bikeable neighborhoods; and Goal 4: Support development of, and access to, quality housing that is affordable to all income levels.

Transportation:
Goal 3: Provide opportunities for healthy lifestyles through walking as a primary mode of Transportation; Goal 4: Make transit a more attractive option for all City residents; and Goal 5: Enhance the bicycle network by expanding bicycle facilities that are safe, comfortable, and easily accessible.

Economic Development:
Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses; Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth; Goal 3: Recognize livability as a key aspect to economic development; and Goal 4: Foster a sustainable economy.

Public Infrastructure and Utilities:
Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs; Goal 2: Evaluate capacity for implementation of and adaptation to green infrastructure in the city; and Goal 3: Reduce the consumption of energy in City owned buildings

Community Character and Neighborhoods:
Goal 1: Embrace the distinct character offered in each of Des Moines' neighborhoods; Goal 2: Further Des Moines' revitalization efforts to improve the strength, stability, and vitality of all neighborhoods; Goal 3: Promote the redevelopment and revitalization of neighborhood nodes and corridors; Goal 4: Protect Des Moines' historic and cultural assets that contribute to neighborhood and community identity; Goal 5: Expand opportunities for healthy and active living for all residents; and Goal 6: Strengthen the walkability and connectivity within and between the neighborhoods.

Social Equity:
Goal 2: Ensure that all residents have convenient access to healthy food, health care, safe environments, and choices for an active lifestyle.

D. Conformance with the City's Zoning Requirements

Existing zoning in the urban renewal area (exclusive of the street rights-of-way) as shown on *Map 4 - Existing Zoning*, include:

- P2: intended for civic and institutional facilities, such as religious assembly places, cultural or arts centers, community centers, schools, infrastructure, recreational

facilities, and other institutional facilities. Infrastructure includes public or private infrastructure, including rail corridors and utility corridors or sites.

- DX2: intended for the mid-level intensity of activity in downtown, where storefronts, offices, and residences are mixed.
- DXR: intended for the mainly residential neighborhoods of the downtown, surrounding the downtown, and across the rivers from downtown.

Possible additional amendments to the Zoning Ordinance may be identified through the ongoing planning process for the implementation of this Plan.

E. Recognized Neighborhood Organizations

The Upper East Village Urban Renewal is geographically part of the Historic East Village Neighborhood, designated as a "Recognized Neighborhood" by the City Council as having met the specified minimum standards of a neighborhood organization and that communicates regularly with the City of Des Moines.

F. Recognition of Blight Conditions and Appropriateness for Development

The area qualifies for designation as an urban renewal area on the basis of blight due to existing conditions. The urban renewal area is characterized by vacant or underutilized parcels, parcels that are not adequately sized for redevelopment without assemblage with other land, dilapidated or obsolete buildings. As of the adoption of this Plan, eight parcels are listed by the Polk County Assessor as vacant. All of these conditions can have an impact of pulling down the economic viability of the Area and create a need for revitalization.

The proposed Upper East Village Urban Renewal Area is identified in Plan DSM and the City's future land use map as conducive for the development of new multi-family dwellings and mixed-use development. The development area is in the Historic East Village Neighborhood, located near the Central Business District, served by mass transit, and is proximate to employment centers, schools, commercial, medical, and other services. Future additional amendments to *Plan DSM* may be identified through the ongoing planning process for the implementation of this Plan.

The construction of quality, new multi-family residential housing stock and the development of underutilized commercial and public spaces would add taxable valuation and promote new economic opportunities within the City of Des Moines.

III. URBAN RENEWAL PLAN ELEMENTS

A. Plan Goals and Objectives

The Upper East Village Urban Renewal Area has goals and objectives that are intended to develop quality multi-family housing, commercial centers, professional offices or mixed-use developments that enhance the neighborhood.

The goals and objectives of the Upper East Village Urban Renewal Area are as follows:

- Provide an attractive and appealing physical environment for residents to improve the livability of the Urban Renewal Area.

- Support the construction of quality, new multi-family residential infill development projects on underutilized parcels.

- Expand housing opportunities for residents and commercial service opportunities to support the neighborhood.

- Ensure that new development is of high quality, sustainable, and provides multi-modal transportation opportunities.

- Support the retention and expansion of affordable housing opportunities in an area proximate to amenities and job centers

The following guiding principles adopted by the Historic East Village Board will be supported by the Urban Renewal Plan:

- Walkability is a critical and defining feature of the East Village. The design concepts that promote walkability are empirically proven and well-documented. We will in general support initiatives and projects that are consistent with these concepts and oppose those that are not.

- The vitality of an urban mixed-use neighborhood depends on providing residents and visitors with a range of transportation options. These include use of personal vehicles, taxis and ride-sharing, bicycles, and walking. We advocate a coordinated strategy that enhances all of these options over time, rather than favoring some at the expense of others.

- A well-developed infrastructure is essential to the continued growth of our neighborhood, and we recognize the prohibitive cost that is often assigned to developers and business owners to improve our aged infrastructure. As a result, we are committed to partnering with elected and appointed officials and others in order to advance infrastructure-related initiatives and projects such as burying power lines, installing fiber optic lines, and upgrading utility systems.

B. Public Purpose Activities to be Undertaken

To meet the objectives of this Plan, the City of Des Moines will support development and redevelopment of the Upper East Village Urban Renewal Area through, among other things, the following public purpose activities:

1. Provision of technical support in furtherance of this Plan;

2. Evaluation of properties' potential for development and redevelopment purposes, including, but not limited to, activities such as valuation appraisals and architectural, engineering, and environmental studies;

3. Improvement, installation, construction and reconstruction of streets, utilities, and other public improvements and rights-of-way to serve the property;

4. Enforcement of applicable local, state, and federal laws, codes, and regulations; and

5. Use of tax increment financing, loans, grants, and other appropriate financial tools in support of eligible public and private development and redevelopment efforts.

All public purpose activities shall be conditioned upon and shall meet the restrictions and limitations placed upon the Area by this Plan or any amendment thereto.

C. Land and Development Requirements

The physical development of the Area will be regulated through the standards and guidelines contained within the City of Des Moines' Zoning and Design Ordinances, the Des Moines Site Plan Regulations, and other applicable local, state, and federal codes and ordinances. In addition, all projects requesting financial assistance through tax increment financing must conform to Plan DSM and undergo review by the Urban Design Review Board.

The criteria to be used by the Board for making recommendations on design shall include, but are not limited to:

- How the project uses scale, proportion, color, articulation, massing, patterning, setbacks, and exterior materials. Permanence and quality of materials and site design, as well as details that add character and define depth are desired.
- How the project promotes an attractive and appealing physical environment.
- How the project incorporates long-term sustainability into site development and building construction, particularly the efficient use of materials and energy in heating, ventilation, and cooling system design.
- How the project uses low-impact development and on-site stormwater management best practices in the Area and coordinates the evaluation and assessment of natural resources proactively.

D. Financial Condition Report

The urban renewal area may be concurrently designated as a tax increment district. A financial condition report is included as *Attachment C-Financial Condition Report.* Property tax revenues anticipated to result from creation of the district would be available to service any indebtedness incurred in financing actions pursuant to this Plan

IV. URBAN RENEWAL PLAN IMPLEMENTATION

The City of Des Moines will take necessary action to achieve the goals and objectives of the Upper East Village Urban Renewal Plan. This will include involvement in the following activities:

A. Continued Planning Efforts

The City shall continue to evaluate the needs of the Area, identify issues and coordinate a response to these issues. A comprehensive approach will be taken to gather input from landowners, neighborhoods, businesses, and development interests.

B. Technical Assistance

The City may provide technical assistance to landowners and prospective developers where appropriate. The City will work to coordinate efforts related to development proposals, ongoing planning, coordination with other agencies and levels of government, and other activities that will assist with meeting the objectives of this Plan.

C. Funding and Financing: Economic Development Assistance

The City will pursue funding sources required to meet the objectives of this Plan. Sources may include, but are not limited to, loans, grants, general fund expenditures, tax increment financing, special assessments, bond issuance, and participation in state/federal programs.

More specifically, the use of tax increment financing and the review steps and requirements for proposed economic development assistance are specified as follows:

1. Tax Increment Financing. The City believes that the use of tax increment revenues to assist in the financing of new development or redevelopment in the Upper East Village Urban Renewal Area is necessary in the public interest to achieve the objectives of this Plan. Without the use of this special financing tool, new investment may not otherwise occur or may occur within other jurisdictions. The use of tax increment financing to spur the development of the Area pursuant to this Plan is expected to provide greater future property tax revenues for the City, Polk County, and Des Moines Independent Community School District that would otherwise be available if this Plan were not implemented.

2. Tax increment financing will be used where it is anticipated to provide a long-term payback in overall increased tax base for the City, County, and School District. The initial public investment required to generate new private investment is anticipated to ultimately increase the taxable value of the Area beyond its existing base value.

   Tax increment reimbursement may be sought for, among other things, the following costs to the extent they are incurred by the City:

   a. Development and administration of this Plan;

   b. Construction of public infrastructure improvements and facilities within the Area;

   c. Acquisition, installation, maintenance, and replacement of public improvements throughout the Area;

   d. Provision of loans or grants to qualified property owners for redevelopment of property within the Upper East Village Urban Renewal Area in conformance with this Plan.

D. Responsibility of Developer

The City will work with property owners, developers, neighborhood organizations, and their designees to implement this Plan. City expects to provide financial incentives for projects consisting of economic development grants payable in installments equal to a percentage of the incremental tax revenues generated by each project, as more specifically shown in the Financial Conditions report. The City reserves the ability to negotiate what will be in the best interest of the community and in furtherance of this Plan, while working with property owners,

developers, neighborhood organizations, or their designees to facilitate development and redevelopment projects.

V. DURATION OF URBAN RENEWAL PLAN

The Plan for the Upper East Village Urban Renewal Area shall continue in effect until terminated by action of the City Council of the City but in no event before the City has received full reimbursement from incremental taxes of its advances to carry out the objectives of the Plan.

VI. SEVERABILITY

In the event one or more provisions contained in this Urban Renewal Plan shall be held for any reason to be invalid, illegal, unauthorized, or unenforceable in any respect, such invalidity, illegality, lack of authorization, or unenforceability shall not affect any other provision of this Plan and this Plan shall be construed and implemented as if such provision had never been contained herein.

VII. AMENDMENT OF URBAN RENEWAL PLAN

The City of Des Moines may amend this Plan from time to time in accordance with applicable state and local law. The amendments may include additional objectives, revised land use regulations, revised boundaries, and/or property to be acquired and disposed of for redevelopment.

The City Council shall request public input from, but not limited to, designated neighborhood group(s) and City-appointed committees as appropriate upon any proposed amendment to this Plan.

Appendix A
Legal Description – Upper East Village Urban Renewal Area

Beginning at the intersection of the Southerly Right of Way line of Des Moines Street and the East Right of Way line of East 9th Street; Thence Southwesterly along said Southerly Right of Way line of Des Moines Street to the Westerly Right of Way line of East 6th Street; Thence Northwesterly along said Westerly Right of Way line of East 6th Street to the Northeast corner of Lot 2, Block D, River Hills Plat Three, an Official Plat; Thence Northerly along a straight line to a corner of Block B in said River Hills Plat Three, said corner being 460.427 feet (Platted) Northerly along the Westerly line of said Block B from the Southwest corner of said Block B; Thence Northeasterly along a Northwesterly line of said Block B to the North line of Block B in said River Hills Plat Three, said North line of said Block B also being the South Right of Way line of Interstate 235; Thence Easterly along the meandering line of said South Right of Way line of Interstate 235 to the East Right of Way of East 9th Street; Thence South along said East Right of Way line of East 9th Street to the Point of Beginning.

Appendix B
Legal Description – Upper East Village TIF District #1

The South half (S ½) of the West 333.50 feet of Block A, River Hills, Plat Three, on Official Plat, now included in and forming a part of the City of Des Moines, Iowa.

Locally known as 603 East 6th Avenue, Des Moines, Iowa

Appendix C
Financial Condition Report – Upper East Village Urban Renewal Area

The City has, by Ordinance No. _____ passed March 6, 2023, designated the Upper East Village Urban Renewal Area as an urban renewal area in which 'Tax Increment Financing," as defined in Chapter 403, Code of Iowa, may be utilized. The expected financial undertakings and tax increment revenue with regard to this urban renewal area are discussed in this Financial Condition Report.

Introduction

Urban renewal is one of the few ways an Iowa municipality can undertake and financially assist community revitalization and economic development. In Des Moines, especially in the older areas with limited redevelopment opportunities, urban renewal is an important way cities can assist the private sector in the creation and retention of jobs, the creation of affordable housing, and the development and redevelopment of blighted, vacant, and underutilized parcels that would not occur without the City's assistance.

Urban renewal can provide flexibility in phasing development over a long-term period. In Iowa, a city may designate an "urban renewal area" by following the requirements specified in Chapter 403, Code of Iowa, upon finding that the area qualifies for designation as a slum area, a blighted area, or an economic development area as those terms are defined in Iowa Code §403.17. The Upper East Village Urban Renewal Plan Area has been designated by the City as an urban renewal area upon a finding by the City Council that slum and blighted conditions exist and that the area is appropriate for economic development.

As part of the designation of an urban renewal area, the city council must adopt an urban renewal plan. The plan text includes a legal description and map of the area; a description of existing land uses and conditions; the actions the city proposes to undertake in the area such as public improvements, public services, the sale or purchase of property, and any conditions the city may want to impose on the development projects. The Des Moines City Council adopted the original Urban Renewal Plan for the Upper East Village Urban Renewal Area on March 6, 2023, by Roll Call No. XX-XXXX. If the city wants to undertake an action not specified in the urban renewal plan, it must adopt the proposed change by an amendment. Before the urban renewal plan or any amendment can be adopted by the city council, notice of a public hearing on the plan or amendment must be published in the newspaper.

In addition, if the urban renewal area uses tax increment financing, a consultation and comment period with other taxing entities is offered prior to the public hearing. This document has been prepared in response to this consultation requirement.

Tax Increment Financing

Tax increment financing ('TIF") is a financing tool that is only available in designated urban renewal areas. It allows the use of a portion of the future property tax revenues of all taxing jurisdictions (the "Tax Increment Revenue") created by an increase in the total assessed value of

all the taxable property within the urban renewal area, to be used to fund obligations incurred by the city in implementing the urban renewal plan.

The Tax Increment Revenue can only be used for the activities or items authorized in the urban renewal plan. If the Tax Increment Revenue is not used to pay eligible expenses incurred in the implementation of the urban renewal plan, the revenue is released back to general revenues of the local taxing jurisdictions. On March 24, 1997, the Des Moines City Council adopted a policy that commencing in FY1997/98, the City will use, and has used, no more than 75% of the total annual Tax Increment Revenues generated by all urban renewal areas. This assures that the local taxing entities receive the benefit of at least 25% any future growth in the valuation of taxable properties in the urban renewal areas utilizing tax increment financing.

Current TIF Bonding and Outstanding Indebtedness

Overall, as of July 1, 2022, the City of Des Moines has approximately $507.3 million in general obligation debt. Of this debt, approximately $111.3 million is being serviced with Tax Increment Revenues from various urban renewal areas. The State of Iowa Constitutional debt-limit for general debt obligations by the City of Des Moines is approximately $792.7 million. The Upper East Village Urban Renewal Area does not have any outstanding debt arising from the issuance of tax increment notes or bonds.

Property Tax Assessments and Revenues

The base assessed value used to calculate the Tax Increment Revenue for the Upper East Village Urban Renewal Area projection as of 1/1/2022 is $464,000. At the time of designation as a tax increment financing district, any property tax assessments within the legally-described district will be "frozen". Any additional increase in the property tax assessment may be "captured" for use in the TIF district by the City.

The property tax assessment and revenue projections will be updated with any amendments that are made to the plan.

Future Financial Condition

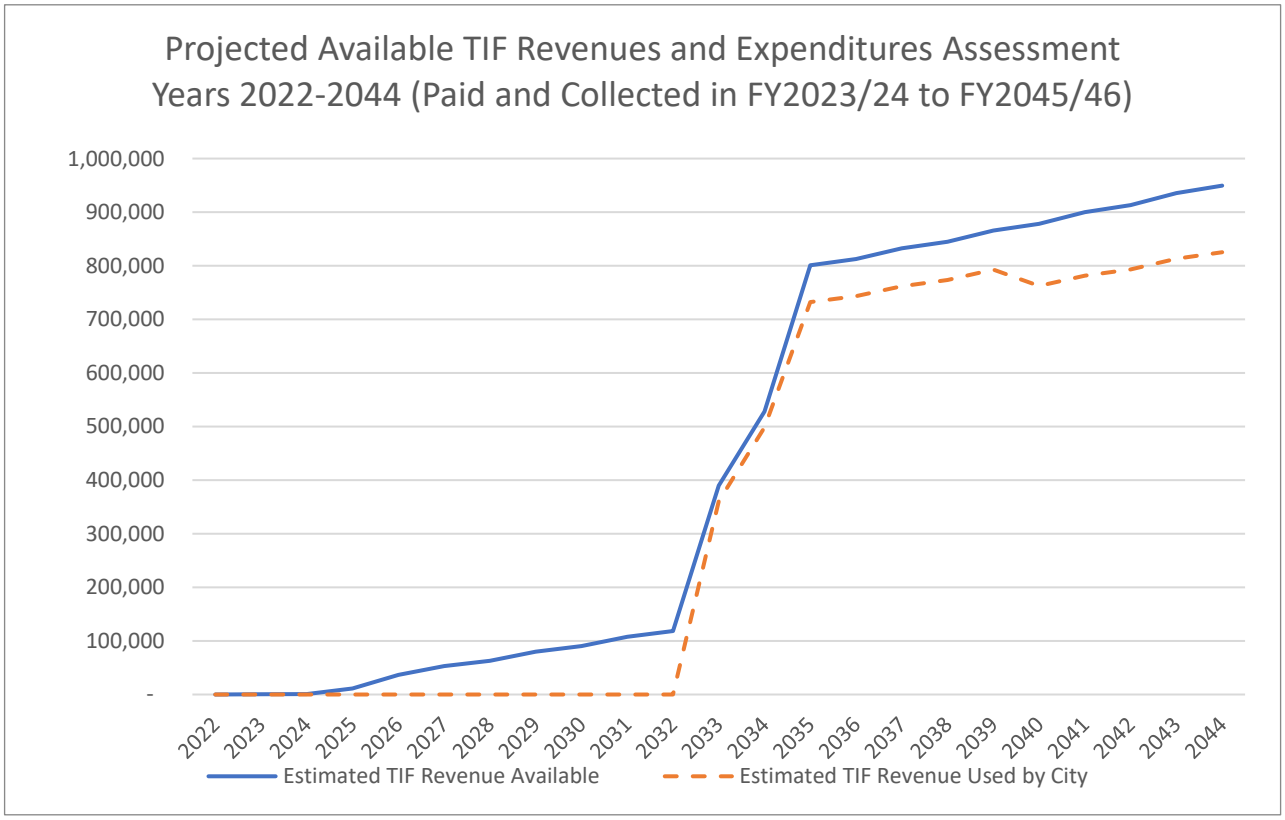
Shown below is a table that projects estimated property tax revenues and expenditures from the Upper East Village Urban Renewal Area – TIF District #1. In this Financial Condition Report, the estimated property tax revenues are based on a property tax levy rate of approximately $36 / $1,000. This levy rate reflects the tax levy rate after subtracting payment of the 'protected debt levy' (various mandated debt expenses collected as part of the property tax levy.)

The Tax Increment Revenue generated by the assessed value existing on any January 1st is paid and collected in the fiscal year commencing 18 months later.

The following table and graphic represent new information formulated for this amendment.

Assessment Year	Adjusted Base Valuation	Total Adjusted Assessed Valuation	New Adjusted Increment Valuation	TIF Valuation Used	Estimated TIF Revenue Available	Estimated TIF Revenue Used by City	Percent Valuation Used
2022	464,000	464,000	-	-	-	-	0%
2023	464,000	475,600	11,600	-	418	-	0%
2024	464,000	482,734	18,734	-	674	-	0%
2025	221,496	534,150	312,654	-	11,256	-	0%
2026	75	1,021,862	1,021,788	-	36,784	-	0%
2027	-	1,472,412	1,472,412	-	53,007	-	0%
2028	-	1,749,455	1,749,455	-	62,980	-	0%
2029	-	2,218,118	2,218,118	-	79,852	-	0%
2030	-	2,506,346	2,506,346	-	90,228	-	0%
2031	-	2,993,932	2,993,932	-	107,782	-	0%
2032	-	3,293,797	3,293,797	-	118,577	-	0%
2033	-	10,831,541	10,831,541	10,011,701	389,935	360,421	92%
2034	-	14,668,291	14,668,291	13,843,113	528,058	498,352	94%
2035	-	22,244,727	22,244,727	20,339,994	800,810	732,240	91%
2036	-	22,572,234	22,572,234	20,645,851	812,600	743,251	91%
2037	-	23,126,268	23,126,268	21,163,258	832,546	761,877	92%
2038	-	23,466,998	23,466,998	21,481,464	844,812	773,333	92%
2039	-	24,043,401	24,043,401	22,019,761	865,562	792,711	92%
2040	-	24,397,888	24,397,888	21,174,456	878,324	762,280	87%
2041	-	24,997,563	24,997,563	21,705,012	899,912	781,380	87%
2042	-	25,366,363	25,366,363	22,031,304	913,189	793,127	87%
2043	-	25,990,249	25,990,249	22,583,281	935,649	812,998	87%
2044	-	26,373,940	26,373,940	22,922,747	949,462	825,219	87%

The graphic below shows the projected property tax revenues and expenditure estimates detailed in the table above. Note: The Tax Increment Revenue generated by the assessed value existing on any January 1st is paid and collected in the fiscal year commencing 18 months later



This information will change as future projects, subject to the urban renewal amendment process with the individual review of each amendment and projects by the City Council and other authorities as directed by the Code of Iowa, are approved.

Appendix D
Approved Economic Development and Redevelopment Projects and Activities

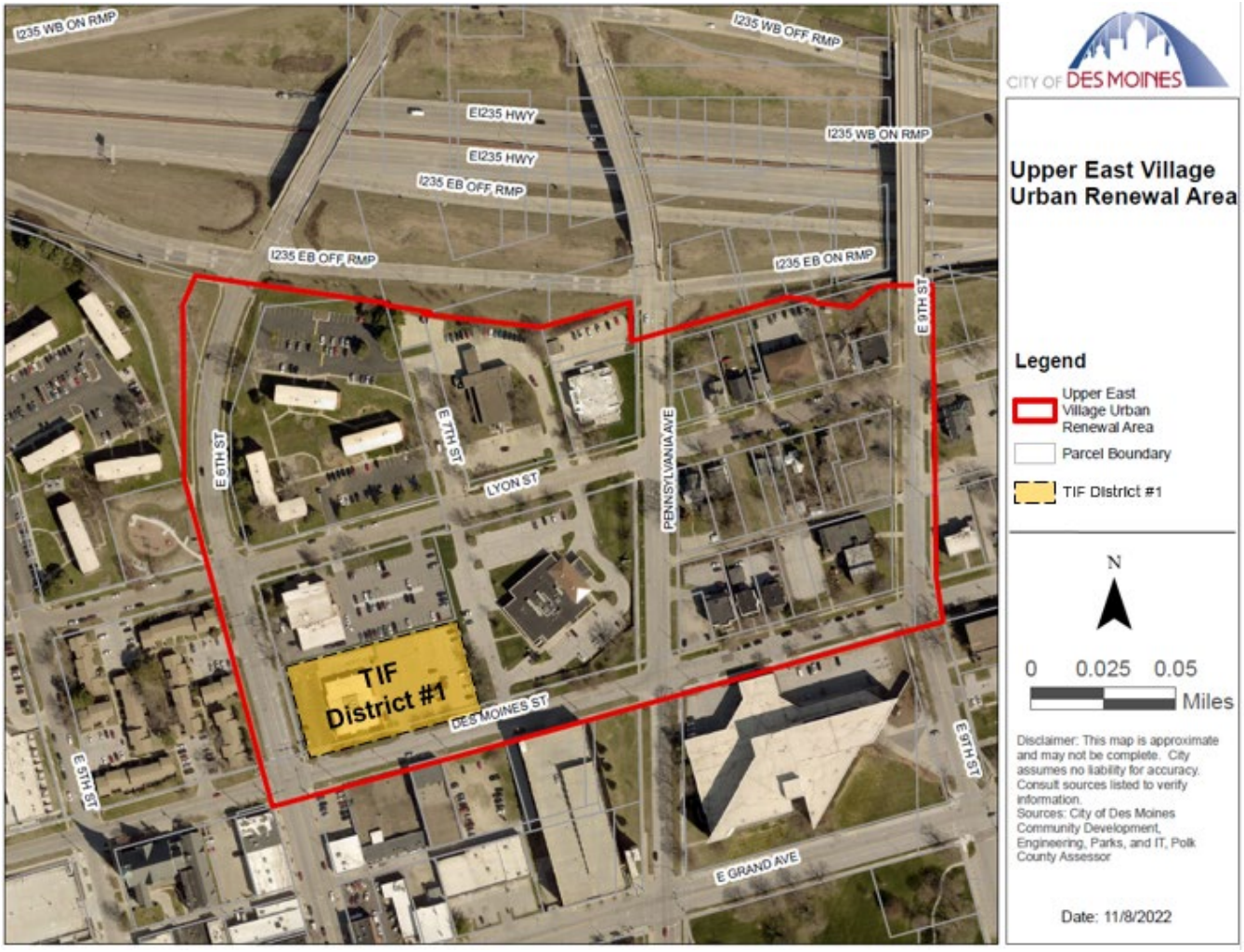
The following listing provides a summary of Economic Development and Redevelopment Projects approved by the Des Moines City Council for receipt of tax increment funding.

Projects marked with "*" have had preliminary terms of agreement approved by the Des Moines City Council. This information is updated when the City Council approves a development agreement.

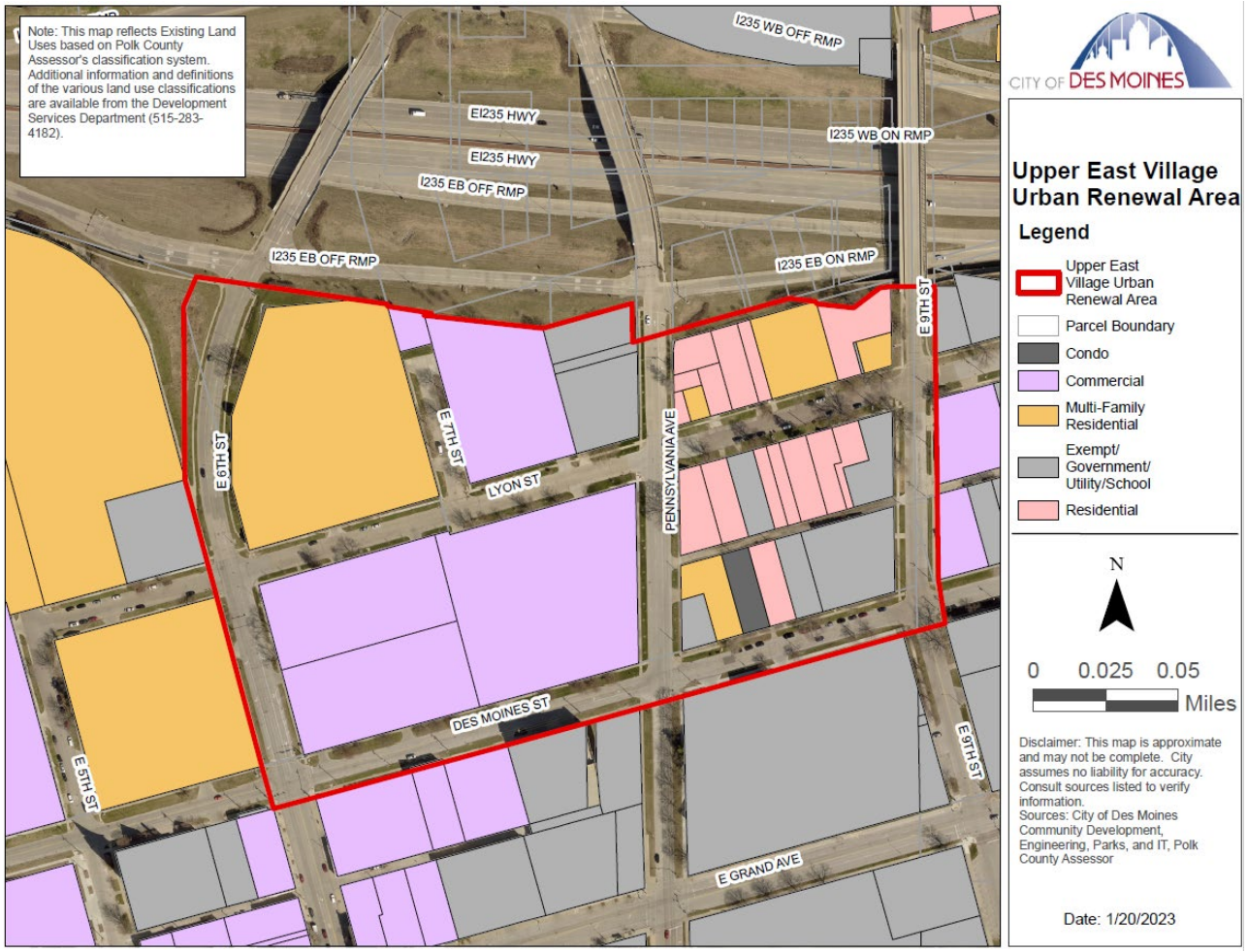
*HOA Development LLC – 603 E 6th Street

New construction of a 7-story building with 186 units, and approximately 150 enclosed parking stalls on the sub-level in accordance with the preliminary terms of an Urban Renewal Development Agreement with HOA Development LLC, presented to the City Council on March 6, 2023. The financial terms provide for an economic development grant capped at a net present value of $4,500,000 to be paid with $50,000 in project year 8, 95% the project generated tax increment from the building valuations, exclusive of land in years 9 -15, 90% in years 16-20, commencing in the fiscal year when taxes are first due and payable on the completed improvements.

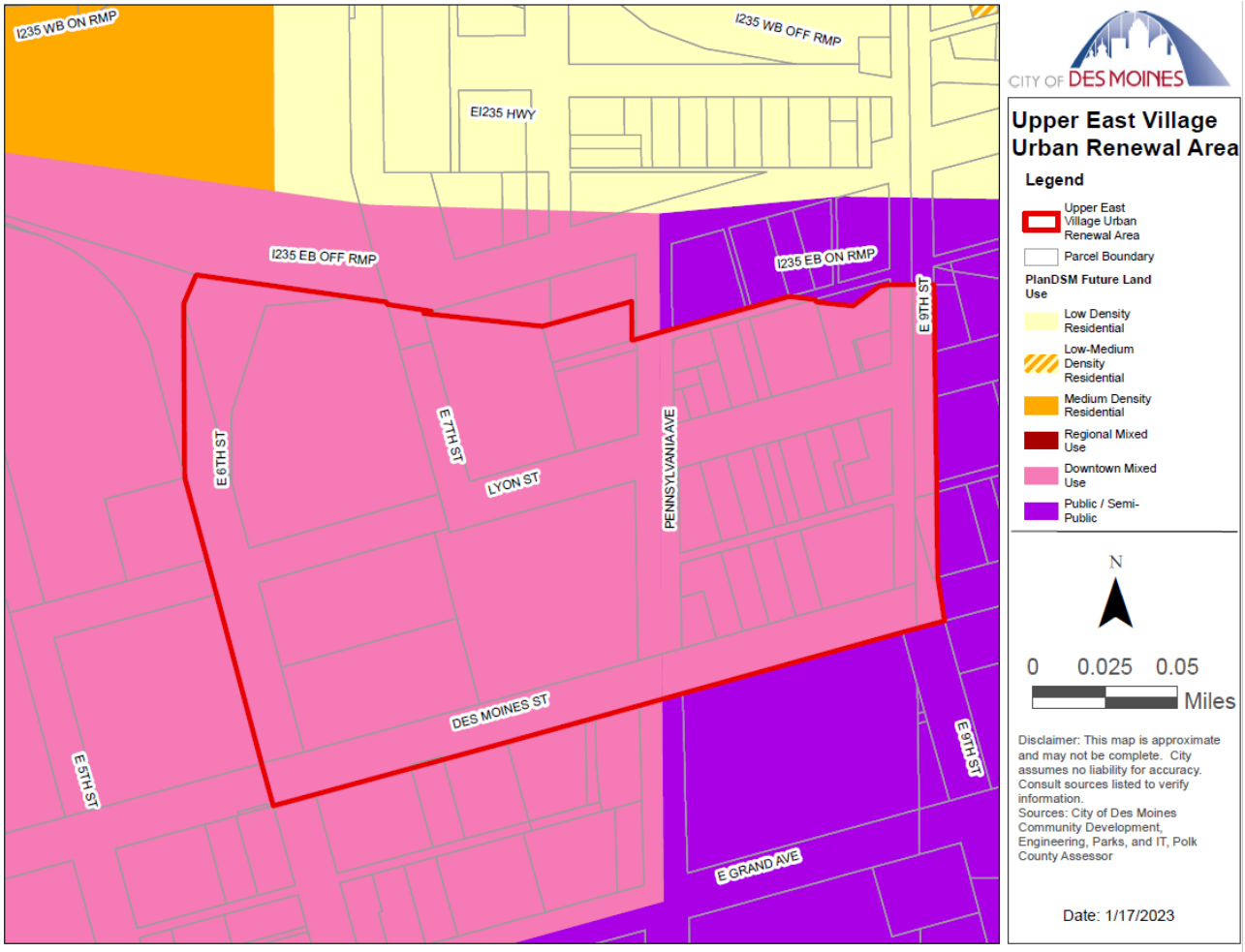
Map 1
Urban Renewal and TIF District Area



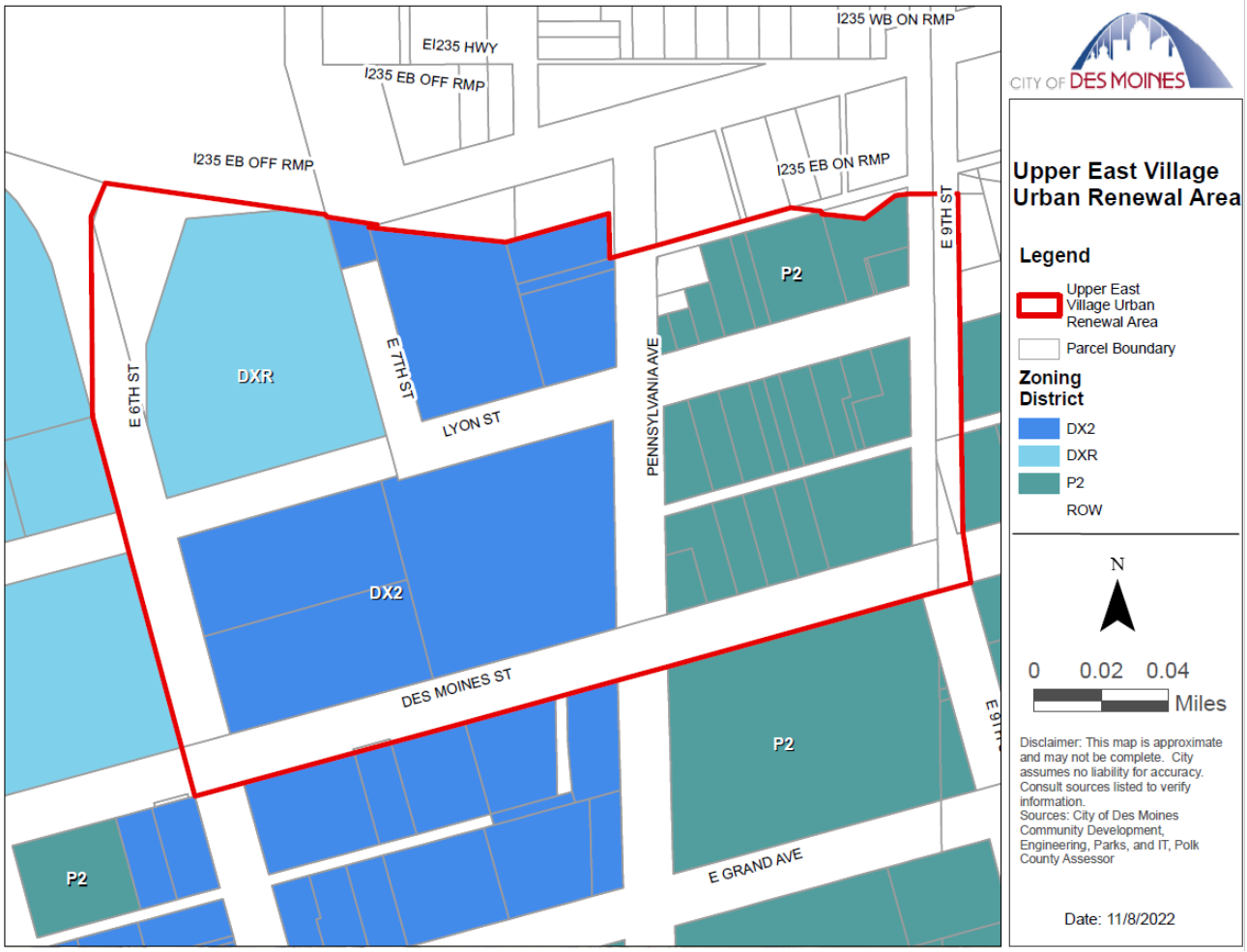
Map 2
Existing Land Use



Map 3
Future Land Use



Map 4
Existing Zoning



CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #2 **COMP-2023-000004**

Applicant: City-initiated.

Location: The proposed Airport Development Urban Renewal Plan covers a large area surrounding the Des Moines International Airport, and is generally bounded by the City of Des Moines' corporate boundary to the west, County Line Road/Echo Valley Drive to the south, properties along the east side of Fleur Drive to the east, and properties along the north side of Park Avenue to the north.

Requested Action: Determination as to whether the proposed Airport Development Urban Renewal Plan is in conformance with the PlanDSM: Creating Our Tomorrow Comprehensive Plan.

I. GENERAL INFORMATION

1. **Purpose of Request:** Included in the Commission's packet is a draft version of the Airport Development Urban Renewal Plan (URP).

   The proposed 1,696-acre Urban Renewal Area consists of parcels surrounding the Des Moines International Airport. The area currently includes a mix of commercial light industrial, and residential uses.

2. **Applicable Regulations:** Taking into consideration the criteria set forth in Chapter 403 of the Iowa Code, the Commission reviews all proposals for a specific area that has been identified as a slum, blighted or economic development area or combination of the three to determine whether the proposed Urban Renewal Plan for the area is in conformance with the *PlanDSM: Creating Our Tomorrow* comprehensive plan. The recommendation of the Commission is forwarded to the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Urban Renewal Plan Goals and Objectives:** The primary goal for the Airport Development Urban Renewal Plan is to facilitate the development and re-development of commercial, mixed-use, and light industrial uses; to create and retain jobs in the City of Des Moines; and to increase the overall tax base. This Plan is intended to guide the development of the Urban Renewal Area and to activate new economic investment leading to increased taxable valuation. The Urban Renewal Area includes the Des Moines International Airport and is proximate to Iowa Highway 5/65 and Highway 28, and thereby accessible to the interstate highway system so it provides prime opportunities for quality development that can be coordinated in a planned and unified manner. Strategic and targeted use of resources that will be realized through the creation of this Plan are critical to

establishing necessary public infrastructure and private economic investment in the form of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

The City of Des Moines believes that the designation of the Urban Renewal Area through the adoption of this Plan will strengthen and revitalize the local economy with the planned development and redevelopment of the Urban Renewal Area, through:

1. Guidance of the development of the Urban Renewal Area in a manner that is consistent with the land uses of the City's Comprehensive Plan, PlanDSM: Creating Our Tomorrow, that provides for the physical and economic enhancement of the area.

2. Provide for the planned and unified development of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

3. Creation of a safe and attractive physical environment through the construction and installation of necessary infrastructure and other public improvements or actions supportive of the Urban Renewal Area.

4. Creating financial incentives as necessary to encourage new and existing businesses to invest in the Urban Renewal Area.

5. Retention and creation of quality permanent employment opportunities for residents.

6. Expansion of the property tax base of the Urban Renewal Area and subsequently contributing to the economic betterment of the entirety of the City of Des Moines.

2. **PlanDSM Comprehensive Plan:** A prerequisite for an urban renewal plan is a comprehensive plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality.

   The City's Comprehensive Plan, *PlanDSM: Creating Our Tomorrow,* was adopted by the City Council on April 25, 2016, by Roll Call 16-0717. The future land use map show the land outside the street Rights-Of-Way as a mix of low-density residential, commercial mixed-use, business park, airport, development control zone, neighborhood mixed use, or public/semi-public. Descriptions of each land use classification are provided below.

Low Density Residential: Areas developed with primarily single family and two-family residential units with up to 6 dwelling units per net acre.

Community Mixed Use: Small- to medium-scale mixed use development, located on high-capacity transit corridors or at the intersection of transportation corridors. Community mixed-use areas include both a mix of medium-density residential and a mix of retail and service establishments designed to attract customers from a large service area encompassing multiple neighborhoods and may include specialty retail that attracts regional customers.

Business Park: Accommodates light industrial, office, and employment uses along with limited complementary retail uses. Industrial uses in this category would produce little or no noise, odor, vibration, glare, or other objectionable influences, and would have little or no adverse effect on surrounding properties.

Airport
Includes all facilities related to the operation of the Des Moines International Airport including those of tenants on airport property.

Development Control Zone
Areas that are sensitive to development, such as airport runway protection zones, flood hazard areas, etc.

Neighborhood Mixed Use
Small scale mixed use development typically located at the intersection of collector and/or arterial streets and along transportation corridors. Non-residential development is designed to serve the immediate neighborhood and include small retail, office, restaurants, and service oriented development. Low-medium density residential may be included in mixed use development.

Public/Semi-Public
Areas that are mostly open to public use or public access. May include government facilities, and schools, hospitals, libraries, and community facilities.

The proposed goals and objectives contained within the Airport Urban Renewal Plan (listed in the previous section of this Staff Report) align with several contained in *PlanDSM: Creating Our Tomorrow* comprehensive plan, including the following:

Land Use

- Goal 1: Develop new land development regulations consistent with this Comprehensive Plan, include development standards, provide for a mixture of land uses, mandate protection of natural resources, and promote flexible approaches to implementing the Plan.
- Goal 7: Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

Transportation

- Goal 2: Develop updated street design standards that allow for and balance the needs of all forms of transportation.
- Goal 7: Ensure the Des Moines International Airport continues to meet the needs of the local economy.

Economic Development

- Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.
- Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.
- Goal 4: Foster a sustainable economy.

Public Infrastructure and Utilities

- Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.

III. STAFF RECOMMENDATION

Staff recommends that the Commission find the proposed Airport Urban Renewal Plan in conformance with the *PlanDSM: Creating Our Tomorrow Plan*.

Prepared by:	Ryan Moffatt, 400 Robert D. Ray Drive, Des Moines, IA 50309
Phone:	515-283-4004
Return Address:	City Clerk – City Hall, 400 Robert D. Ray Drive, Des Moines, IA 50309
Taxpayer:	No change
Title of Document:	Airport Development Urban Renewal Plan
Grantor/Grantee:	City of Des Moines, Iowa
Legal Description:	See Appendix "A" at page 13 below

AIRPORT DEVELOPMENT URBAN RENEWAL PLAN

City of Des Moines, Iowa

Urban Design Review Board Action:	*2/21/2023*
Taxing Entities Consultation:	*2/14/2023*
Plan and Zoning Commission Action:	*2/16/2023*
City Council Approval:	3/6/2023

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- Map 3 – PlanDSM Future Land Use
- Map 4 - Existing Zoning

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I. INTRODUCTION

A. General Description of the Airport Development Urban Renewal Area

The general location and boundary of the Airport Development Urban Renewal Area (the "Urban Renewal Area") is shown on *Map 1 – Boundary Map of Urban Renewal Area and TIF District(s).*

This Urban Renewal Area consists of approximately 4,696 acres and is generally located along the City of Des Moines corporate boundary to the west, south to County Line Road/Echo Valley Drive, east along Fleur Drive including commercial portions to the east of Fleur Drive, and north to include the commercial portions north of Park Avenue.

The Urban Renewal Area is more specifically described in the accompanying *Appendix A - Legal Description(s).*

B. Purpose of the Urban Renewal Plan

The purpose of the Airport Development Urban Renewal Plan (this "Plan") is to facilitate the development and re-development of commercial, mixed-use and light industrial uses; to create and retain jobs in the City of Des Moines; and to increase the overall tax base. This Plan is intended to guide the development of the Urban Renewal Area and to activate new economic investment leading to increased taxable valuation. The Urban Renewal Area includes the Des Moines International Airport and is proximate to Iowa Highways 5/65, Highway 28 and thereby accessible to the interstate highway system, and provides prime opportunities for quality development that can be coordinated in a planned and unified manner. Strategic and targeted use of resources that will be realized through the creation of this Plan are critical to establishing necessary public infrastructure and private economic investment in the form of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

The City of Des Moines believes that the designation of the Urban Renewal Area through the adoption of this Plan will strengthen and revitalize the local economy through the planned development and redevelopment of the Urban Renewal Area, through:

1. Guidance of the development of the Urban Renewal Area in a manner that is consistent with the land uses of the City's Comprehensive Plan, *PlanDSM: Creating Our Tomorrow*, that provides for the physical and economic enhancement of the area.

2. Provide for the planned and unified development of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

3. Creation of a safe and attractive physical environment through the construction and installation of necessary infrastructure and other public improvements or actions supportive of the Urban Renewal Area.

4. Creating financial incentives as necessary to encourage new and existing businesses to invest in the Urban Renewal Area.

5. Retention and creation of quality permanent employment opportunities for residents.

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6. Expansion of the property tax base of the Urban Renewal Area and subsequently contributing to the economic betterment of the entirety of the City of Des Moines.

C. Authority to Adopt and Implement an Urban Renewal Plan

The State of Iowa has provided Iowa cities with the power to adopt and implement urban renewal plans through Chapter 403, Urban Renewal Law, Code of Iowa. If a slum, blighted, or economic development area or combination of the three, as defined in Section 403.17, Code of Iowa, exists within the municipality, the municipality may designate such an area for urban renewal through the process provided for in Chapter 403. After a comprehensive plan for the municipality has been adopted, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, development, redevelopment, or a combination thereof, of a designated urban renewal project area to promote the public health, safety, or welfare of the residents of this municipality.

A municipality may make a determination that the proposed urban renewal area is an economic development area if the area is appropriate for commercial and industrial enterprises.

For the reasons set forth below, the proposed Airport Development Urban Renewal Area qualifies for designation as an urban renewal area on the basis that the Area is an economic development area appropriate for development or redevelopment with commercial and light industrial enterprises.

II. BACKGROUND INFORMATION

A. General Information

The Airport Development Urban Renewal Area includes the Des Moines International Airport ("Airport") within its boundary, as well as mixed-use, commercial, and industrial uses. While about 54% of the Urban Renewal Area consists of government-classified land, a significant portion of the remaining acreage within the Urban Renewal Area consists of private developable land or existing property opportune for redevelopment. The intent of this Plan is to foster private sector economic investment in the form of business park/mixed-use, light industrial, and heavier commercial uses.

The Airport has begun the process to develop a plan for a new terminal, replacing the existing facility, which was built in 1948 and has had multiple additions and renovations over the years to keep up with demand. The planning process started in 2013, and the goals include maximizing efficiency, cost effectiveness, and creating a zoned Master Plan for the entire airport campus. This Plan is consistent with the purpose of the Airport Future Terminal Plan, with the intention of creating future opportunities for economic development and investment.

As part of the new terminal planning, the Airport has created a development plan to evaluate approximately 200 acres of Airport-controlled land for new development opportunities. It is recognized that the planning of surrounding communities and infrastructure contribute to development investments in the area. Implementation of the economic development recommendations in the Plan are anticipated to make Airport-owned properties appealing for future development, creating a vibrant area of increased business activity for the Airport and in the greater Des Moines region.

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In addition to the Airport's development plan, there is an effort underway to improve the infrastructure in the southwest section of the city, which will be a significant portion of this Urban Renewal Area. The Des Moines Southwest Infrastructure and Planning Study is being completed to review existing infrastructure and develop recommendations to improve the transportation network in order to support future traffic demand from south of Des Moines and future development west of the Airport.

Infrastructure recommendations specific to this Plan area will be made to:

- Maximize use of existing Highway 28 and Park Avenue improvements west of George Flagg Parkway to support increasing regional traffic.
- Integrate recommendations for bicycle and pedestrian network throughout the study area.

B. Existing Land Use

The Airport Development Urban Renewal Area currently includes low density residential, parks and open space, airport, mixed, and business park uses. These uses are shown in *Map 2 – Existing Land Use.*

C. Conformance with the City's Comprehensive Land Use Plan

A prerequisite for an urban renewal plan is a comprehensive land use plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality.

The City's Comprehensive Plan, *PlanDSM: Creating our Tomorrow*, which was adopted by the City Council on April 25, 2016 by Roll Call 16-0717, designates the land within the urban renewal area as low-density residential, commercial mixed-use, business park, airport, development control zone, neighborhood mixed use, or public/semi-public. *Map 3 – PlanDSM Future Land Use* further details the proposed land uses for this general area.

Descriptions of each land use classification are provided below:

<u>Low-Density Residential</u>

Areas developed with primarily single family and two-family residential units with up to 6 dwelling units per net acre.

<u>Commercial Mixed-Use</u>

Small- to medium-scale mixed use development, located on high-capacity transit corridors or at the intersection of transportation corridors. Community mixed-use areas include both a mix of medium-density residential and a mix of retail and service establishments designed to attract customers from a large service area encompassing multiple neighborhoods and may include specialty retail that attracts regional customers.

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Business Park
Accommodates light industrial, office, and employment uses along with limited complementary retail uses. Industrial uses in this category would produce little or no noise, odor, vibration, glare, or other objectionable influences, and would have little or no adverse effect on surrounding properties.

Airport
Includes all facilities related to the operation of the Des Moines International Airport including those of tenants on airport property.

Development Control Zone
Areas that are sensitive to development, such as airport runway protection zones, flood hazard areas, etc.

Neighborhood Mixed Use
Small scale mixed use development typically located at the intersection of collector and/or arterial streets and along transportation corridors. Non-residential development is designed to serve the immediate neighborhood and include small retail, office, restaurants, and service oriented development. Low-medium density residential may be included in mixed use development.

Public/Semi-Public
Areas that are mostly open to public use or public access. May include government facilities, and schools, hospitals, libraries, and community facilities.

Land use goals identified in *PlanDSM: Creating our Tomorrow* that will be included in the goals of this Urban Renewal Plan are:

- Goal 1: Develop new land development regulations consistent with this Comprehensive Plan, include development standards, provide for a mixture of land uses, mandate protection of natural resources, and promote flexible approaches to implementing the Plan.
- Goal 7: Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

This Plan will also support the following goals from the various sections throughout the *PlanDSM: Creating our Tomorrow* document:

Transportation:

- Goal 2: Develop updated street design standards that allow for and balance the needs of all forms of transportation.
- Goal 7: Ensure the Des Moines International Airport continues to meet the needs of the local economy.

Economic Development:

- Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.
- Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.
- Goal 4: Foster a sustainable economy.

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Public Infrastructure and Utilities:

- Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.

The goals and objectives of the Airport Development Urban Renewal Plan are in conformance with the City's Comprehensive Plan, *PlanDSM: Creating our Tomorrow.*

Future amendments to *PlanDSM: Creating our Tomorrow* may be identified through the ongoing planning process for the implementation of this Plan.

D. Conformance with the City's Zoning Requirements

Existing zoning in the urban renewal area (exclusive of the street rights-of-way) is EX, MX2, MX3, and RX1, Mixed-Use; P1 and P2, Public, Civic and Institutional; Legacy "PUD" Planned Unit Development; N1a, N2b and NM Neighborhood; NX2 Neighborhood Mix; I1 Industrial; and F Floodway, all as shown on *Map 4 - Existing Zoning*.

Possible additional amendments to the Zoning Ordinance may be identified through the ongoing planning process for the implementation of this Plan.

Agriculture (A) and Flood (F) Districts

F is intended for flood plain and floodways pursuant to chapter 50 of the zoning code.

Industrial (I) District

Establish a mix of uses and associated site development standards pertaining to manufacturing, warehousing, and other industrial uses.

I1 is intended for general industrial uses, warehousing, and transportation terminals.

Mixed-Use (X) Districts

Establish an appropriate mix of building forms and uses to enhance existing and create new compact, walkable nodes and corridors throughout the city:

EX is intended for locations and corridors with a mix of light industrial and heavier commercial uses, accommodating higher levels of vehicular traffic than MX districts and a predominance of mid-scale employment uses, such as office, low-intensity industrial, and warehouse spaces associated with offices.

MX2 is intended for mixed-use, regional-scale nodes and corridors within the city, where residents and visitors may access multiple uses by walking.

MX3 is intended for mixed-use nodes and corridors in the city, where residents and visitors may access multiple uses by walking and automobile. The district accommodates higher intensity commercial uses at a smaller scale.

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RX1 is intended for transitional areas between MX districts and N districts, providing for residential and office buildings at a scale and intensity appropriate for corridors adjacent to low-scale neighborhoods.

Neighborhood (N) Districts
Established to protect the character of existing residential neighborhoods and set the character of new neighborhoods throughout the city.

N1a is intended for large lots for mostly single-household residential houses with a more flexible building form pursuant to House A building type in section 135-2.13 of the design code.

N2b is intended for contemporary, mid-size lots for single-and two-household residential houses within a more flexible building form and located in contemporary neighborhoods pursuant to House A building type in section 135-2.13 of this code.

NM is intended to accommodate mobile home parks in specific locations within the city.

Neighborhood Mix (NX) Districts
Established for residential neighborhoods with an existing mix of residential buildings and uses or with the potential for infill of a mix of residential buildings and uses.

NX2 is intended for a mix of single-household houses with appropriately scaled and detailed multiple-household building types in the same neighborhood.

Public, Civic and Institutional (P) Districts
Established to provide specific locations for public, private, quasi-public, and institutional facilities, including parks and open space.

P1 is intended for open space, including permanent parks and recreation areas.

P2 is intended for civic and institutional facilities, such as religious assembly places, cultural or arts centers, community centers, schools, infrastructure, recreational facilities, and other institutional facilities. Infrastructure includes public or private infrastructure, including rail corridors and utility corridors or sites.

PUD, Planned Unit Development (Legacy) District
Land classified in a Planned Unit Development (PUD) zoning district on the effective date specified in section 135-1.2 of the Municipal Code will continue to be classified in a Legacy PUD district and governed by the ordinance approving the PUD zoning designation and all applicable conditions of approval, conceptual plans, and development plans associated with the approved development until the subject PUD is rezoned to another (non-PUD) classification. If the provisions of the City's planning and design ordinance are inconsistent with or conflict with an ordinance approving the PUD zoning designation or applicable conditions of approval, conceptual plans, or development plans associated with the approved PUD, the applicable provisions of said ordinance, conditions, or plans associated with the approved PUD govern.

E. Recognized Neighborhood Organizations

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The Airport Development Urban Renewal Area is located partially within the Southwestern Hills Neighborhood, which is represented by the Southwestern Hills Neighborhood Association, and partially within the Watrous South Neighborhood, which is represented by the Watrous South Neighborhood Association. These are both designated as "Recognized Neighborhoods" by the City Council as having met the specified minimum standards of a neighborhood organization and communicate regularly with the City of Des Moines.

F. Appropriateness for Economic Development

The Urban Renewal Area is approximately 4,696 acres in size. The area includes the Des Moines International Airport. It is adjacent to State Highway 28 and close to the Highway 5/65 bypass, which was constructed utilizing significant public investment, in part to assist in the facilitation of new economic investment for the land proximate to the highway routes. From Highways 5 and 65, the Urban Renewal Area has ready access to Interstates 35 and 80.

The construction of quality new commercial, mixed-use (light industrial and heavier commercial use), and office uses in the Urban Renewal Area would add substantial taxable valuation and also promote the addition and retention of jobs within the City of Des Moines.

III. URBAN RENEWAL PLAN ELEMENTS

A. Plan Goals and Objectives

The Urban Renewal Area has goals and objectives that are intended to develop commercial, mixed-use (light industrial and heavier commercial use), and office uses for the creation and retention of jobs in the City of Des Moines, the increased tax base, and the ability to maximize the return on past investment in road and public utility networks.

The goals and objectives of the Urban Renewal Area are as follows:

- Encourage and facilitate high quality commercial, mixed-use (light industrial and heavier commercial use), and office development and the associated employment opportunities within the plan area.
- Coordinate resources to attract new quality economic development and investment.
- Promote and coordinate additional land use and roadway network study as warranted to ensure the ability to attract quality development and the ability to accommodate and manage traffic circulation.
- Encourage the use of low-impact development and on-site stormwater management best practices in the plan area.
- Encourage the incorporation of long-term sustainability into site development and building construction, particularly the efficient use of energy in heating, ventilation, and cooling system design.

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- Provide an attractive and appealing physical environment for residents, and improve the livability of the Urban Renewal Area.

- Ensure that new development is of high quality, sustainable, and provides adequate parking and pedestrian connections and access.

B. Public Purpose Activities to be Undertaken

To meet the objectives of this Plan, the City of Des Moines will support development and redevelopment of the Airport Development Urban Renewal Area through, among other things, the following public purpose activities:

1. Provision of technical support in furtherance of this Plan;

2. Evaluation of property's potential for development and redevelopment purposes, including but not limited to activities such as appraisals and architectural, engineering, and environmental studies;

3. Preparation of building site(s) for development and redevelopment purposes through activities that include but are not limited to grading, filling, the extension of utilities, and landscaping;

4. Improvement, installation, construction and reconstruction of streets, utilities, and other public improvements and rights-of-way;

5. Enforcement of applicable local, state, and federal laws, codes, and regulations; and

6. Use of tax increment financing, loans, grants, and other appropriate financial tools in support of eligible public and private development and redevelopment efforts.

All public purpose activities shall be conditioned upon and shall meet the restrictions and limitations placed upon the Urban Renewal Area by this Plan.

C. Land and Development Requirements

The physical development of the Urban Renewal Area will be regulated through the standards and guidelines contained within the City of Des Moines' Zoning Ordinance, the City of Des Moines' Planning and Design Ordinance, and other applicable local, state, and federal codes and ordinances. In addition, all projects requesting financial assistance through tax increment financing must conform to *Plan DSM* and undergo review by the Urban Design Review Board ("Board").

The criteria to be used by the Board for making recommendations on design shall include but are not limited to:

- The project's scale, proportion, color, articulation, massing, patterning, setbacks, and exterior materials. Permanence and quality of materials and site design, as well as details that add character and define depth are desired.
- How the project promotes an attractive and appealing physical environment.
- How the project encourages the incorporation of long-term sustainability into site development and building construction, particularly the efficient use of materials and energy in heating, ventilation, and cooling system design.

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- How the project encourages the use of low impact development and on-site stormwater management best practices in the Urban Renewal Area, and how the project coordinates the evaluation and assessment of natural resources proactively.

D. Financial Condition Report

Tax Increment Financing districts will be incorporated into the Plan in the future as projects come forward and are approved for financial assistance utilizing tax increment financing revenues, wherein a portion of the taxes levied on taxable properties each year shall be allocated to, and when collected be paid into, the special fund of the City for the Airport Development Urban Renewal Area to pay the principal of, and interest, on loans, moneys advanced, or indebtedness, whether funded, refunded, assumed, or otherwise, including bonds issued under the authority of Iowa Code §403.9, incurred by the City to finance or refinance, in whole or in part, urban renewal projects within the Urban Renewal Area.

Appendix B to this Plan, as amended from time to time, is a Financial Condition Report which contains the financial information required by Iowa Code §403.17(24).

Any future amendment to this Plan which provides for the use of tax revenues allocated to the Special Fund for the Airport Development Urban Renewal Area pursuant to Iowa Code §403.19, shall include an amendment to Appendix B and shall incorporate an Appendix C to update the Financial Condition Report and to identify each project to be assisted with such revenues.

IV. URBAN RENEWAL PLAN IMPLEMENTATION

The City of Des Moines will take necessary action to achieve the goals and objectives of the Airport Development Urban Renewal Plan. This will include involvement in the following activities:

A. Continued Planning Efforts

The City shall continue to evaluate the needs of the Urban Renewal Area, identifying issues and coordinating a response to these issues. A comprehensive approach will be taken to gather input from landowners, neighborhoods, businesses, and development interests.

B. Technical Assistance

The City may provide technical assistance to landowners and prospective developers where appropriate. The City will work to coordinate efforts related to development proposals, ongoing planning, coordination with other agencies and levels of government, and other activities that will assist with meeting the objectives of this Plan.

C. Funding and Financing: Economic Development Assistance

The City will pursue funding sources required to meet the objectives of this Plan. Sources may include, but are not limited to, loans, grants, general fund expenditures, tax increment financing, special assessments, bond issuance, and participation in state/federal programs.

More specifically, the use of tax increment financing and the review steps and requirements for proposed economic development assistance are specified as follows:

1. Tax Increment Financing. The City believes that the use of tax increment revenues to assist in the financing of new development or redevelopment in the Airport Development Urban Renewal Area is necessary in the public interest to achieve the objectives of this Plan. Without the use of this special financing tool, new investment may not otherwise occur or may occur within other jurisdictions. The use of tax increment financing to spur the development of the Urban Renewal Area pursuant to this Plan is expected to provide greater future property tax revenues for the City, Polk County and Des Moines Independent Community School District, that would otherwise be unavailable if this Plan were not implemented.

2. Tax increment financing will be used where it is anticipated to provide a long-term payback in overall increased tax base for the City, County, and School District, and the creation or retention of jobs. The initial public investment required to generate new private investment is anticipated to ultimately increase the taxable value of the Area beyond its existing base value.

   Tax increment reimbursement may be sought for, among other things, the following costs to the extent they are incurred by the City:

   a. Planning and administration of this Plan;

   b. Construction of public infrastructure improvements and facilities within the Urban Renewal Area;

   c. Acquisition, installation, maintenance and replacement of public investments throughout the Urban Renewal Area;

   d. Loans or grants to qualified property owners for redevelopment of property within the Airport Development Urban Renewal Area in conformance with this Plan.

D. Responsibility of Developer

Developers shall work with the City to coordinate the realization of the intent and purpose of this Plan. This will include limiting tax abatement for exemption from taxes on the value added by the improvements where possible. It is recognized that when tax abatement is in place, it will reduce the amount of tax increment created by the district. Therefore, in certain cases, it may be necessary for developers to forego tax abatement to create sufficient increment. This would include cases where a developer may upfront the cost of site development when there is a negotiated agreement with the City to rebate a portion of that investment back to the developer over time through the increment created by the improvements to the property. The City reserves the ability to negotiate what will be in the best interest of the community and the furtherance of the Plan, while working with developers to facilitate new projects.

E. Activities Under Chapter 15A

The City may as part of its action to carry out this Plan engage in economic development activities within the Airport Development Urban Renewal Area pursuant to Iowa Code Chapter 15A for the creation of new jobs and income, and for the retention of existing jobs and income that would otherwise be lost, when such economic development activities are found by the City Council to further the objectives of the Plan. The City may solicit and/or package such economic development activity proposals in the form of direct financial assistance through grants or loans.

V. DURATION OF URBAN RENEWAL PLAN

This Plan shall continue in effect until terminated by action of the City Council of the City but in no event before the City has received full reimbursement from incremental taxes of its advances and principal and interest payable on all tax increment financing or general obligations issued to carry out the objectives of the Plan.

VI. SEVERABILITY

In the event one or more provisions contained in this Urban Renewal Plan shall be held for any reason to be invalid, illegal, unauthorized, or unenforceable in any respect, such invalidity, illegality, lack of authorization, or unenforceability shall not affect any other provision of this Plan and this Plan shall be construed and implemented as if such provision had never been contained herein.

VII. AMENDMENT OF URBAN RENEWAL PLAN

The City of Des Moines may amend this Plan from time to time in accordance with applicable State and local law. The amendments may include additional objectives, projects, revised land use regulations, revised boundaries, and/or property to be acquired and disposed of for redevelopment.

The City Council shall request public input from, but not limited to designated neighborhood group(s) and City-appointed committees as appropriate upon any proposed amendment to this Plan.

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Appendix A
Legal Description(s)
Airport Development Urban Renewal Area
and TIF District(s)

Airport Development Urban Renewal Area

Beginning at the Intersection of South line of Polk County, Iowa and the West line of Highland Hills Plat No.6, an Official Plat, said Intersection also being the Southwest corner of said Highland Hills Plat No.6; Thence West along said South line of Polk County, Iowa to the West line of Section 31, Township 78 North, Range 24 West of the 5th P.M.; Thence North along said West line to the centerline of Army Post Road Right of Way; Thence West/Southwest along said centerline of Army Post Road Right of Way and along said centerline extended Southwest to the Southwesterly Right of Way line of Iowa Highway 28; Thence Southeast along said Southwesterly Right of Way line of Iowa Highway 28 to the Northerly Right of Way line of Iowa Highway 5; Thence West along said Northerly Right of Way line of Iowa Highway 5 to the West line of the East Half of the Southeast Quarter of Section 35, Township 78 North, Range 25 West of the 5th P.M.; Thence North along said West line of the East Half of the Southeast Quarter of Section 35, Township 78 North, Range 25 West of the 5th P.M. to the North Right of Way line of Southwest Pine Avenue extended; Thence East along extended North Right of Way line of Southwest Pine Avenue and along said North Right of Way line of Southwest Pine Avenue to a point that is 456.65 feet East of the East Right of Way line of Southwest 60th Street; Thence North along a line having a bearing of North 00°06'01 West to the Northeast/East Right of Way line of Iowa Highway 28; Thence continuing North along said East Right of Way line of Iowa Highway 28 to the North line of the Southeast Quarter of the Southeast Quarter of Section 26, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the Southeast Quarter of the Southeast Quarter of Section 26, Township 78 North, Range 25 West of the 5th P.M. to the West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to a point that is 494.78 feet South and 33 feet West of the East Quarter corner of said Section 26; Thence West along a line having a bearing of N89°35'22"W to the Easterly line of Parcel F, said Parcel F shown on Plat of Survey recorded in Book 7831 Pages 278-279 at the Recorder's Office of Polk County, Iowa; Thence Northerly along said Easterly line of said Parcel F to the North line of the Northeast Quarter of the Southeast Quarter of said Section 26; Thence East along said North line of the Northeast Quarter of the Southeast Quarter of said Section 26 to said West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to the South line of the Northeast Quarter of the Northeast Quarter of said Section 26; Thence West along said South line of the Northeast Quarter of the Northeast Quarter of said Section 26 to the West line of the Northeast Quarter of the Northeast Quarter of said Section 26; Thence North along said West line of the Northeast Quarter of the Northeast Quarter of said Section 26 to the Southeast corner of Lot 1, Green Hills Plat One, an Official Plat; Thence West along the South line of said Lot 1 to the East line of Lot 2 in said Green Hills Plat One; Thence South along said East line of said Lot 2 to the Southeast corner of said Lot 2; Thence West along the South line of said Lot 2 to the Southeast corner of Lot 3 in said Green Hills Plat One; Thence South along a line that is perpendicular to the South line of said Lot 3, a distance of 12 feet; Thence West along a line that is parallel to said South line of said Lot 3, a distance of 215 feet; Thence North along a line that is perpendicular to said South line of said Lot 3, a distance of 12 feet to a Southerly line of said Green Hills Plat One; Thence West/North/West along said Southerly line of said Green Hills Plat One to the Easterly Right of Way of Iowa Highway 28; Thence North along said Easterly Right of Way line of Iowa Highway 28 to the South line of the North 27 Feet of Lot 4 in said Green Hills Plat One; Thence East along said

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South line of the North 27 Feet of said Lot 4 and along the Easterly Extension of said North 27 Feet of said Lot 4 to the East line of the West 75 Feet of Lot 3 in said Green Hills Plat One; Thence North along said East line of the West 75 Feet of said Lot 3 to the South line of the North 17 Feet of said Lot 3; Thence East along said South line of the North 17 Feet of said Lot 3 to the East line of the West 200 Feet of said Lot 3; Thence North along said East line of the West 200 Feet of said Lot 3 to the North line of said Lot 3; Thence East along the North lines of Lots 3, 2 and 1 of said Green Hills Plat One to the East line of said Green Hills Plat One; Thence North along said East line of said Green Hills Plat One to the Northeast corner of said Green Hills Plat One, said Northeast corner also being on the South line of Airport Industrial Park Plat 1, an Official Plat; Thence East along the South line of said Airport Industrial Park Plat 1 to the Southeast corner of said Airport Industrial Park Plat 1;

Thence North along the East line of said Airport Industrial Park Plat 1 to the North Right of Way line of Southwest McKinley Avenue; Thence East along said North Right of Way line of Southwest McKinley Avenue to said West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to the Westerly extension of the North line of the South 66 feet of the North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said Westerly extension and along said North line of the South 66 feet of the North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the West line of the East 66 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence South along a line that is parallel with the East line of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the North line of the South 33 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the South 33 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the West line of the Southeast Quarter of said Section 24; Thence North along said West line of the Southeast Quarter of said Section 24 to the South line of the North Quarter of the Southeast Quarter of said Section 24; Thence East along said South line of the North Quarter of the Southeast Quarter of said Section 24 to the Westerly line of the vacated Chicago & Great Western Railroad Right of Way; Thence Northerly along said Westerly line of the vacated Chicago & Great Western Railroad Right of Way to the North line of the Southeast Quarter of said Section 24; Thence West along said North line of the Southeast Quarter of said Section 24 to the Southeast corner of the Northwest Quarter of said Section 24; Thence North along the East line of the Northwest Quarter of said Section 24 to the North line of the South Half of the Northwest Quarter of said Section 24; Thence West along said North line of the South Half of the Northwest Quarter of said Section 24 to the East line of the West 1328.4 feet of the Northwest Quarter of said Section 24; Thence South along a line that is parallel to the West line of the Northwest Quarter of said Section 24, a distance of 427 feet; Thence West along a line that is parallel to said North line of the South Half of the Northwest Quarter of said Section 24, a distance of 386.4 feet; Thence North along a line that is parallel to the West line of the Northwest Quarter of said Section 24, a distance of 67 feet; Thence West along a line that is parallel to said North line of the South Half of the Northwest Quarter of said Section 24 to the East line of the West 204.5 feet of the Northwest Quarter of said Section 24; Thence South along said East line of the West 204.5 feet of the Northwest Quarter of said Section 24 to the South line of the North 816 feet of the Southwest Quarter of the Northwest Quarter of said Section 24; Thence West along said South line of the North 816 feet of the Southwest Quarter of the Northwest Quarter of said Section 24 to the East Right of Way line of Southwest 56th Street; Thence South along said East Right of Way line of Southwest 56th Street to the East/West centerline of said Section 24; Thence West along said East/West centerline of said Section 24 and along the East/West centerline of Section 23, Township 78 North, Range 25 West of the 5th P.M. to the East line of the Northwest Quarter of the Southeast Quarter of said Section 23; Thence South along said East line of the Northwest Quarter of the Southeast Quarter of said Section 23 to the Southeasterly line of Lot 1 in the Airport Industrial Park

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Plat 2, an Official Plat; Thence Southwest along the said Southeasterly line of said Lot 1 to the Southeasterly extension of the North Right of Way line of Scout Trail; Thence Northwesterly/West along said Southeasterly Extension of the North Right of Way line of Scout Trail and along said North Right of Way line of Scout Trail to the East Right of Way line of Iowa Highway 28, Iowa Highway 28 also known as Southwest 63rd Street; Thence North along said East Right of Way line of Iowa Highway 28 to the North line of the South Half of the Southeast Quarter of Section 14, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the South Half of the Southeast Quarter of said Section 14 to the East line of said Section 14; Thence continuing East along the North line of the South Half of Section 13, Township 78 North, Range 25 West of the 5th P.M. to the East line of the West 15 Acres of the Southwest Quarter of the Southwest Quarter of Section 13, Township 78 North, Range 25 West of the 5th P.M.; Thence South and parallel to the West line of said West 15 Acres, a distance of 144 Feet; Thence East 45.2 Feet and parallel to the North line of the Southwest Quarter of the Southwest Quarter of said Section 13; Thence Northeasterly on a 5° (degrees) 24' (minutes) curve to the left 362.46 Feet; Thence on a 10° (degrees) 52' (minutes) curve to the left 427.83 Feet more or less to a point on the West line of a 33 foot strip lying West of and adjacent to the former Minneapolis and St. Louis Railway Company's Right of way (and was locally known as the Hollingsworth Spur); Thence Southerly along the West line of said 33 foot strip lying West of and adjacent to the former Minneapolis and St. Louis Railway Company's Right of way (and was locally known as the Hollingsworth Spur) to the East line of the Southwest Quarter of the Southwest Quarter of said Section 13; Thence North along said East line of the Southwest Quarter of the Southwest Quarter of said Section 13 to the North line of the South 991.94 Feet of said Section 13; Thence East and parallel with the South line of said Section 13, a distance of 850 Feet; Thence South along a line that is parallel to the West line of the Southeast Quarter of the Southwest Quarter of said Section 13 to the North Right of Way line of Park Avenue; Thence East along said North Right of Way line of Park Avenue to a point on said North Right of Way line of Park Avenue, said point being due North of the intersection of the Easterly Right of Way line of Southwest 46th Street and the South Right of Way line of Park Avenue; Thence South along a line to said intersection of the Easterly Right of Way line of Southwest 46th Street and the South Right of Way line of Park Avenue; Thence Southerly along said Easterly Right of Way line of Southwest 46th Street to the Westerly Extension of the South line of Parklawn Heights, an Official Plat; Thence East along said Westerly Extension of the South line of said Parklawn Heights and along said South line of said Parklawn Heights and along the Easterly extension of said South line of said Parklawn Heights to the East Right of Way line of the Southwest 42nd Street Right of Way; Thence South and Southeasterly along said East Right of Way line of Southwest 42nd Street to the Northeasterly line of McKinley Avenue Right of Way; Thence Southeasterly along said Northeasterly Right of Way line of McKinley Avenue to the West Right of Way line of Southwest 31st Street; Thence North along said West Right of Way line of Southwest 31st Street to Westerly extension of the North line of Lot 10 in Serendipity Plat Two, an Official Plat; Thence East along said Westerly extension of the North line of said Lot 10 and along said North line of said Lot 10 to the Southwest corner of Stanton Landing Plat 1, an Official Plat; Thence continuing East along the South line of said Stanton Landing Plat 1, a distance of 200 Feet; Thence South and parallel to the East line of said Lot 10 to the North line of Lot 11 in said Serendipity Plat Two; Thence East along the North line of Lots 11, 12 and 13 to the Northeast corner of said Lot 13, said Northeast corner also being the Southwest corner of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of Section 20, Township 78 North, Range 24 West of the 5th P.M.; Thence continuing East on the South line of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of said Section 20 to the intersection of the East Right of Way line of Southwest 26th Street and the South line of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of said Section 20; Thence continuing Easterly along a straight line to the Southwest corner of Cooper Place Plat 2, an Official Plat; Thence continuing East along the South line of said Cooper Place Plat 2 to the Southwest

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corner of Parcel H of the Southwest Quarter of the Southwest Quarter of said Section 20, said Parcel H recorded in Book 10831 Page 348 in the Recorder's Office of Polk County, Iowa; Thence continuing East along the South line of said Parcel H to the East line of said Parcel H; Thence North along said East line of said Parcel H to the North line of the South Half of the Southeast Quarter of the Southwest Quarter of said Section 20; Thence East along said North line of the South Half of the Southeast Quarter of the Southwest Quarter of said Section 20 to the Southwest corner of Post View Place, an Official Plat; Thence continuing East along the South line of said Post View Place to the East line of Lot 2 in said Post View Place; Thence North along said East line of said Lot 2 and along the Northerly extension of said East line of said Lot 2 to the North Right of Way line of Stanton Avenue; Thence East along said North Right of Way line of Stanton Avenue to the West Right of Way line of Fleur Drive; Thence South along said West Right of Way line of Fleur Drive to the North line of Section 29, Township 78 North, Range 24 West of the 5th P.M.; Thence East along said North line of said Section 29 to the North/South centerline of said Section 29; Thence South along said North/South centerline of said Section 29 to the Westerly extension of the South Right of Way line of McKinley Avenue; Thence East along said Westerly extension of the South Right of Way line of McKinley Avenue and along said South Right of Way line of McKinley Avenue to the Easterly Right of Way line of Southwest 19th Street; Thence South and Southwesterly along said Easterly Right of Way line of Southwest 19th Street to the Southwesterly line of Lot 4 in said Fleur Park Plaza Plat No.3, an Official Plat; Thence Southeast along said Southwesterly line of said Lot 4 to the South line of said Lot 4; Thence East along said South line of said Lot 4 to the Northeast corner of Lot 5 in said Fleur Park Plaza Plat No.3; Thence South along the East line of said Lot 5 to the South line of said Lot 5; Thence West along said South line of said Lot 5 to the Southeast corner of Lot 3 in Fleur Park Plaza Plat No.2, an Official Plat; Thence continuing West along the South line of said Lot 3 to the Northeast corner of Lot 40 in Green Ridge Knolls, an Official Plat; Thence South along said East line of said Lot 40 to the Southeast corner of said Lot 40; Thence continuing South along a straight line to the Northwest corner of Lot 14 in said Green Ridge Knolls; Thence continuing South along the West lines of Lots 14 through 26 in said Green Ridge Knolls to the Southwest corner of said Lot 26; Thence East along the South line of said Lot 26 to the Northerly Extension of the East line of Lot 22 in Farrview Acres, an Official Plat; Thence South along said Northerly Extension of said East line of said Lot 22 to the Northeast corner of said Lot 22; Thence continuing South along the East line of said Lot 22 to the Southeast corner of said Lot 22; Thence continuing South along the Southerly extension of the East line of said Lot 22 to the South Right of Way line of Southlawn Drive; Thence West along said South Right of Way line of Southlawn Drive to the Northwest corner of Lot 21 in said Farrview Acres; Thence South along the West line of said Lot 21 to the Northwest corner of Lot 20 in said Farrview Acres; Thence East along the North lines of the Lots 20 and 25 in said Farrview Acres to the Northeast corner of said Lot 25; Thence South along the East line of said Lot 25 to the North line of the South 110 Feet of said Lot 25; Thence West along said North line of the South 110 Feet of said Lot 25 to the East line of said Lot 20; Thence continuing West along a line that is 110 Feet North of and parallel to the South line of said Lot 20, a distance of 32 Feet; Thence Southwest to a point on the West line of said Lot 20, said point being 62 Feet North of the Southwest corner of said Lot 20; Thence South along said West line of said Lot 20 to the Southwest corner of said Lot 20; Thence East along the South line of said Lot 20 to the Southeast corner of said Lot 20; Thence South along a straight line to the Northeast corner of said Lot 19; Thence South along the East line of said Lot 19 to the South line of the North 250 Feet of said Lot 19; Thence West along said South line of the North 250 Feet of said Lot 19 to the West line of said Lot 19; Thence South along said West line of said Lot 19 to the North Right of Way line of Payton Avenue; Thence East along said North Right of Way line of Payton Avenue to the Northerly Extension of the West line of Ivor Place, an Official Plat; Thence South along said Northerly Extension of the West line of said Ivor Place and along the West line of said Ivor Place to the North line of the South 150 Feet of Lot 2, Geil Place, an Official Plat; Thence West along said North line of the South 150 Feet of said Lot 2 to the West

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line of the East 120 Feet of said Lot 2; Thence South along said West line of the East 120 feet of said Lot 2 to the North Right of Way line of Leland Avenue; Thence East along said North Right of Way line of Leland Avenue to the Northerly extension of the East line of Lot 14 in said Geil Place; Thence South along said Northerly extension of the East line of said Lot 14 to the Northeast corner of said Lot 14; Thence continuing South along said East line of said Lot 14, a distance of 308 Feet; Thence West along a straight line to the Northeast corner of Lot 17 in said Geil Place; Thence South along the East line of said Lot 17 and along the Southerly extension of said Lot 17 to the Southerly Right of Way line of Army Post Road; Thence Westerly along said South Right of Way line of Army Post Road to the East Right of Way line of Fleur Drive; Thence South along said East Right of Way line of Fleur Drive to the Southwest corner of Lot 1, Fleur Acres, an Official Plat; Thence East along the South line of said Lot 1 to the West line of Highland Hills, an Official Plat; Thence South along the West line of said Highland Hills to the Northwest corner of Highland Hills Plat No.3, an Official Plat; Thence continuing South along the West line of said Highland Hills Plat No.3 to the Northwest corner of Highland Hills Plat No.5, an Official Plat; Thence continuing South along the West line of said Highland Hills Plat No.5 to the Northerly corner of Lot 1 in Highland Hills Plat No.6, an Official Plat, said Northerly corner of said Lot 1 also being on the West line of said Highland Hills Plat No.6; Thence South along said West line of said Highland Hills Plat No.6 to the Point of Beginning.

Airport Development TIF District No. 1

{insert legal description} Note – none with initial adoption of Plan. These will be introduced as projects come forward and go through the approval process requiring updates/amendments to this Plan.

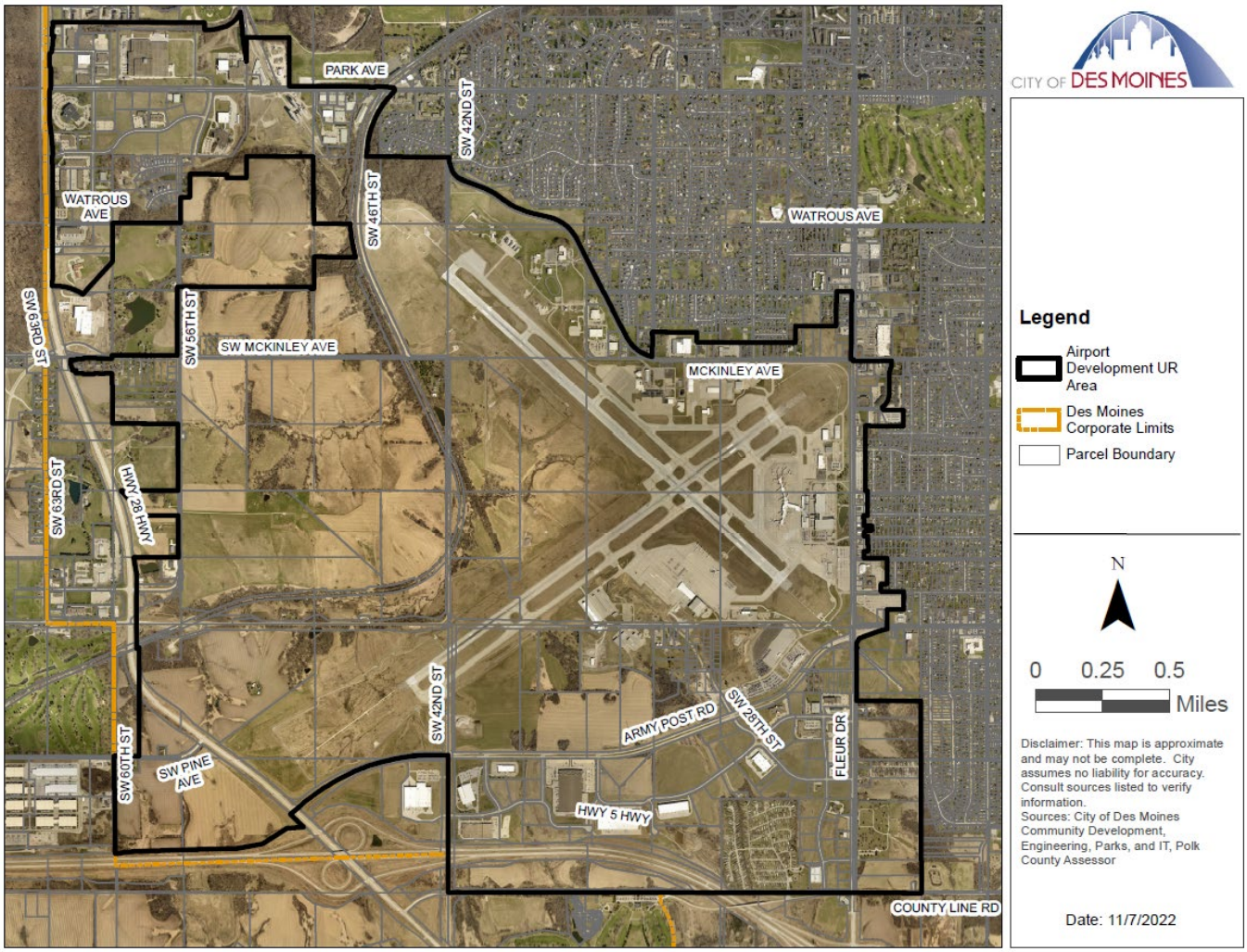
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Appendix "B"
Financial Condition Report – Airport Development
Urban Renewal Area

(Note – to be added with future amendment to Airport Development Urban Renewal Area)

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Map 1
Boundary Map of Urban Renewal Area and TIF District(s)

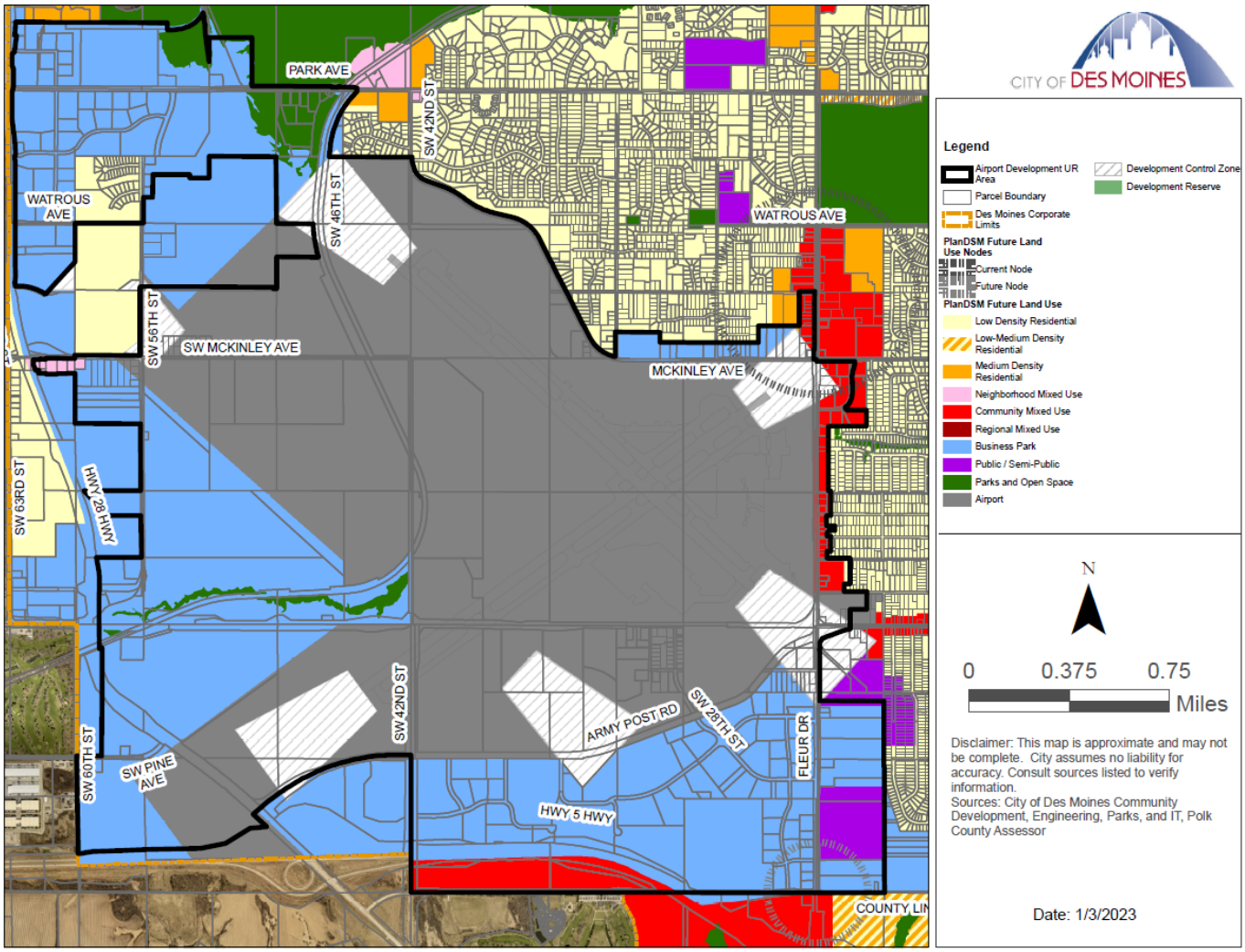


Map 2

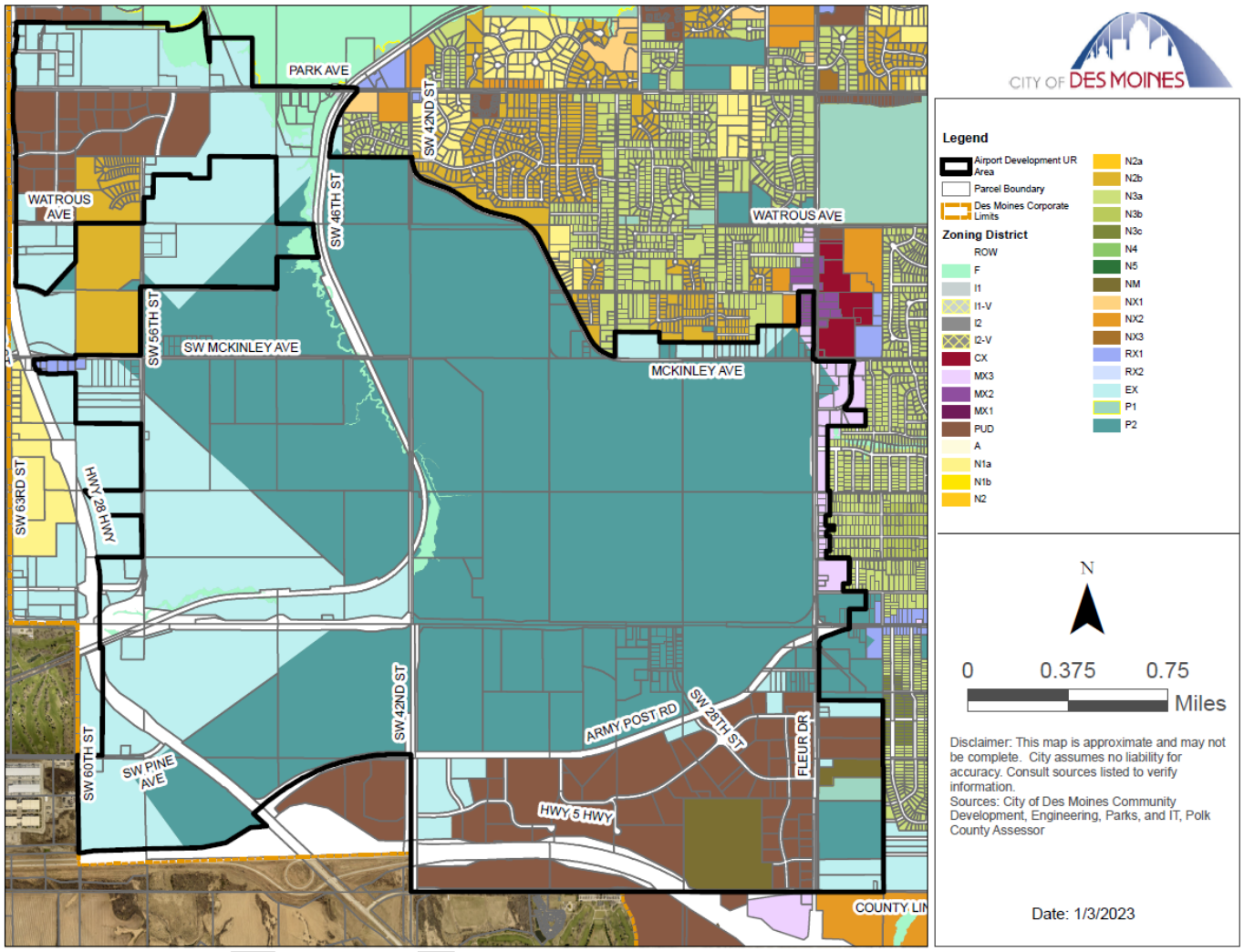
Existing Land Use Map

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Map 3
PlanDSM Future Land Use



Map 4
Existing Zoning



CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #3	**CAHP-2023-000003**

Applicant: Twenty-Five Thirteen Woodland, LLC (owner), represented by Steve Wilke-Shapiro (officer).

Location: 2513 Woodland Avenue.

Requested Action: Designation of the property, including a commercial structure, as a Local Landmark.

I. GENERAL INFORMATION

1. **Case Overview:** The subject property is located on the north side of Woodland Avenue between the intersections with 25th Street and 26th Street. The applicant is proposing a historic rehabilitation and adaptive reuse of the existing building as a two- to four-person office space.

   The subject property was constructed as a wood-framed building circa 1913 according to the Polk County Assessor's webpage. It operated as a small neighborhood grocery store until circa 1968. The subject property operated as a barber shop from circa 1968 until its closure.

   On February 7, 2023, the Landmark Review Board reviewed the proposed nomination. The Board is comprised of the Historic Preservation Commission and the Urban Design Review Board. The Board meets as needed to review nominations and proposed alternations to landmarks not located within a local historic district. The Landmark Review Board recommended approval of the request to designate the property at 2513 Woodland Avenue as Local Landmark "Harlan's Barber Shop."

   The Landmark Review Board's and the Plan and Zoning Commission's recommendations will be forwarded to the City Council for review in accordance with Chapter 58-60 and Chapter 82-40 of the City Code. If the subject property is designated as a Local Landmark, any alteration, new construction, or demolition would be subject to review by the Landmark Review Board and require approval by the City Council.

2. **Size of Site:** 1,850 square feet (0.042 acres).

3. **Existing Zoning (site):** "N5" Neighborhood District.

4. **Adjacent Land Use and Zoning:**

   North – "N5"; Uses are low density residential.

   South – "N5"; Uses are low density residential.

   East – "N5"; Uses are low density residential.

   West – "N5"; Uses are low density residential.

5. **Applicable Recognized Neighborhood(s):** The subject building is located in Woodland Heights Neighborhood. All neighborhood associations were notified of the public hearing by emailing of the Preliminary Agenda on January 27, 2023 and of the Final Agenda on February 10, 2023.

   All notices are emailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division on the date of the mailing. The Woodland Heights Neighborhood Association notices were sent to Cameron Gale.

6. **PlanDSM Land Use Plan Designation:** Low Density Residential. The subject property is located in close proximity to two Neighborhood Nodes: one centered at Ingersoll Avenue and 29th Street and one centered at Ingersoll Avenue between 23rd Street and 24th Street.

7. **Applicable Regulations:** Pursuant to Chapter 82-40(a) of the City Code, the Plan and Zoning Commission is an advisory body to the City Council and is a key factor in the growth and development of the city. Therefore, the Commission reviews all local Landmark and Historic District nominations in accordance with the Historic Preservation Ordinance and for compliance with the City's Comprehensive Plan and forwards a recommendation to the City Council.

II. APPLICABLE SECTIONS OF THE CITY CODE

Section 58-56 of the Historic Preservation Ordinance contains the landmark purpose statement. Section 58-58 contains the criteria for the designation of a landmark and Section 58-60 establishes the nomination process.

Sec. 58-56. Purpose.

It is declared as a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical or aesthetic interest or value is a public necessity and is required in the interest of health, prosperity, safety and welfare of the people. The purpose of this article is to:

(1) Effect and accomplish the protection, enhancement and perpetuation of such improvements which represent or reflect elements of the city's cultural, social, economic, political and architectural history;

(2) Safeguard the city's historic, aesthetic and cultural heritage, as embodied and reflected in such improvements;

(3) Stabilize and improve property values;

(4) Foster civic pride in the beauty and accomplishments of the past;

(5) Protect and enhance the city's attractions to residents, tourists, and visitors and serve as a support and stimulus to business and industry;

(6) Strengthen the economy of the city; and

(7) Promote the use of landmarks for the education, pleasure and welfare of the people of the city.

Sec. 58-58. Designation criteria.

(a) For purpose of this article, a landmark or landmark site designation may be placed on any site, natural or improved, including any building, improvement or structure located thereon that possesses integrity of location, design, setting, materials, workmanship, feeling and association and that:

(1) Is significant in American history, architecture, archaeology and culture;

(2) Is associated with events that have made a significant contribution to the broad patterns of our history;

(3) Is associated with the lives of persons significant in our past;

(4) Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

(5) Has yielded or may be likely to yield information important in prehistory or history.

(b) Ordinarily cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years shall not be considered eligible for the landmark designation. However, such properties will qualify if they fall within the following categories:

(1) A religious property deriving primary significance from architectural or artistic distinction or historical importance.

(2) A building or structure removed from its original location which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.

(3) A birthplace or grave of a historical figure of outstanding importance, if there is no appropriate site or building directly associated with his or her productive life.

(4) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

(5) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

(6) A property primarily commemorative in nature, if design, age, tradition or symbolic value has invested it with its own historical significance.

(7) A property achieving significance within the past 50 years, if it is of exceptional importance.

Sec. 58-60. Procedures.

(a) The historic preservation commission shall consider the nomination of landmarks and landmark sites located within historic districts, and make a report and recommendation on such nomination to the city plan and zoning commission and city council as provided below. The landmark review board shall consider the nomination of landmarks and landmark sites located outside historic districts and make a report and recommendation on such nomination to the city plan and zoning commission and city council as provided below.

(b) Notice that an application for designation of a landmark or landmark site is being considered shall be given to the owner of the parcel on which the proposed landmark is situated or which is part of the proposed landmark site in accordance with the following:

(1) Such notice shall be served by certified mail, addressed to the owner at his or her last known address as such appears in the records of the county treasurer's office, or if there is no name on such records, such notice may be served by regular mail addressed to "owner" at the street address of the property in question.

(2) Such owner shall have the right to confer with the historic preservation commission or landmark review board, as applicable, prior to final action by the commission or board on the application.

(3) The historic preservation commission or landmark review board, as applicable, may, in addition, hold the public hearing of the proposed designation by giving notice as required by law.

(c) After such investigation by the historic preservation commission or landmark review board as is deemed necessary, but in no case more than 60 days after the receipt of the complete application, the application for designation shall be recommended for approval or disapproval. Such recommendation shall be in writing and signed by the chair of the historic preservation commission or landmark review board, as applicable, and shall state the reasons for recommending approval or disapproval. The recommendation may limit itself to the proposed landmark or landmark site as described in the application or may include modifications thereof. Such recommendation shall be forwarded to and filed with the plan and zoning commission, within five days after making such recommendation.

(d) Upon receipt of such recommendation, the plan and zoning commission shall schedule a public hearing at a specific place, date and time, not more than 30 days after such receipt, by giving notice as required by law.

(e) Within 30 days after the public hearing, the plan and zoning commission shall forward such application to the city council, together with the recommendation of the historic preservation commission or landmark review board. The plan and zoning commission may adopt the

recommendation of the historic preservation commission or landmark review board as its own or may prepare a written recommendation of its own. The plan and zoning commission may limit itself to the proposed landmark or landmark site or may include modifications thereof. If the modification requires an additional public hearing, the plan and zoning commission shall hold such hearing before forwarding the application to the city council.

(f) Upon receipt of such recommendation, the council shall schedule a public hearing to consider the recommendation at a specific place, date and time, not more than 30 days after such receipt, by giving notice as required by law.

(g) The city council, after public hearing, may approve, approve with modification, or disapprove the recommendation of the plan and zoning commission by a majority vote of its membership. If the plan and zoning commission shall have failed to act within the time limit set forth in this section, the city council may, nevertheless, approve, approve with modification, or disapprove the proposed landmark or landmark site as originally proposed or modified by a majority vote of its membership.

II. ANALYSIS

1. **Landmark Nomination Criteria:** A nomination must demonstrate that the subject building or site possesses integrity of location, design, setting, materials, workmanship, feeling, and association and meets one or more of the following criterion.

   (1) Is significant in American history, architecture, archaeology and culture;

   (2) Is associated with events that have made a significant contribution to the broad patterns of our history;

   (3) Is associated with the lives of persons significant in our past;

   (4) Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

   (5) Has yielded or may be likely to yield information important in prehistory or history.

The nomination suggests the site meets Criterions 1, 2, 3, and 4. The following points from the submitted form create the case for how the site meets those criterions.

- Across Des Moines, many neighborhoods had one or two small grocery stores that served the nearby homes. While some examples of masonry-style grocery store structures still exist scattered throughout Des Moines, only a few wood-frame structures remain.

- The building tells an important story linking together development of the Woodland Heights streetcar neighborhood, city growth in the early 1900s, displacement of Black residents from the Center Street district to western

neighborhoods in the 1960s and 1970s, and community resilience throughout the 20th century.

- This property was purpose-built in 1915 as a grocery store by Charles Grefe and family. Along with his brother – also named Charles – the Grefe brothers owned several such grocery stores around the city.

- Grefe sold this location to Hellen O. Wilkin in the early 1920s. Wilkin owned and co-managed the grocery store until 1923. It was then rented to Neal Sanford Landess who managed the store until his death. At that point, his youngest son, Paul, took over ownership and went on to become the longest owner of the store. He owned and operated the location until 1968, when he sold the location to Harlan and William Thomas.

- Harlan converted the grocery store into a neighborhood barber shop. Harlan's Barber Shop became an important gathering place for members of the black community displaced by the I-235 construction and nearby Urban Renewal projects which destroyed the once vibrant Center Street neighborhood.

- Harlan's Barber Shop became a mainstay of culture and community in a growingly diverse Woodland Heights neighborhood. African-Americans displaced by the developments of the mid-20th century relocated to Woodland Heights from their previous neighborhoods. Woodland Heights was only 1.9% African-American in 1940. However, by 1970, African-Americans comprised of 51.89% of the Woodland Heights Neighborhood.

- Along with the shift in demographics, the destruction of the Center Street district also displaced a vibrant music community, making Harlan's Barber Shop a much larger social gathering place for the Woodland Heights Community. Harlan was a fixture in the jazz and blues music scene on Center Street as a member of the Soul Brothers band. His involvement in the music community turned Harlan's Barber Shop into a hub for people interested in playing, learning, and listening to these music genres.

- Harlan was honored as a 1999 inductee into the Iowa Blues Hall of Fame and contributed via person interviews to a 2002 oral history project remembering the Center Street music community.

2. **PlanDSM Creating Our Tomorrow:** The PlanDSM Comprehensive Plan was approved on April 25, 2016. The nomination is supported by numerous PlanDSM Goals and Policies including:

   Land Use Goal 2: Direct new growth and redevelopment to areas with existing infrastructure and nodes and corridors based on proximity to transit, shopping, services, and public amenities.

Land Use Goal 4: Continue to embrace the distinct character of Des Moines' neighborhoods while allowing for new development and redevelopment.

Land Use Goal 6: Recognize the value of Des Moines' historic building stock and landscapes and ensure their preservation.

Economic Development Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.

Economic Development Objective 19: Support entrepreneurship, new business models, small business owners, and business incubators.

Community Character and Neighborhood Objective 1: Celebrate the City's culture and diversity through the creation of vibrant neighborhood nodes and corridors.

Community Character and Neighborhood Objective 25: Partner with the historic preservation community to promote Des Moines' rich history through education and outreach on historic structures, districts, and landscapes.

Social Equity Goal 4: Continue to celebrate the diversity of Des Moines provided by the many cultural communities that have chosen to live here.

III. STAFF RECOMMENDATION

Staff recommends that the property at 2513 Woodland Avenue be designated a Local Landmark.

Landmark Nomination Form **Landmark Review Board**

IDENTIFICATION:

SITE NAME Harlan's Barbershop

LEGAL DESCRIPTION E 37 F LOT 24 WOODLAND PLACE

OWNER(S) NAME Twenty-Five Thirteen Woodland LLC

OWNER(S) SIGNATURE
(signed owner's letter of support or petition can be attached in lieu of signature here)

OWNER(S) ADDRESS 3134 Cottage Grove Ave., Des Moines, IA 50311-3810
(street address) (city) (state) (zip)

CATEGORY:

STRUCTURAL/ARCHITECTURAL X **LANDSCAPE** ___ **ARCHEOLOGICAL** ___

COMPONENTS One building on a 37'x50' lot in Woodland Place Historic District

USE (present) Vacant (past) Grocery Store, Barber Shop

DESCRIPTION:

DATE OF CONSTRUCTION 1915 **ARCHITECT/BUILDER** unknown

BUILDING TYPE:
Single-family dwelling ___ Industrial ___ Other institutional ___ Religious ___
Multiple-family dwelling ___ Educational ___ Public ___ Agricultural ___
Commercial X

EXTERIOR WALLS: clapboard X stone ___ brick ___ board and batten ___ shingles ___ stucco___ other___

STRUCTURAL SYSTEM: wood frame with interlocking joints ___ masonry load-bearing walls ___ wood frame with light members (balloon frame) X iron frame ___ steel frame with curtain walls ___ reinforced concrete ___ other ___

CONDITION: excellent ___ good ___ fair ___ deteriorated X

INTEGRITY: original site _X_ moved--if so, when_____
from where _____

Information on alterations, additions (with dates & architect, if known) and any other notable features of building/site:
Remodeling associated with conversion from grocery to barbershop (ca. 1968-70)

- Construction of interior partition walls to divide the space roughly in half, with the barbershop portion in front and a smaller "salon" in back
- Construction or two small restrooms
- Addition of an enclosed basement stair
- Construction of a small cantilevered bump-out addition on the west
- Alteration to the storefront windows
- Construction of a small shed roof entry cover

RELATED OUTBUILDINGS AND PROPERTY: barn ___ other farm structures ___
carriage house ___ garage ___ privy ___ other _____

SURROUNDINGS OF THE SITE: open land ___ woodland ___ scattered outbuildings ___
commercial ___ industrial ___ residential _X_ densely built-up ___ other ___

Prepared by Kelli Lydon **Date** Jan. 14, 2023

Address 1622 York St., Des Moines, IA 50316

Telephone (515)451-7559 **Email** kelli.a.lydon@gmail.com

Organization Kelli Lydon Research Services, LLC

SIGNIFICANCE: (Indicate all sources of information for all statements)

PHYSICAL DESCRIPTION

General Building: 2513 Woodland is a one-story, wood frame, rectangular structure approximately 20' x 30'. The unassuming form is characterized by a simple gable roof running north-south and facing the street. The main level ceiling is at approximately 10' and the peak of the gable is approximately 18' from grade

South Facade: Openings on the front (south) gable-end facade are asymmetrical, with two large plate glass windows on the west portion and the main entry door located at the south east corner. A shallow shed roof, likely constructed during the conversion from grocery to barbershop, extends across the full length of the south facade to provide shade at the windows and cover over the entry door.

A 3' x 4' interior lit blade sign, missing the signage panels, is installed towards the peak of the gable end.

East Facade: The east facade hosts a secondary entrance and another large window open to the rear "salon" space. A third door at the northeast corner provides access to the basement.

North Facade: The north facade is the opposite gable end and is dominated by an enclosed basement stair enclosure. This addition, likely constructed as part of the barbershop conversion, is in poor physical condition.

West Facade: The west facade is devoid of openings. A narrow "bump-out" addition, also likely constructed as part of the barbershop conversion, is located towards the south end of this facade.

Exterior Cladding: The roof is clad in asphalt shingles. The rafter tail extensions have been enclosed with vented aluminum soffit. The original wood clapboards were installed with a 4" reveal and are currently covered up by vertical vinyl siding.

ARCHITECTURAL SIGNIFICANCE

Across Des Moines, many neighborhoods had one or two small grocery stores that served the nearby homes. Scattered examples of masonry buildings that were formerly small neighborhood grocery stores still remain around Des Moines:

- H&H Grocery - 800 19th Street
- Bassman's - 1100 East 9th
- Pulis Grocery - 820 35th
- Daniels Grocery - 3206 Scott

Conversely,there are very few historic wood frame neighborhood grocery buildings remaining. The subject building, constructed in 1915, was built to serve the fast-growing streetcar suburb northwest of downtown and was active as a grocery store until the advent of large supermarket chains in the mid-1960s. In its conversion to a barbershop, the building underwent several changes:

- Construction of interior partition walls to divide the space roughly in half, with the barbershop portion in front and a smaller "salon" in back
- Construction or two small restrooms
- Addition of an enclosed basement stair
- Construction of a small cantilevered bump-out addition on the west
- Alteration to the storefront windows
- Construction of a small shed roof entry cover

The physical integrity of this building, while deteriorating, is strong and tells an important story linking together development of the Woodland Heights streetcar neighborhood, city growth in the early 1900s, displacement of Black residents from the Center Street district to western neighborhoods in the 1960s and '70s, and community resilience throughout the 20th century.

HISTORICAL SIGNIFICANCE

Platted in 1907, the period of significance for the Woodland Place National Historic District is 1910-1925. This property was purpose-built in 1915 as a grocery store by Charles Grefe and family. Charles A. Grefe came from a retail savvy family. His father, Albert, immigrated from Germany with his brother, (also named Charles A. Grefe,) The Grefe brothers opened several retail businesses, finally settling on neighborhood grocery stores. Charles A. Grefe went into his father Albert's business and owned and managed several grocery stores around the city. Charles Grefe owned the store and it was managed for a short time by F. A. Sackett. The store was known alternately as Grefe Grocery or Sackett Grocery through 1915 and 1916. Grefe maintained ownership throughout and was managing the store when he sold it to H. O. Wilkin.



Hellen O. Wilkin owned and co-managed this grocery store with her father, Albert for a few years in the early 1920s. The Wilkins didn't stay in the grocery business for long, quickly renting the store to N. S. Landess within a year and finally selling to Landess in 1923.

Born in Ohio, Neal Sanford Landess moved to Des Moines in 1910 and worked for a fresh produce distributor. In 1920 he began running the store owned by H. O. Wilkin. In 1923 he purchased the store and became owner and manager. His youngest son, Paul, worked with him in the business and took over the store when Neal died.

Paul L. Landess was the longest running owner of the grocery store. Like his father, he owned the store until he died. It took a few years for his family to settle his estate and they finally sold the store to Harlan H. Thomas and William H. Thomas.

Figure 2. (left) Paul Landess (behind counter) and his wife Marguerite in their grocery store at 2513 Woodland Ave. (circa 1940s)

When Harlan and William Thomas bought the former Landess Grocery in 1968, the grocery store equipment and fixtures were still in place. After remodeling, Harlan and William operated their barber shop in the location until approximately 2015.

Harlan's Barber Shop at 2513 Woodland Avenue became an important gathering place for members of the black community displaced by the I-235 construction and the nearby Urban Renewal projects, which destroyed the once vibrant Center Street neighborhood. Census population statistics show that the neighborhood around 2513 Woodland was only 1.9% African-American in 1940. By 1970, after I-235 was completed and the Urban Renewal projects had demolished Center Street, the area around 2513 Woodland was 51.89% African-American. This significant demographic shift made Harlan's Barber Shop a prime location among the newly established Black population west of downtown in the 1970s.

Along with the shift in demographics that made Harlan's Barber Shop a social gathering place, destruction of the Center Street district also displaced a vibrant music community. Harlan Thomas was a fixture in the jazz and blues music scene on Center Street as a member of the Soul Brothers band. His involvement in the music community turned Harlan's Barber Shop into a hub for people interested in playing, learning, and listening to these music genres.

Harlan himself was honored as a 1999 inductee into the Iowa Blues Hall of Fame and submitted personal interviews to a 2002 oral history project remembering the Center Street music community.



Figure 1a. Harlan Thomas, 1999 Iowa Blues Hall of Fame Inductee



Figure 1b. The Soul Brothers and Blues Band, Harlan Thomas second from left



Figure 3. Harlan Thomas and a customer in his barbershop



Figure 4. A customer in Harlan Thomas' barbershop.



Figure 5. 2513 Woodland Ave., summer 2022

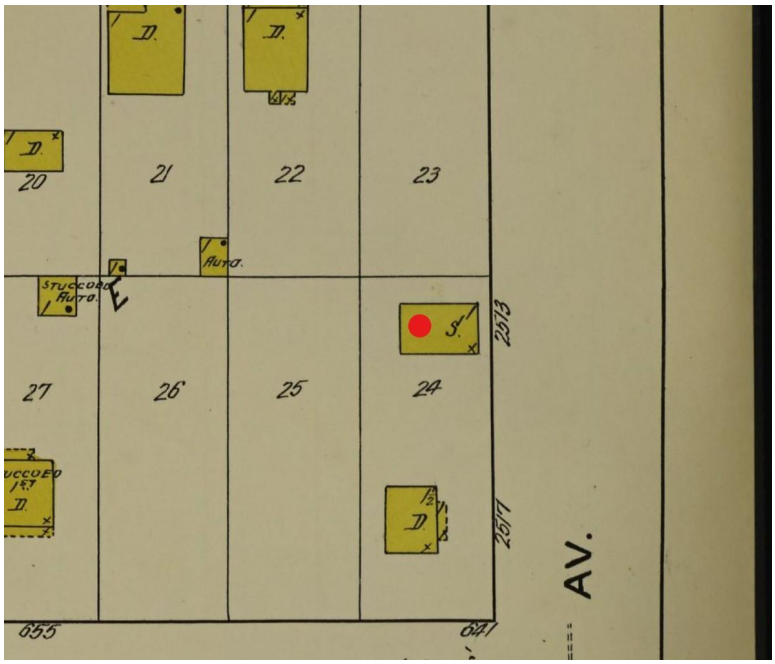


Figure 6. 2513 Woodland marked on the 1920 Sanborn Fire Insurance map.

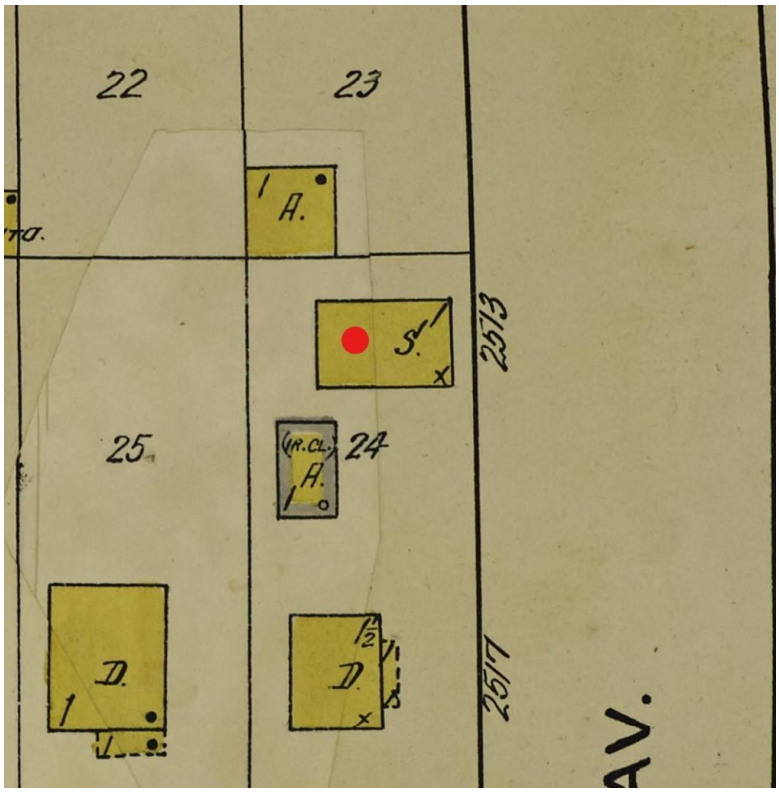


Figure 7. 2513 Woodland marked on the 1950 Sanborn Fire Insurance Map.

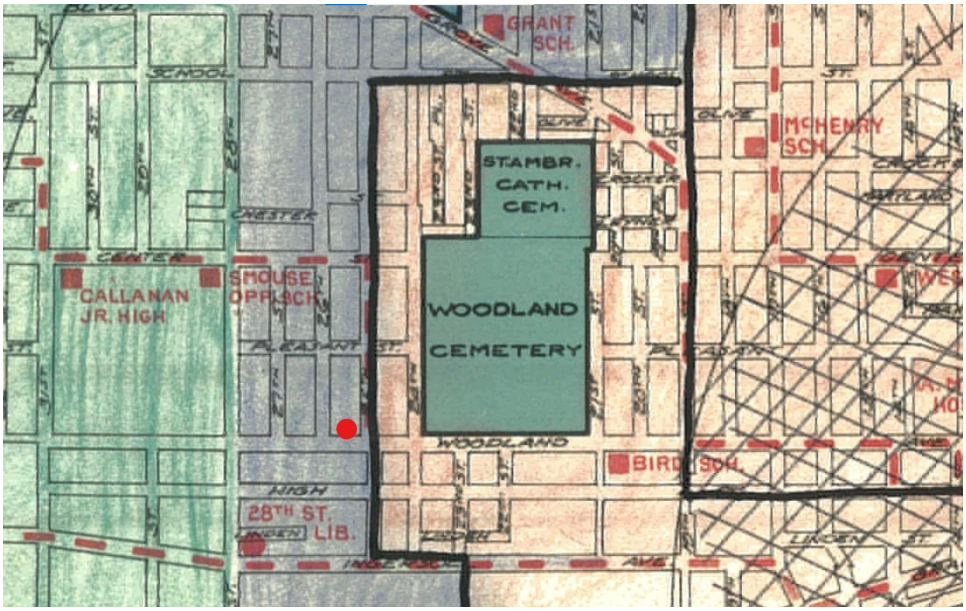


Figure 8. 2513 Woodland Ave. marked on the original hand colored 1934 Redlining map. (Source: undesigndsm.com)

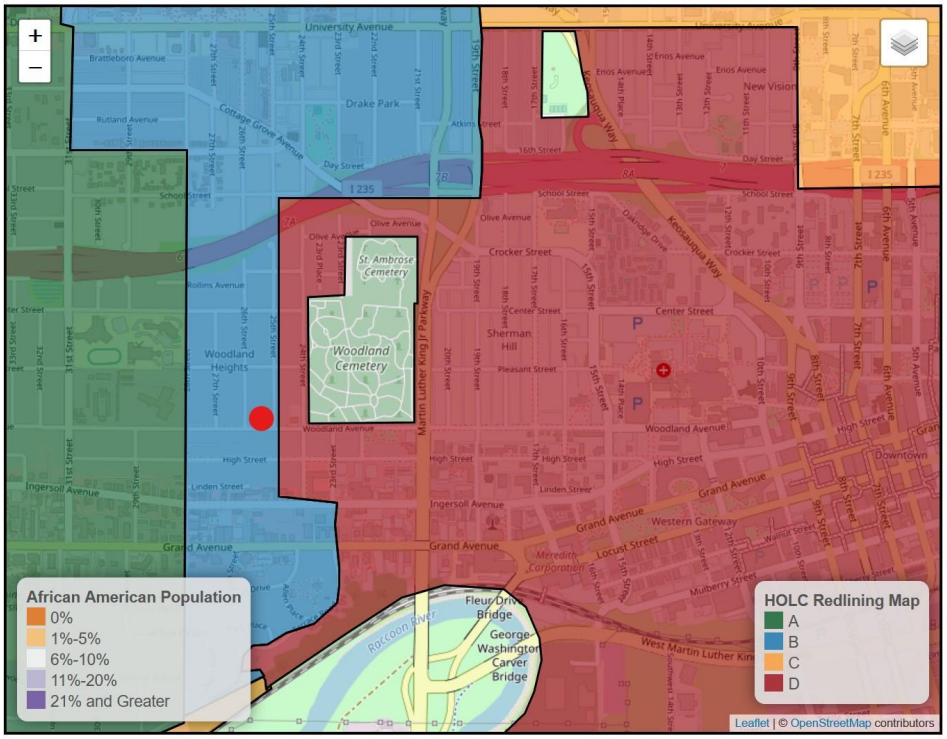


Figure 9. 2513 Woodland marked on a digitized Redlining map. This address is right next to the boundary between areas considered "undesirable" and "moderately undesirable."

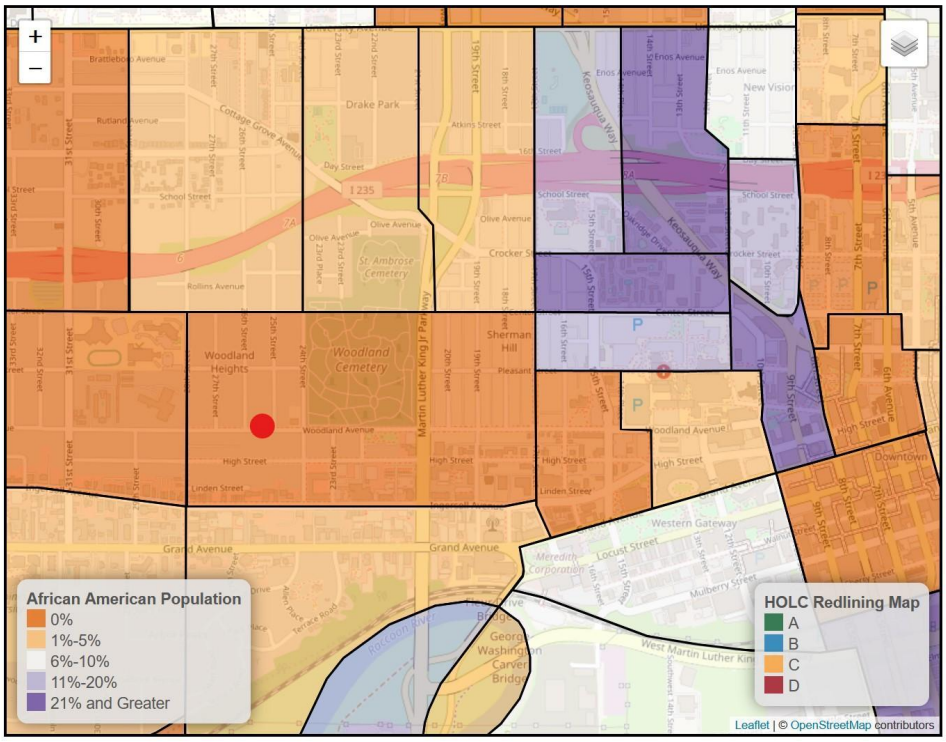


Figure 10. 2513 Woodland marked on a 1920 census map showing less than 1% African American population in Woodland Heights.

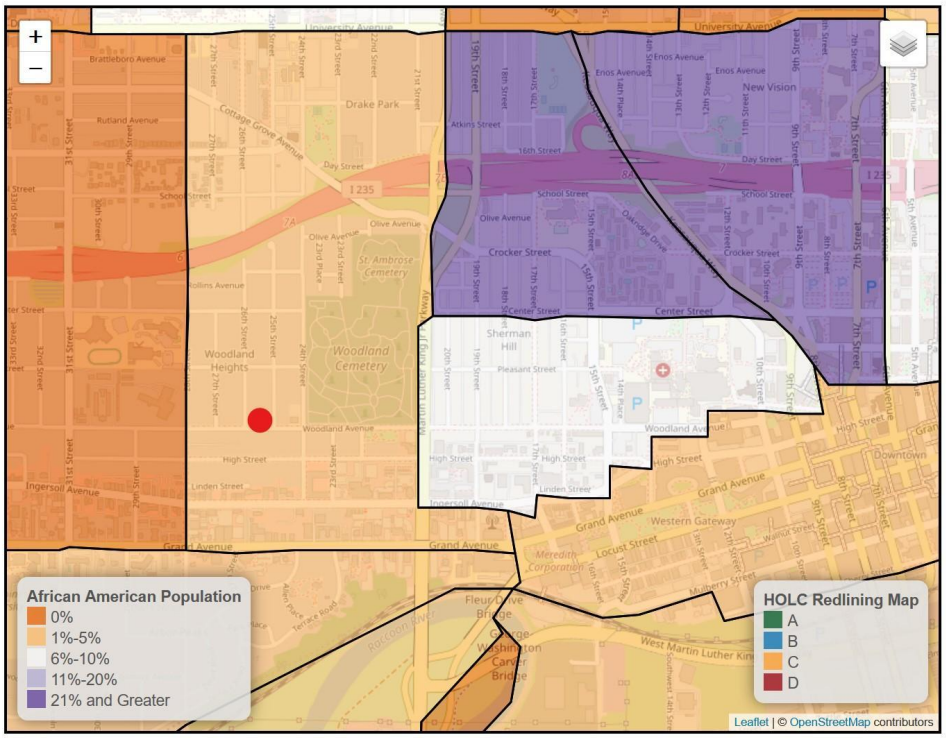


Figure 11. 2513 Woodland marked on a 1940 census map showing between 1-5% African American population in Woodland Heights. (The actual percentage was 1.9%.) Note this is before the construction of I-235 and the Oakridge Urban Renewal plan.

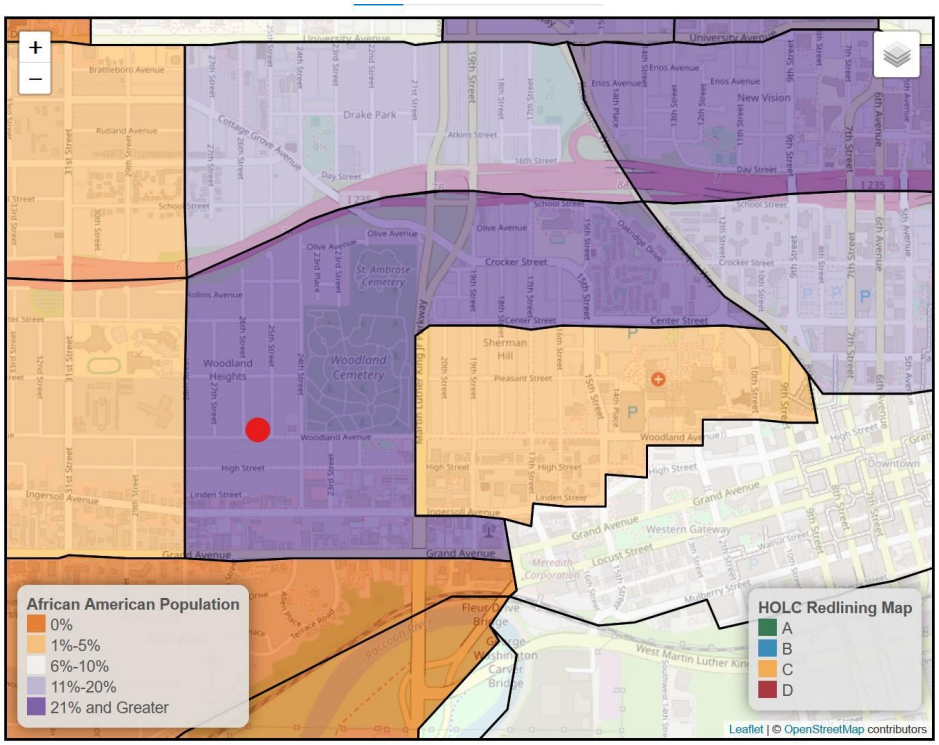


Figure 12. 2513 Woodland marked on a 1970 census map showing greater than 21% African American population in Woodland Heights. The actual percentage was 51.89%. Note this is immediately after the construction of I-235 and the Oakridge Urban Renewal project.

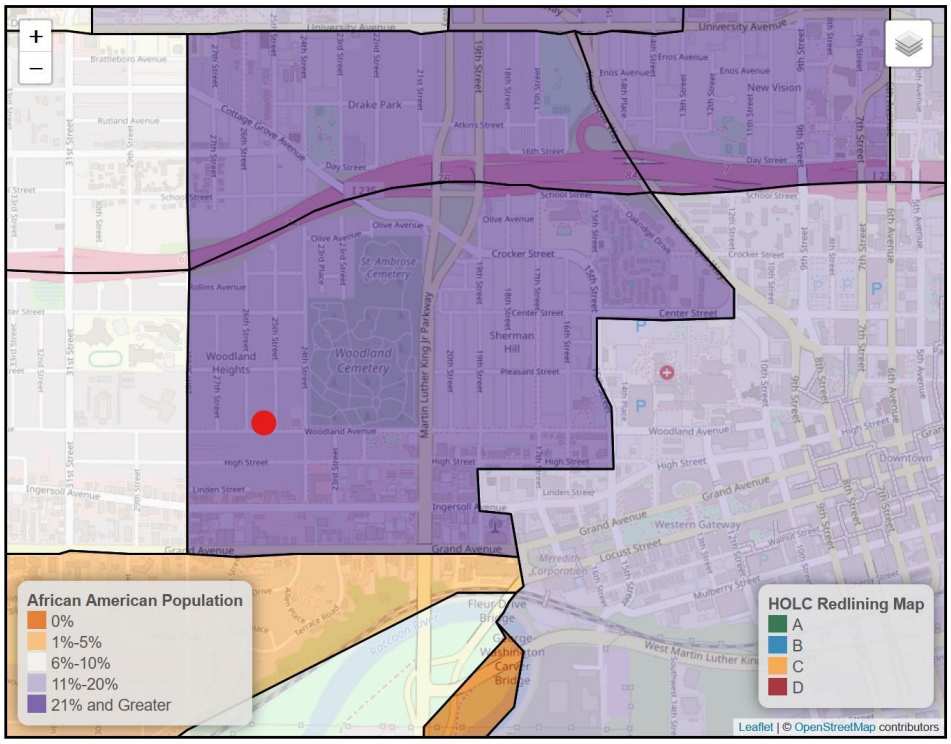


Figure 13. 2513 Woodland marked on a 2000 census map showing Woodland Heights with a significant African American population of 28%.

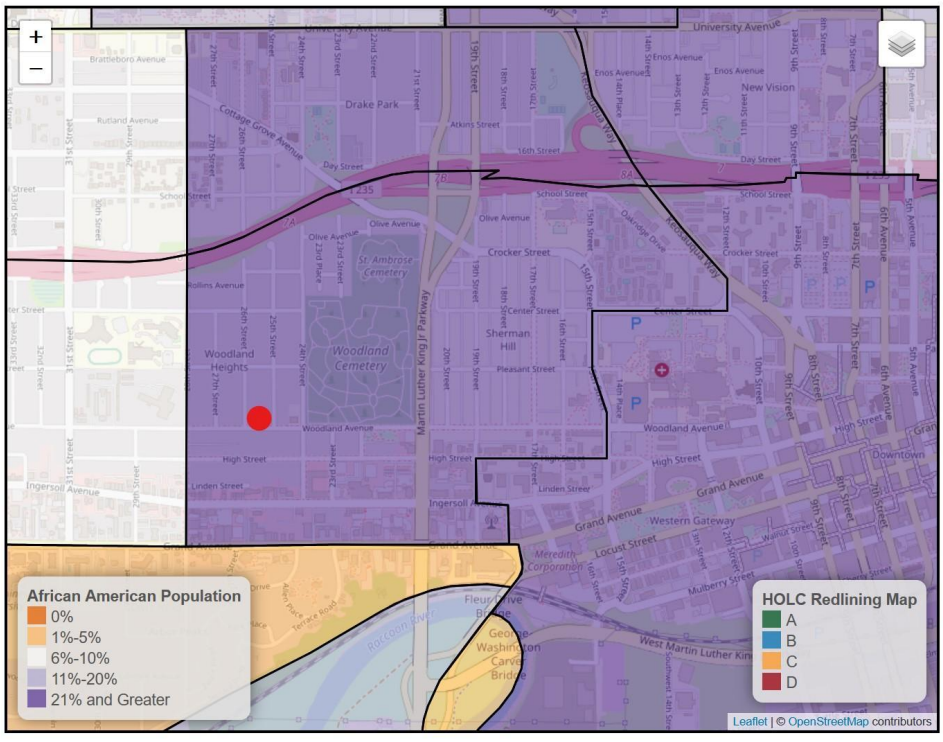


Figure 14. 2513 Woodland marked on a 2010 census map showing the African American population in Woodland Heights holding steady at 27.20%.

SOURCES (for primary and secondary sources give complete facts of publication: author, title, place of publication, date, etc.):

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Swanger, M. (2009). Des Moines' Hall of Fame jazz artists made city a swinging place. *Iowa History Journal*, 20-.

CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #4	**CAHP-2022-000119**

Applicant: Fort Des Moines Memorial Park, Inc (owner), represented by Jack Porter (officer).

Location: 75 East Army Post Road.

Requested Action: Designation of the property, including Clayton Hall Museum and Chapel, as a Local Landmark named "Fort Des Moines Memorial Park."

I. GENERAL INFORMATION

1. **Case Overview:** The subject property is located on the southeast corner of the East Army Post Road and Chaffee Road intersection. The 3.31-acre site contains Clayton Hall which currently serves as the Fort Des Moines Museum and Education Center, Fort Des Moines Chapel, a ticket booth built in 2002, and a plaza between Clayton Hall and the Chapel. Both Clayton Hall and the Chapel were constructed circa 1903.

   On April 5, 2022, the Landmark Review Board reviewed the proposed nomination. The Board is comprised of the Historic Preservation Commission and the Urban Design Review Board. The Board meets as needed to review nominations and proposed alternations to landmarks not located within a local historic district. The Landmark Review Board recommended approval of the request to designate the subject property as a Local Landmark named "Fort Des Moines Memorial Park."

   The Landmark Review Board's and the Plan and Zoning Commission's recommendations will be forwarded to the City Council for review in accordance with Chapter 58-60 and Chapter 82-40 of the City Code. If the subject property is designated as a Local Landmark, any alteration, new construction, or demolition would be subject to review by the Landmark Review Board and require approval by the City Council.

2. **Size of Site:** 3.31 acres.

3. **Existing Zoning (site):** "P2" Public, Civic, and Institutional District.

4. **Adjacent Land Use and Zoning:**

   North – "MX2"; Use is a mix of commercial and institutional.

   South – "P2"; Use is U.S. Army Reserve campus.

   East – "P2"; Use is U.S. Army Reserve campus.

   West – "EX" & "NX2"; Uses are Des Moines Area Religious Council and multiple-household residential.

5. **Applicable Recognized Neighborhood(s):** The subject property is not located in a recognized neighborhood. It is located within 250 feet of South Central DSM and Somerset neighborhoods. All neighborhood associations were notified of the public hearing by emailing of the Preliminary Agenda on January 27, 2023 and of the Final Agenda on February 10, 2023.

   All notices are emailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division on the date of the mailing.

6. **PlanDSM Land Use Plan Designation:** Public/Semi-Public.

7. **Applicable Regulations:** Pursuant to Chapter 82-40(a) of the City Code, the Plan and Zoning Commission is an advisory body to the City Council and is a key factor in the growth and development of the city. Therefore, the Commission reviews all local Landmark and Historic District nominations in accordance with the Historic Preservation Ordinance and for compliance with the City's Comprehensive Plan and forwards a recommendation to the City Council.

II. APPLICABLE SECTIONS OF THE CITY CODE

Section 58-56 of the Historic Preservation Ordinance contains the landmark purpose statement. Section 58-58 contains the criteria for the designation of a landmark and Section 58-60 establishes the nomination process.

Sec. 58-56. Purpose.

It is declared as a matter of public policy that the protection, enhancement, perpetuation and use of improvements of special character or special historical or aesthetic interest or value is a public necessity and is required in the interest of health, prosperity, safety and welfare of the people. The purpose of this article is to:

(1) Effect and accomplish the protection, enhancement and perpetuation of such improvements which represent or reflect elements of the city's cultural, social, economic, political and architectural history;

(2) Safeguard the city's historic, aesthetic and cultural heritage, as embodied and reflected in such improvements;

(3) Stabilize and improve property values;

(4) Foster civic pride in the beauty and accomplishments of the past;

(5) Protect and enhance the city's attractions to residents, tourists, and visitors and serve as a support and stimulus to business and industry;

(6) Strengthen the economy of the city; and

(7) Promote the use of landmarks for the education, pleasure and welfare of the people of the city.

Sec. 58-58. Designation criteria.

(a) For purpose of this article, a landmark or landmark site designation may be placed on any site, natural or improved, including any building, improvement or structure located thereon that possesses integrity of location, design, setting, materials, workmanship, feeling and association and that:

(1) Is significant in American history, architecture, archaeology and culture;

(2) Is associated with events that have made a significant contribution to the broad patterns of our history;

(3) Is associated with the lives of persons significant in our past;

(4) Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

(5) Has yielded or may be likely to yield information important in prehistory or history.

(b) Ordinarily cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years shall not be considered eligible for the landmark designation. However, such properties will qualify if they fall within the following categories:

(1) A religious property deriving primary significance from architectural or artistic distinction or historical importance.

(2) A building or structure removed from its original location which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.

(3) A birthplace or grave of a historical figure of outstanding importance, if there is no appropriate site or building directly associated with his or her productive life.

(4) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

(5) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.

(6) A property primarily commemorative in nature, if design, age, tradition or symbolic value has invested it with its own historical significance.

(7) A property achieving significance within the past 50 years, if it is of exceptional importance.

Sec. 58-60. Procedures.

(a) The historic preservation commission shall consider the nomination of landmarks and landmark sites located within historic districts, and make a report and recommendation on such nomination to the city plan and zoning commission and city council as provided below. The landmark review board shall consider the nomination of landmarks and landmark sites located outside historic districts and make a report and recommendation on such nomination to the city plan and zoning commission and city council as provided below.

(b) Notice that an application for designation of a landmark or landmark site is being considered shall be given to the owner of the parcel on which the proposed landmark is situated or which is part of the proposed landmark site in accordance with the following:

(1) Such notice shall be served by certified mail, addressed to the owner at his or her last known address as such appears in the records of the county treasurer's office, or if there is no name on such records, such notice may be served by regular mail addressed to "owner" at the street address of the property in question.

(2) Such owner shall have the right to confer with the historic preservation commission or landmark review board, as applicable, prior to final action by the commission or board on the application.

(3) The historic preservation commission or landmark review board, as applicable, may, in addition, hold the public hearing of the proposed designation by giving notice as required by law.

(c) After such investigation by the historic preservation commission or landmark review board as is deemed necessary, but in no case more than 60 days after the receipt of the complete application, the application for designation shall be recommended for approval or disapproval. Such recommendation shall be in writing and signed by the chair of the historic preservation commission or landmark review board, as applicable, and shall state the reasons for recommending approval or disapproval. The recommendation may limit itself to the proposed landmark or landmark site as described in the application or may include modifications thereof. Such recommendation shall be forwarded to and filed with the plan and zoning commission, within five days after making such recommendation.

(d) Upon receipt of such recommendation, the plan and zoning commission shall schedule a public hearing at a specific place, date and time, not more than 30 days after such receipt, by giving notice as required by law.

(e) Within 30 days after the public hearing, the plan and zoning commission shall forward such application to the city council, together with the recommendation of the historic preservation commission or landmark review board. The plan and zoning commission may adopt the recommendation of the historic preservation commission or landmark review board as its own or may prepare a written recommendation of its own. The plan and zoning commission may limit itself to the proposed landmark or landmark site or may include modifications thereof. If the modification requires an additional public hearing, the plan and zoning commission shall hold such hearing before forwarding the application to the city council.

(f) Upon receipt of such recommendation, the council shall schedule a public hearing to consider the recommendation at a specific place, date and time, not more than 30 days after such receipt, by giving notice as required by law.

(g) The city council, after public hearing, may approve, approve with modification, or disapprove the recommendation of the plan and zoning commission by a majority vote of its membership. If the plan and zoning commission shall have failed to act within the time limit set forth in this section, the city council may, nevertheless, approve, approve with modification, or disapprove the proposed landmark or landmark site as originally proposed or modified by a majority vote of its membership.

II. ANALYSIS

1. **Landmark Nomination Criteria:** A nomination must demonstrate that the subject building or site possesses integrity of location, design, setting, materials, workmanship, feeling and association and meets one or more of the following criterion.

   (1) Is significant in American history, architecture, archaeology and culture;

   (2) Is associated with events that have made a significant contribution to the broad patterns of our history;

   (3) Is associated with the lives of persons significant in our past;

   (4) Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or

   (5) Has yielded or may be likely to yield information important in prehistory or history.

The nomination suggests the site meets Criterions 1, 2, and 4. The following points from the submitted form create the case for how the site meets those criterions.

ARCHITECTURAL SIGNIFICANCE (Criterion 1 and 4)

- Clayton Hall and the Chapel are two of the oldest surviving buildings at Fort Des Moines No. 3.
- Clayton Hall is a two-story neo-classical building [which] originally housed ten unmarried officers and was later remodeled to house families of married officers.
- Clayton Hall embodies the Classical Revival style that was in use by the War Department at the turn of the 20th century.
- Located off the northeast corner of the original parade ground, Clayton Hall historically anchored the east end of “officers row,” the long row of red brick houses overlooking the north end of the parade ground.
- The Chapel features exterior walls made of red brick in a running bond with limestone architectural details, and a brick and cement basement.

- The Chapel features a gothic carved limestone finial atop the entry gable, Tudor arched windows on the front, north, and south facades, and a single stained-glass window on the rear façade.

- While the building is in need of repairs and maintenance, its historic character is largely intact. Very little has changed over time as can be seen by comparing the building's present appearance to historic photos.

HISTORICAL/CULTURAL SIGNIFICANCE (Criterions 1 and 2)

- By the end of the year (1903) the War Department had issued orders for two squadrons from the Eleventh Cavalry to be garrisoned at Fort Des Moines No. 3.

- While the Eleventh Cavalry was expected back from the Philippines, the first soldiers to actually use the Fort were Companies C and L of the all African-American Twenty-fifth Infantry, also known as the Buffalo Soldiers. These two companies were stationed at [the Fort] from December 2, 1903, to April 26, 1904.

- By 1905, the bachelors officers' quarters were named Clayton Hall, most likely after former Arkansas governor Powell Foulk Clayton. Clayton, a Pennsylvania native who fought for the Union in the Civil War, was elected governor of Arkansas after the War, and was instrumental in the protection of the rights of newly freed African-Americans and their supporters during Reconstruction. Clayton's son, Powell Clayton, Jr. was Captain of Company E in the Eleventh Cavalry stationed at the Fort in 1905.

- Clayton Hall became a center for social activity at the Fort. Visiting dignitaries were entertained at receptions, which often included lavish dinners and dancing, at Clayton Hall.

- When the Chapel was commissioned in 1910 due to the original Post Exchange location becoming inadequate to serve the religious needs of the fort, The Chapel solidified the northeast corner of the Parade Ground as an important center of social life for the Fort.

- When the US entered World War I in 1917, Fort Des Moines No. 3 was chosen as the site for an "Officer's Training Camp for Colored Students." Seventeen total officer's training camps were established in the US during WWI, but only the Fort Des Moines camp was setup for non-white and civilian applicants.

- In all, 639 officers trained in the Black Officers Training Camp received commissions at the completion of their training, of which there were 106 captains, 329 first lieutenants, and 204 second lieutenants.

- 198 regular army trainees from the camp were appointed to the Officers' Reserve Corps or the National Army.

- Units led by black officers trained at Fort Des Moines No. 3 served in combat operations in France, earning several of the officers the Distinguished Service Cross and Honors from the French government.

- Additionally, Fort Des Moines became a training camp for Black Medical Personnel in 1917. African-American medical and dental officers were trained to serve the combat and readiness needs of the Black regiments. 104 medical officers and twelve dental officers graduated the course, with 948 enlisted men receiving some level of medical training.

- At the direction of the Surgeon General, Fort Des Moines No. 3 was upgraded to become US General Hospital No. 26, with a primary mission as reconstruction treatment of war casualties. Over 500 soldiers treated at the hospital were amputee survivors of European battlefields.

- Part of the rehabilitation efforts included fitting soldiers with prosthetics, especially for amputated legs. However, the government issued leg prosthetics were slow to arrive and often ill-fitting. This inspired the orthopedics workshop to construct their own design. Quicker to produce, cheaper, easier to fit, and more durable, the “Fort Des Moines Leg” was born.

- US General Hospital No. 26 also introduced innovative (for its time) holistic neuropsychological treatments for “battle fatigue”, mental distress endured in battle, occupational therapy and vocational training. In all, nearly 7,500 patients received treatment at General Hospital No. 26.

- During World War II, Fort Des Moines No. 3 became the site of the first Women’s Auxiliary Army Corps (WAAC). 440 women were chosen for the officer training program, and another 330 women began shorter course as privates. 40 of the initial officer class were black women.

- As the war continued, the program expanded and WAAC trainees could free up men in noncombatant roles to go to battle. WAAC’s also went on to train in the Army Air Corps. Fort Des Moines No. 3 was the largest WAC training center and the only one to provide officers training.

- In all, over 70,000 women went through the First WAAC training center.

- In 1943, the “Auxiliary” status of the WAAC program was dropped, making it simply the Women’s Army Corps. This seemingly minor name change was critical, though, as the name change granted women all the rank, privileges, and benefits of their male counterparts.

2. **PlanDSM Creating Our Tomorrow:** The PlanDSM Comprehensive Plan was approved on April 25, 2016. The nomination is supported by numerous PlanDSM Goals and Policies including:

   Land Use Goal 2: Direct new growth and redevelopment to areas with existing infrastructure and nodes and corridors based on proximity to transit, shopping, services, and public amenities.

   Land Use Goal 4: Continue to embrace the distinct character of Des Moines' neighborhoods while allowing for new development and redevelopment.

   Land Use Goal 6: Recognize the value of Des Moines' historic building stock and landscapes and ensure their preservation.

   Economic Development Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.

   Community Character and Neighborhood Objective 1: Celebrate the City's culture and diversity through the creation of vibrant neighborhood nodes and corridors.

   Community Character and Neighborhood Objective 7: Identify and strengthen neighborhood destinations unique to specific areas.

   Community Character and Neighborhood Objective 25: Partner with the historic preservation community to promote Des Moines' rich history through education and outreach on historic structures, districts, and landscapes.

   Social Equity Goal 4: Continue to celebrate the diversity of Des Moines provided by the many cultural communities that have chosen to live here.

III. STAFF RECOMMENDATION

Staff recommends that the property "Fort Des Moines Memorial Park" be designated a Local Landmark.

Landmark Nomination Form **Landmark Review Board**

IDENTIFICATION:

SITE NAME Fort Des Moines Memorial Park

LEGAL DESCRIPTION BEG NW COR SEC 34 THN E 254.17F S 383.12F SW 44.26F SW 48.12F SW 7.8F S 308.79F SW 130F S 43.34F W 116.04 N 917.2F TO POB LESS RD NW 1/4 SEC 34-78-24

OWNER(S) NAME FORT DES MOINES MEMORIAL PARK INC

OWNER(S) SIGNITURE _____
(signed owner's letter of support or petition can be attached in lieu of signature here)

OWNER(S) ADDRESS P. O. Box 36815 Des Moines, IA 50315
(street address) (city) (state) (zip)

CATEGORY:

STRUCTURAL/ARCHITECTURAL X **LANDSCAPE** __ **ARCHEOLOGICAL** __

COMPONENTS Clayton Hall, Chapel

USE (present) Museum and Chapel (past) Housing, Office, Chapel

DESCRIPTION:

DATE OF CONSTRUCTION 1903 Clayton Hall, 1910 Chapel
ARCHITECT/BUILDER C. E. Atkinson

BUILDING TYPE:

Single-family dwelling __ Industrial __ Other institutional __ Religious X
Multiple-family dwelling __ Educational X Public __ Agricultural __
Commercial __

EXTERIOR WALLS: clapboard ___ stone X brick X board and batten ___ shingles ___

stucco___ other_____

STRUCTURAL SYSTEM: wood frame with interlocking joints ___ masonry load-bearing walls X wood frame with light members (balloon frame) ___ iron frame ___ steel frame with curtain walls ___ reinforced concrete ___ other ___

CONDITION: excellent ___ good X fair ___ deteriorated ___

INTEGRITY: original site X moved--if so, when_____

from where _____

Information on alterations, additions (with dates & architect, if known) and any other notable features of building/site: 2002 Renovation

RELATED OUTBUILDINGS AND PROPERTY: barn ___ other farm structures ___ carriage house ___ garage ___ privy ___ other ticket booth circa 2004

SURROUNDINGS OF THE SITE: open land ___ woodland ___ scattered outbuildings ___ commercial X industrial ___ residential ___ densely built-up ___ other

Prepared by Kelli Lydon Date Dec. 20, 2022

Address 1622 York St. Des Moines, IA 50316

Telephone (515) 451-7559 Email kelli.a.lydon@gmail.com

Organization Kelli Lydon Research Services, LLC

SIGNIFICANCE: (Indicate all sources of information for all statements)

ARCHITECTURAL SIGNIFICANCE

Clayton Hall and the Chapel are two of the oldest surviving buildings at Fort Des Moines No. 3. They are considered functionally related as set forth in 36 CFR § 67.6 (b) (4):

> *For rehabilitation projects involving more than one certified historic structure where the structures are judged by the Secretary to have been functionally related historically to serve an overall purpose, such as a mill complex or a residence and carriage house, rehabilitation certification will be issued on the merits of the overall project rather than for each structure or individual component.*

Both buildings have been owned throughout their history by the same entity and were transferred from their original owner, the U. S. Government, as one parcel containing both buildings to Fort Des Moines Memorial Park, Inc.

Located the northeast corner of the original parade ground and along its eastern edge, respectively, these buildings served officers and enlisted men from the time of their construction in 1903 through two world wars and many transitions seen at the Fort. Fort Des Moines No. 3, including these two buildings, had a dedication ceremony on November 13, 1903.

Bachelor Officers' Quarters/Clayton Hall/Building 46

Completed according to plan 152B from the Office of the Quartermaster General (1902), the two story neo-classical building originally housed ten unmarried officers and was later remodeled to house the families of married officers. The building also contained a dining hall, a kitchen, and laundry rooms. While it functioned as part of the U.S. Government's operations at Fort Des Moines No. 3 the building underwent additional remodeling for use as a recruiting station. In the decades following World War II this building and others at the Fort were repurposed, while others were sold off or demolished. In 1976 the remaining buildings at the Fort were designated a National Historic Landmark. After the building was no longer used by the U. S. Government, it sat vacant for several years before the Fort Des Moines Memorial Park, Inc. acquired the building. A major renovation was completed by the Army Corps of Engineers in 2002 under review from the State Historic Preservation Office. A significant amount of historic fabric was preserved and highlighted in that renovation and can be seen today.


(Clayton Hall view from the south, photo by RDG)

The building embodies the Classical Revival style that was in use by the War Department at the turn of the 20th century. Classical Revival details of this building include: symmetrical shape, regularity of window openings, pedimented front entry, rusticated foundation, and masonry details such as flat limestone window headers with projecting keystones.

Clayton Hall is generally rectangular and forms a "T" shape with east and west wings flanking a projecting 3-bay portico at center front and a north wing extending from the center of the building. A wood two-story covered porch with turned pillars and balustrades spans the front of the building, extending east and west from the central portico.

Fronting on Dickman Road, which has since been vacated from Chaffee road eastward as part of the Memorial Park, Clayton Hall anchors the north end of the Fort Des Moines Memorial complex. The Chapel (Building 49) anchors the south end. Located off the northeast corner of the original parade ground, this building also historically anchored the east end of "officer's row," the long row of red brick houses overlooking the north end of the parade ground. It sits among gently rolling lawns with mature trees scattered around the lot. A parking lot is north of the building, with its entrance on Chaffee Road to the west. The museum complex is surrounded on the north and west sides by a barbed wire topped chain link fence and on the east and south sides by a metal fence with brick and concrete pillars.

The main block of the building, which includes the east and west wings and the central portico measures 140 x 33 feet. The portico itself has a footprint of 45 x 33 feet. The north wing measures 33 x 45 feet. The wood porch across the front of the building measures 137 feet across (including the portico) and 10 feet deep. A wood porch at the northeast corner of the north wing measures 16 x 8 feet.


(Clayton Hall aerial view, photo by RDG)

The building has a hipped roof, with the peak of the east-west portion rising slightly above the north-south peak. The portico and second story space above it is covered by a gable roof that matches the pitch of the hipped roof portions. The two-story porch across the front is covered with a shed roof. The small porch at the northeast corner also has a hipped roof. All portions of the roof are covered with asphalt shingles. Built-in gutters empty into round downspouts. The soffits are wood with modillions along the underside tucked behind the fascia. A frieze board completes the cornice with returns at the bottom of each gable. Seven brick chimneys penetrate the roof. These are capped as they do not serve any working fireplaces. Mechanical services are vented using simple metal pipes located away from the primary façade so they are not visible from ground level.

The exterior walls are constructed of red brick with red pigmented mortar in a running bond. The foundation is rusticated limestone block. Limestone flat arches with projecting keystones sit atop the windows and doors, and limestone lug sills are present under each window, with the sills extending about one brick width into the masonry on both sides.


(View of Clayton Hall from the northwest, photo by RDG)

All of the venting windows on this building are double hung wood windows replicated from original designs. On the south façade, fifteen three-over-three windows are equally spaced across the two main levels, with one of these windows at the center of the entry portico. This window is flanked by a pair of two-over-two windows and a half-round window with three lights is centered in the south-facing gable. At each end of the east and west wings, a pair of two-over-two windows are placed closed together, centered on the wall at both levels. The end of the north wing has only one of these two-over-two windows on each level. All of the windows in the north wing are two-over-two windows. This includes nine on the east wall and nine on the west wall. The north wall of each of the east and west wings has a combination of four two-over-two and six three-over-three windows.

Each floor of the building has a long corridor along the south end of the building connecting the east and west wings to a central lobby. The north wing is accessed off this central lobby on each floor. The main staircase connects all three floors at the west side of the lobby and an elevator is located just to the west of the staircase. All three floors are accessible by the main staircase and the elevator.

The first floor's main entry has double doors of wood , each with eight lights in the top two thirds of the door. A transom window above the doors has five lights and panels on either side of the doors have four lights topped with a single light transom. A set of clear glass automated sliding doors enclose the vestibule without obstructing the view of the exterior doors from the inside. All the floors on this level are tongue-in-groove hardwood except for the restrooms and kitchen. The walls are painted drywall.

Significant portions of original woodwork were retained in the 2002 renovation. Where new pieces were added a lighter color of wood was used to differentiate the new pieces from the original. This is particularly evident in the lobby where the original staircase banister is stained dark brown while the replacement treads and baseboards are a lighter golden color. The same technique for identifying the location of demising walls that were removed was used in the flooring. Lighter stained areas show the patches where demising walls were removed to create open gallery and gathering spaces.

The first floor east wing contains a kitchen, dining room, a small gallery, and two large multi-stall restrooms. An exterior door in the south wall of the dining room opens onto the porch. Of particular note in the kitchen is a pair of original pocket doors that were retained in the 2002 renovation. They were once the doors between an apartment's parlor and bedroom and now they separate the main kitchen from its storage area. The gallery and dining room feature two of the building's original fireplaces. These are back-to-back on either side of the wall, a design that is mirrored on the west side of the building. The original hearth tile and surround tile are intact on the gallery fireplace while only the hearth tile is original on the dining room fireplace. The wood mantles and surrounds are sensitive replacements. None of the fireplaces in the building are functional, but they are preserved in their original locations.



(Interior Clayton Hall, photos by Kelli Lydon)

The west wing of the first floor is a dedicated gathering space known as the multi-purpose room. A corridor leading to two entry doors has a fireplace with original hearth tile. A coat check counter is present in the north wall of this corridor. A wood door with two inset panels slides into the wall to open the hatch. The coat check room is accessed through a door in the multi-purpose room. The multi-purpose room takes up the rest of the west wing. It features two original fireplaces, one back-to-back with the one in the corridor, and one on the west exterior wall. The west fireplace has an original wood mantle and surround with columns supporting the mantle and a shelf above an inset mirror. The columns have decoratively carved capitals and a carved scrollwork design is centered on the facing trim under the mantle. This fireplace retains its metal grate insert and fire surround. A door in the south wall opens onto the porch. The north wing of the first floor contains museum storage, a single restroom, and a conference room that opens onto the porch at the northeast side of the building, near the parking lot. An emergency stairwell is located in the northwest corner of the north wing and is accessible at all levels. It opens at ground level on the northwest side of the building.

The second floor houses the main galleries of the museum. The east, west, and north wings are open spaces with museum displays. The finish on walls, floors, and woodwork is the same as on the first floor, with original features retained and differentiated from new materials. One additional space is available on this level. A small gallery sits atop the open entry portico at the center of the south side of the building. On this level, there are two original fireplaces in each of the east and west wings. Where there were back-to-back fireplaces on the first floor, only the two fireplaces that face the central lobby are present on the second floor. These are similar to the fireplaces below them, with simplified wood mantles and some original surround and hearth tile. On both the east and west exterior walls are fireplaces with the original large decorative wood surround of the same design as the one in the first floor multi-purpose room.

The basement level of this building has no fireplaces. With the exception of restrooms and mechanical rooms, the floors in the basement are covered with carpet. Under the entry portico on the south side of the building are two mechanical rooms. The east wing of the basement contains two large multi-stall restrooms and a large classroom or administrative space. An emergency exit opens to an exterior set of stairs up to ground level on the north side of the east wing. The west wing of the basement contains the library and archive of the Memorial Park organization. An emergency exit like the one in the east wing is present in the north wall. The north wing is museum work space and also houses the main HVAC mechanical room. Access to the emergency stairwell is in the northwest corner of this wing.

Chapel

Built at a cost of $11,957 in 1910, the Chapel, Building 49, sits on the east side of the parade ground with its entrance toward Chaffee Road. The design for this building came from the Quartermaster General's Office, standardized plan 261 with approximately 2,500 square feet of interior space. The chapel anchors the south end of the Fort Des Moines Memorial complex. In 1983 a major restoration was completed by Bert Newsom Construction of Des Moines. This included adding valances on each side of the nave and on the east side of the chancel archway that conceal lights aimed at the ceiling to provide indirect lighting to the interior spaces. The roof trusses were also reinforced with steel tension rods and the interior plaster was restored and stenciled with an art deco design, among other restoration efforts.



(Chapel exterior, photo by Kelli Lydon)

The footprint of the main block is 36 x 57 feet. The east portion that contains the chancel and vestry measures approximately 18 feet 3 inches by 37 feet 2 inches.

The exterior walls are of brick in a running bond with limestone architectural details. The basement foundation is brick and cement. The general shape of the building is a one-story rectangle with a gabled roof, with gables aligned east-west. The front entry, which measures approximately 4 by 12 feet on the west side has a gabled roof with limestone capped brick buttresses at the corners. Buttresses are also present on the long sides of the building, north and south. The east and west parapet walls and the north parapet wall on the northeast section have limestone wall caps. One rectangular brick chimney rises from the east wall of the main block near the north side of the building. It serves the heating system located in the basement below the east section. A Celtic cross sits atop the west wall of the main block. It is damaged, missing the south side of the cross. A gothic carved limestone finial sits atop the entry gable.

A single Tudor arched fixed window is present on each of the side walls of the main entry. In the west wall on the main block of the chapel a triplet of Tudor arched windows is on each side of the vestibule. These are the same configuration as the five windows present along the north and south walls of the main block. The left and right windows have a hopper-style venting window at the bottom quarter of the window. These windows all have a diamond leaded pattern of glazing with stained glass of a variegated golden color. A single stained glass rose window is set in the east wall. A double window in a Tudor arch is present in the north wall of the northeast wing of the building that contains the vestry. All of the arch windows in the building have limestone lug sills, which extend about half a brick's width into the masonry on either side to support the brick arches above. At the basement level next to the exterior basement

entrance on the southeast corner of the building is a six-over-six double hung wood window in the south wall. Two hopper-style three-light basement windows are set in the north wall.

A louvered ventilator panel is placed in a narrow arch at the top of the east gable of the main block. A rectangular louvered ventilator panel is located in the same position in the west gable of the main block. These openings both have limestone lug sills.

The main front entry doors are wooden double doors with decorative false straps of metal . The rectangular doors are set within a Tudor arch, with a wood transom panel enclosing the top of the arch. A trefoil window is present above the double doors. A second set of double doors closes off the entry vestibule from the nave. These wooden doors have a single square window, approximately 10 by 10 inches set in the top third of each door. A bracing pattern in wood veneer decorates both sides of these doors. Another exterior door to the northeast vestibule is located in the north wall. It is a single door with similar decorative metal straps. Above this door is a three-light transom window glazed with the same variegated yellow stained glass as the windows in the nave and vestibule. A wooden door with nine lights in the top two thirds of the door is present at the basement entry in the southeast corner of the building. It is more utilitarian than decorative and has a simple design.

The interior walls have a painted plaster surface. On the bottom approximately four feet of walls, a block pattern resembling masonry block was etched into the plaster. The plaster above this wainscotting detail is a smooth surface. Decorative stenciling adorns the window arches, a border between the wainscotting and the wall above, and the trusses on the ceiling. The north, east and south walls of the chancel are fully stenciled. The stenciling is in an art deco geometric pattern. The pattern on the ceiling trusses features a Christogram (IHS) in the design. At the top of the archway that separates the chancel from the nave is a painted angel. Above each smaller archway on either side is a painted medallion.


(Chapel Interior, photo by Jack Porter)

The floors throughout the chapel are narrow tongue-in-groove hardwood with a natural brown varnished finish. A carpet runner goes down the center aisle and carpet covers the steps and floor of the chancel. Rectangular metal grates are spaced along the north and south walls of the nave. The flooring in the vestry is 12 by 12 inch vinyl tile flooring. This is protective against water from the toilet and wash basin located in the room.

The chancel at the east end of the chapel is elevated with two steps that span the width of the chancel leading up to it. A wooden communion rail, carved with gothic arches, spans the archway and can be closed with a small gate aligned with the center aisle. A wooden pulpit or ambo carved in the same gothic arch style is located at the north end of the chancel, projecting out in front of the archway. The cancel contains a wooden *ad orientem* (east facing) high altar centered on the east wall with a tall wooden altarpiece that visibly supports the bottom third of the rose window. A wood construction *versus populum* (facing the people) altar is centered in front of the high altar. It features a marble altar stone set in the top of the altar, under which a holy relic could be placed. None is present at this time. A baptismal font on a carved wood base with the same gothic arch motif is present in the chancel and is likely intended to sit inside the small alcove at the south end of the chancel. Wooden pews facing the chancel line both sides of the center aisle with space left for a side aisle on both sides. A wooden confessional box sits in the southwest corner of the nave.

While the building is in need of repairs and maintenance, its historic character is largely intact. Very little has changed over time as can be seen by comparing the building's present appearance to historic photos.

HISTORICAL SIGNIFICANCE

Funds were appropriated by Congress for construction of Fort Des Moines No. 3 in 1901. Among the buildings in the appropriation was "one bachelor officers' quarters, $13,500." Planning continued through 1902 and in 1903 the Office of Constructing Quartermaster published an advertisement seeking bids for the "construction, plumbing, gas-piping and electric wiring at Fort Des Moines Iowa." C. E. Atkinson of Webster City was granted the contract for five buildings, including the bachelor officers' quarters. By the end of the year the War Department had issued orders for two squadrons of the Eleventh Cavalry to be garrisoned at Fort Des Moines No. 3 upon completion, with a contingency plan to house the squadrons at Fort Sheridan and Jefferson barracks if they arrived from the Philippines before construction was completed.

A formal dedication was held on the Fort on Nov. 13, 1903 with a large celebration featuring many visiting dignitaries and an invitation to the people of Des Moines.

While the Eleventh Cavalry was expected back from the Philippines, the first soldiers to actually use the Fort, though briefly, were Companies C and L of the all African-American Twenty-fifth Infantry, also known as the Buffalo Soldiers. These two companies were stationed at Fort Des Moines No. 3 from December 2, 1903 to April 26, 1904. The Eleventh Cavalry arrived as the Twenty-fifth Infantry was on its way to Fort Niobrara, Nebraska.

During the summer of 1904 the bachelor officers' quarters were finally completed. The Des Moines Register described it as "one of the largest of the officers' quarters. It will accommodate ten of the unmarried officers, giving each of them a suite of three rooms."

By the end of 1905 the bachelor officers' quarters building had been named Clayton Hall, most likely after former Arkansas governor Powell Foulk Clayton. Clayton, a native of Pennsylvania, fought for the Union in the Civil War. After the war, he was elected governor of Arkansas and was instrumental in protecting the rights of newly freed African-Americans and their supporters during Reconstruction. He went on to serve in the U.S. Senate and was appointed the first ambassador to Mexico by President William McKinley. Clayton's son, Powell Clayton, Jr. was Captain of Company E in the Eleventh Cavalry stationed at the Fort in 1905.

Through the 1900s and early 1910s, Fort Des Moines No. 3 enacted its mission as a training facility during peacetime. Clayton Hall, as the bachelor officers' quarters building was now known, became a center

for social activity at the Fort. Visiting dignitaries were entertained at receptions in Clayton Hall, which often included lavish dinners and dancing.

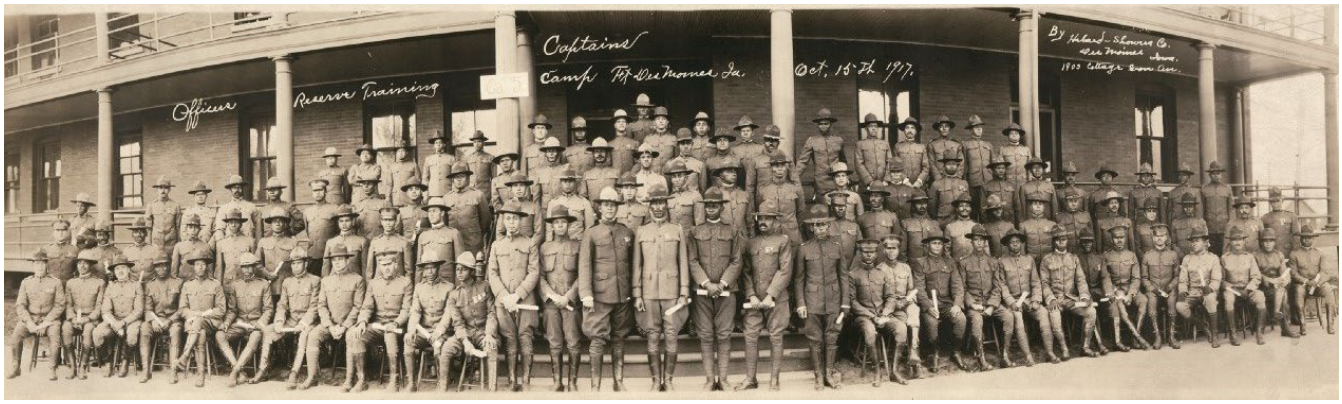
A room in the Post Exchange building (PX) served as a place for religious services until 1909 when it was decided that the needs of the Fort had outgrown the space. An appropriation was made for construction of the Chapel, which was completed in 1910. Because of its proximity to Clayton Hall, the Chapel solidified the northeast corner of the Parade Ground as an important center of social life for the Fort.

Peacetime life at the Fort changed dramatically when the U. S. entered World War I. In 1917 Fort Des Moines No. 3 was chosen as the site for an "Officers' Training Camp for Colored Students." Sixteen training camps had been set up around the country, all training white officers. The Seventeenth Provisional Training Regiment was set up to train officer candidates from civilian applicants as well as non-commissioned officers selected from the all-black Ninth and Tenth cavalry and Twenty-fourth and Twenty-fifth infantry regiments, notably of the same Buffalo Soldier regiment that had first garrisoned the newly completed Fort in 1904-1905.

Six hundred and thirty-nine officers trained in the Black Officers Training Camp received commissions at the completion of their training, of which there were 106 captains, 329 first lieutenants, and 204 second lieutenants. One hundred ninety-eight regular army trainees from the camp were appointed to the Officers' Reserve Corps or the National Army. Units led by black officers trained at Fort Des Moines No. 3 served in combat operations in France, earning several of the officers the Distinguished Service Cross and honors from the French government.

In addition to the training camp for Black Officers, a training camp for Black Medical Personnel was established at Fort Des Moines No. 3 in 1917. African-American medical and dental officers were trained to serve the combat and readiness needs of the Black regiments. One hundred four medical officers and twelve dental officers graduated the course, along with 948 enlisted men who received medical training.

The success of the Seventeenth Provisional Training Regiment and the Medical Officers Training Camp was an important step forward in the push toward a fully integrated U. S. military.

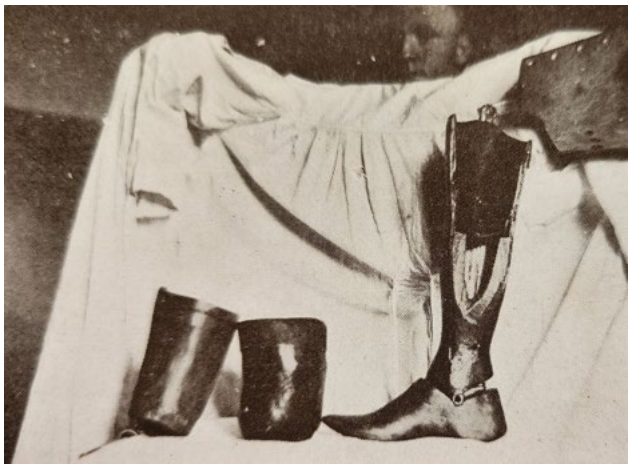


(Officers graduation, photo courtesy Fort Des Moines Museum)

After Fort Des Moines No. 3 trained officers to go into combat, the facility quickly converted into a large medical base for treating the wounded when they returned home. Starting first as a departmental base hospital specializing in care for bedridden soldiers, the base was upgraded to become U. S. General Hospital No. 26 under orders from the Surgeon General. This expanded its scope to include all essential

medical services, with its primary mission as reconstruction treatment of war casualties. Over 500 soldiers treated at the hospital were amputee survivors of European battlefields receiving orthopedic treatment and rehabilitation.

Part of this rehabilitation included fitting soldiers with prosthetics, especially for amputated legs. The government-issue leg prosthetics were slow to arrive and often ill-fitting so the orthopedics workshop at Fort Des Moines No. 3 came up with their own design, which was quicker to produce, cheaper, more durable, and easier to fit. The innovative prosthetics became known as the "Fort Des Moines Leg." Convalescing soldiers were also treated for the mental distress they endured in battle. Harsh, outmoded treatments for "battle fatigue" were set aside in favor of more holistic neuropsychological treatment. This included occupational therapy and vocational training along with diversions and entertainment provided by the Red Cross and other agencies that served the Fort.



(An example of the "Fort Des Moines Leg." *Retreat: The Fort Des Moines Post Hospital No. 26* held at Des Moines Public Library)

Clayton Hall played a role in the expansion of medical services offered at the Fort when it became housing for fourteen Red Cross nurses attending a training school that opened to increase the number of nurses available to treat returning soldiers.

As the war came to a close and convalescing soldiers were returned home or sent on to facilities better equipped for their long term care, the Surgeon General ordered the hospital be reverted to a post hospital in 1919. It is estimated nearly 7,500 patients received treatment at General Hospital No. 26 at Fort Des Moines No. 3.

After the end of the First World War, Fort Des Moines No. 3 housed a Citizens Military Training Camp (CMTC.) This was a preparedness center established after WW I which put approximately 1,000 young men through a month-long training course in basic military skills in an effort to maintain a level of military readiness among the population should the need arise. The CMTC program was authorized in the National Defense Act of 1920 as a compromise to those who wanted to instate mandatory national service in the United States after WW I. The trainees became physically fit, learned to march and shoot, and came from the wealthy college educated class of Americans, setting these young men up to be officers should they enlist in the future.

Fort Des Moines No. 3 continued peacetime training operations through the 1920s and 1930s with Clayton Hall and the Chapel as the site for many weddings and other social events. As mechanized warfare became more of a reality, Fort Des Moines No. 3's horses were replaced with motorized vehicles. In 1940 the Fort was converted from a mostly equestrian focused facility to serving the Eighth Field Artillery, a motorized unit. As another World War arose in Europe, the United States began to prepare for defending its allies and Fort Des Moines No. 3 became an army induction center. Once again droves of new recruits would descend on the Fort as civilians to begin their military training.

In May 1942 Fort Des Moines No. 3 became the site of the first Womens Auxiliary Army Corps (WAAC). Four hundred forty women were chosen for the officer training program and 330 women began a shorter course as privates. Forty of the initial officer class were black women. Major (later Colonel) Olveta Culp Hobby directed the WAAC through training in noncombatant positions such as clerks, drivers, cooks, machinists, and messengers. The program expanded as the war continued and WAAC trainees freed up men in noncombatant roles to go to battle. WAACs also went on to train in the Army Air Corps. Fort Des Moines No. 3 was the largest WAAC training center and the only one to provide officers training. In all, over 70,000 women went through the First WAAC training center. In July 1943 the "Auxiliary" status of the WAACs was dropped and the Women's Army Corps became part of the Army of the United States, which gave them all the rank, privileges, and benefits of their male counterparts.



(WAACS in formation in front of their barracks at Fort Des Moines, courtesy of Fort Des Moines Museum)

SOURCES (for primary and secondary sources give complete facts of publication: author, title, place of publication, date, etc.):

Historic American Buildings Survey, C. (1987) *Fort Des Moines Historic Complex, Building No. 49, Des Moines, Polk County, IA*. Iowa Polk County Des Moines, 1987. [Photograph] Retrieved from the Library of Congress, https://www.loc.gov/item/ia0354/.

Creation of the Women's Army Corps *History: WWII: Women in the Army* https://www.army.mil/women/history/wac.html

Various articles from various dates in *The Des Moines Register, The Des Moines Tribune, and The By-stander,* accessed via Newspapers.com

Powell Clayton (1833-1914), *Encyclopedia of Arkansas* https://encyclopediaofarkansas.net/entries/powell-clayton-94/

Correspondence, drawings, and reports in SHPO archives held at State Historical Library, Des Moines, Iowa.

CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #5 **SITE-2023-000117**

Applicant: BSDL, Inc. (owner), represented by Bruce Sherman (officer).

Location: 2220-2308 Sunset Road.

Requested Action: Review and approval of a Public Hearing Site Plan "PDS Warehouse", and for the following Type 2 Design Alternatives:

1) Allow loading doors facing a primary street (Sunset Road), per City Code Section 135-2.9.3.A.8.

2) Waive the 15% blank wall limitations on a primary street façade (Sunset Road), per City Code Section 135-2.9.3.D.17.

I. GENERAL INFORMATION

1. **Purpose of Request:** The applicant is proposing a new 48,120-square foot building addition to the existing building at 2308 Sunset Road. The new addition would have primary frontage on Sunset Road. Staff analysis of the proposal can be found in Section II of this report.

2. **Size of Site:** 1.98 acres (approximately 86,579 square feet).

3. **Existing Zoning (site):** "EX" Mixed Use.

4. **Existing Land Use (site):** The property contains an existing warehouse and vacant land.

5. **Adjacent Land Use and Zoning:**

   North – "EX"; Use is a vacant autobody shop and car dealer.

   South – "ROW"; Use is a recreational public trail (Bill Riley Trail).

   East – "EX"; Use is vacant land.

   West – "EX"; Use is a packing and distribution warehouse.

6. **General Neighborhood/Area Land Uses:** The subject property is located south of Sunset Road between SW 28th Street and Fleur Drive.

7. **Applicable Recognized Neighborhood(s):** The subject property is located within the Southwestern Hills Neighborhood. The neighborhood association was notified of

the February 16, 2023, public hearing by emailing of the Final Agenda on February 10, 2023. Additionally, separate notifications of the February 16, 2023, public hearing for this specific item were mailed on February 6, 2023 (10 days prior to the public hearing) to the neighborhood association and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the site.

All notices are mailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division on the date of the mailing. The Southwestern Hills Des Moines Neighborhood notice was sent to George Davis at 3124 SW 9th Street Des Moines, Iowa.

8. **Relevant Zoning History:** On December 16, 2019, the property was rezoned to "EX" Industrial District as part of the citywide rezoning.

9. **PlanDSM: Creating Our Tomorrow Plan Land Use Plan Designation:** Business Park

10. **Applicable Regulations:** Pursuant to Section 135-9.1.1. B of the Planning and Design Ordinance, the site plan review requirements of Chapter 135 are designed to ensure the orderly and harmonious development of property in a manner that shall:

- Promote the most beneficial relation between present and proposed future uses of land and the present and proposed future circulation of traffic throughout the city;

- Permit present development of property commensurate with fair and orderly planning for future development of other properties in the various areas of the city with respect to the availability and capacity, present and foreseeable, of public facilities and services. The factors to be considered in arriving at a conclusion concerning proposed present development of property shall include the following:

  - The maximum population density for the proposed development, the proposed density of use, and consideration of the effect the proposal will have on the capacity of existing water and sanitary sewer lines to the end that existing systems will not become overloaded, or capacity so substantially decreased that site use will inhibit or preclude planned future development;

  - Zoning restrictions at the time of the proposal;

- The city's comprehensive plan;
- The city's plans for future construction and provision for public facilities and services; and

- The facilities and services already available to the area which will be affected by the proposed site use;
- Encourage adequate provision for surface and subsurface drainage, in order to ensure that future development and other properties in various areas of the city will not be adversely affected;
- Provide suitable screening of parking, truck loading, refuse and recycling disposal, and outdoor storage areas from adjacent residential districts;
- Encourage the preservation of canopied areas and mature trees and require mitigation for the removal of trees; and
- Consider the smart planning principles set forth in Iowa Code Chapter 18B.

Based on Chapter Section 135-9.2.4 and 135-9.3.1. B of the Planning and Design Ordinance, Type 2 Design Alternatives are to be considered by the Plan and Zoning Commission after a public hearing whereby the following criteria are considered:

- The design alternative provisions of Section 135-9.2.4 are intended to authorize the granting of relief from strict compliance with the regulations of this chapter as part of the site plan or alternate design documentation review process when specific site features or characteristics of the subject property, including the presence of existing buildings, creates conditions that make strict compliance with applicable regulations impractical or undesirable. The design alternative provisions are also intended to recognize that alternative design solutions may result in equal or better implementation of the regulation's intended purpose and greater consistency with the comprehensive plan.

- Consideration of requested design alternatives through the administrative and public hearing review processes will be evaluated on the merits of the applicable request and independently of prior requests from the same applicant, and may include the following criteria:

  - An evaluation of the character of the surrounding neighborhood, such as:

    - Whether at least 50% of the developed lots within 250 feet of the subject property are designed and constructed consistently with the requested design alternative(s); and

    - Whether the directly adjoining developed lots are designed and constructed consistently with the requested design alternative(s);
- For purposes of this subsection, if the lots that exist within 250 feet of the subject property are undeveloped, then the neighborhood character determination will be based upon the assumption that such lots, as if developed, comply with the applicable requirements of this chapter for which a design alternative(s) has been requested.

- The totality of the number and extent of design alternatives requested compared to the requirements of this chapter for each site plan or alternate design documentation reviewed;

- Whether the requested design alternative(s) is consistent with all relevant purpose and intent statements of this design ordinance and with the general purpose and intent of the comprehensive plan;

- Whether the requested design alternative(s) will have a substantial or undue adverse effect upon adjacent: property, the character of the surrounding area or the public health, safety, and general welfare;

- Whether any adverse impacts resulting from the requested design alternative(s) will be mitigated to the maximum extent feasible; and

- Other factors determined relevant by the community development director, plan and zoning commission, or city council as applicable.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Garage Doors:** The code prohibits any loading entrance or garage entrance fronting a primary street. The proposed building addition includes installation of three loading doors fronting Sunset Road. The proposed loading door entrances are setback approximately 131.23 feet from the property line. Multiple surrounding properties have loading doors oriented towards Sunset Road, with truck maneuvering within the right-of-way. Staff does not believe the additional doors would have a greater impact than the existing loading door entrances along Sunset Road. The proposed entrance doors would allow truck loading on private property. Staff supports this Type 2 Design Alternative request.

2. **Transparency:** The applicant is proposing 7.38% transparency on the northern façade (Sunset Road) of the addition and would not meet the required 15% blank wall limitations. The proposed transparency is consistent with the character and existing transparency of surrounding buildings. Staff supports the Type 2 Design Alternative request.

II. STAFF RECOMMENDATION

Staff recommends approval of the requested Type 2 Design Alternatives and the proposed Public Hearing Site Plan, subject to compliance with administrative review comments.

PRELIMINARY- NOT FOR CONSTRUCTION

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PAVING NOTES:

1. SAWCUT NEW PAVEMENT TO MATCH EXISTING JOINTS.
2. SAW NEW PAVEMENT INTO SECTIONS BETWEEN APPROXIMATELY 10' X 10' AND 15' X 15'. LENGTH SHALL NOT EXCEED 150% OF WIDTH.
3. PLACE 1/2" EXPANSION JOINT MATERIAL (FIBERBOARD) AROUND ALL STRUCTURES (MANHOLES, JUNCTION BOXES, POLES, BOLLARDS, ETC.) IN PAVEMENT; NEXT TO BUILDING, ALONG ADJACENT SIDEWALKS, AND DROP-FACED WALK CURB.
4. CONTRACTOR TO PROVIDE SAWCUT JOINTING PLAN TO OWNER OR OWNER'S REPRESENTATIVE PRIOR TO ANY CONCRETE PAVEMENT INSTALLATION.
5. PAVEMENT MAY BE REQUIRED TO BE REMOVED AND REPLACED IF PLACED WITHOUT AN APPROVED JOINTING PLAN.
6. TIE-BARS (L-1 JOINT) SHALL BE PLACED ON FIRST JOINT IN FROM OUTSIDE EDGES OF PARKING LOT.
7. ALL TRANSVERSE JOINTS SHALL BE TYPE 'C' OR TYPE 'DW' JOINTS WITH STEEL IN THE CASE OF A DAY'S WORK JOINT.

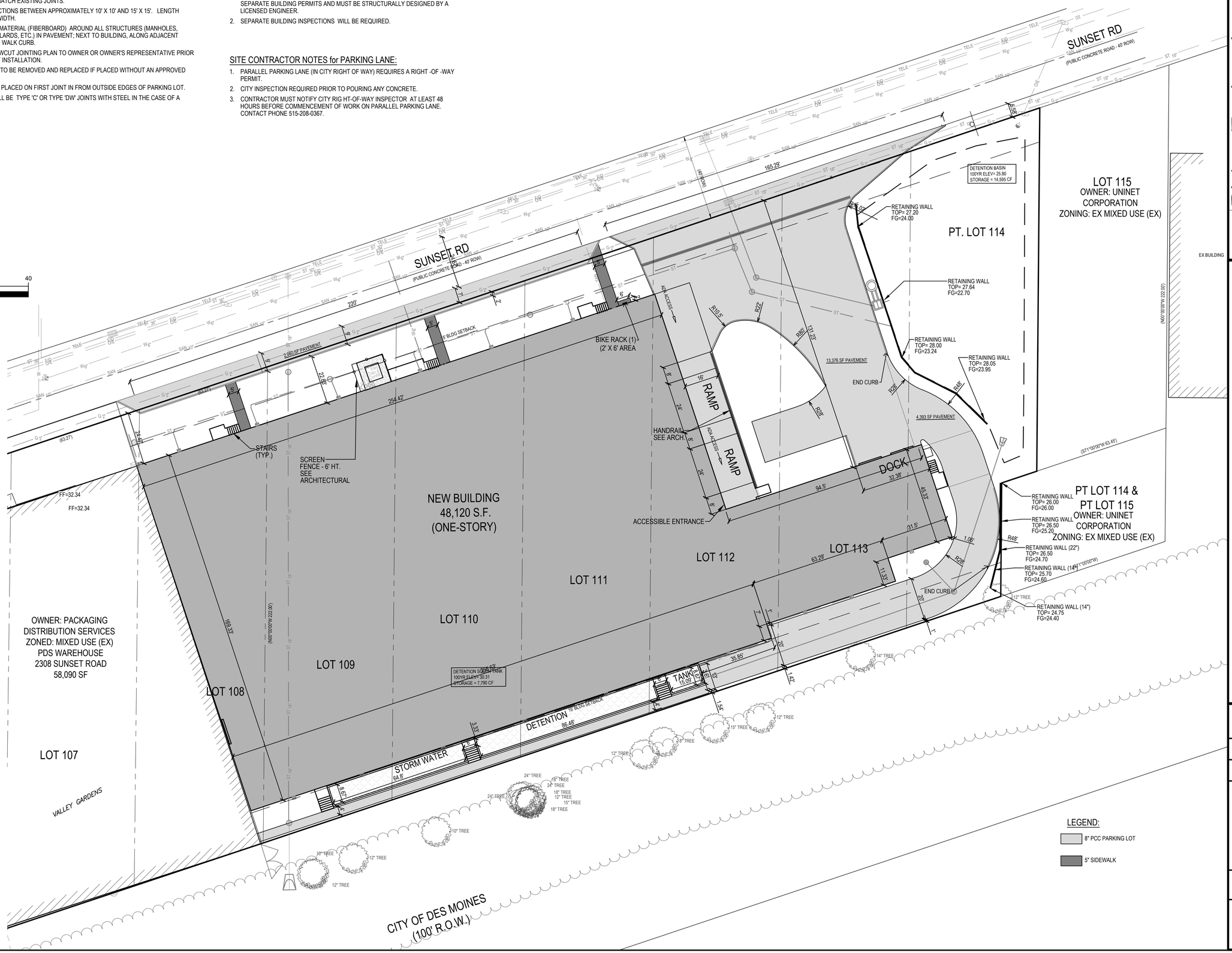
SITE CONTRACTOR NOTES for RETAINIG WALL:

1. RETAINING WALLS GREATER TAHN 4 FEET IN HEIGHT SHALL REQUIRE SEPARATE BUILDING PERMITS AND MUST BE STRUCTURALLY DESIGNED BY A LICENSED ENGINEER.
2. SEPARATE BUILDING INSPECTIONS WILL BE REQUIRED.

SITE CONTRACTOR NOTES for PARKING LANE:

1. PARALLEL PARKING LANE (IN CITY RIGHT OF WAY) REQUIRES A RIGHT -OF -WAY PERMIT.
2. CITY INSPECTION REQUIRED PRIOR TO POURING ANY CONCRETE.
3. CONTRACTOR MUST NOTIFY CITY RIG HT-OF-WAY INSPECTOR AT LEAST 48 HOURS BEFORE COMMENCEMENT OF WORK ON PARALLEL PARKING LANE. CONTACT PHONE 515-208-0367.

GRAPHIC SCALE
20 0 10 20 40



Bishop Engineering
"Planning Your Successful Development"
3501 104th Street
Des Moines, Iowa 50322-3825
Phone: (515)276-0467 Fax: (515)276-0217
Civil Engineering & Land Surveying Established 1959

PDS WAREHOUSE BUILDING
2220 SUNSET RD, DES MOINES, IA

LAYOUT PLAN

REFERENCE NUMBER:

DRAWN BY: KLE

CHECKED BY: RB

REVISION DATE:
8-9-22 CITY 1ST
11-07-22 CITY 2ND
1-19-23 CITY 3RD
2-3-23 CITY 4X

PROJECT NUMBER: 220205

SHEET NUMBER: C2.1

PRELIMINARY- NOT FOR CONSTRUCTION

LANDSCAPE NOTES:

1. ALL SODDING & LANDSCAPE PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE URBAN STANDARD SPECIFICATIONS, UNLESS SPECIFIED OTHERWISE.
2. SOD ALL DISTURBED AREAS WITHIN THE CONTRACT LIMITS, UNLESS NOTED OTHERWISE. SOD/SEED LIMITS SHOWN ON PLAN ARE FOR REFERENCE ONLY. FINAL LIMITS MAY CHANGE BASED ON CONSTRUCTION ACTIVITIES.
3. STAKE SOD ON ALL SLOPES 3 : 1 OR GREATER.
4. PLANT QUANTITIES ARE FOR CONTRACTORS CONVENIENCE, THE DRAWING SHALL PREVAIL IF A CONFLICT OCCURS.
5. ALL PLANT MATERIAL SHALL CONFORM TO THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1).
6. CONTRACTOR SHALL WARRANTY ALL PLANT MATERIAL FOR A PERIOD OF ONE YEAR FROM THE DATE OF INITIAL ACCEPTANCE.
7. FOR WARRANTY PURPOSES, THE DATE OF INITIAL ACCEPTANCE SHALL BE SUBMITTED IN WRITING TO THE OWNER AND/OR OWNER'S REPRESENTATIVE AFTER ALL PLANT MATERIALS HAVE BEEN INSTALLED AND REVIEWED BY OWNER OR OWNER'S REPRESENTATIVE. PLANT MATERIALS WILL ONLY BE ACCEPTED IF THEY ARE IN AN ALIVE AND THRIVING CONDITION.
8. CONDITIONAL ACCEPTANCE OF PLANT MATERIAL MAY BE GIVEN FOR PLANTS INSTALLED IN A DORMANT CONDITION WITH INITIAL ACCEPTANCE OCCURRING THE FOLLOWING SPRING ONCE THEY ARE SHOWN TO BE ALIVE AND THRIVING.
9. IT IS THE CONTRACTORS RESPONSIBILITY TO REMOVE IDENTIFICATION TAGS AND CORDS ON ALL PLANT MATERIAL PRIOR TO THE COMPLETION OF THE CONTRACT. IDENTIFICATION TAGS (INCLUDING SIZING INFORMATION) MUST BE LEFT ON UNTIL AFTER ACCEPTANCE BY OWNER OR OWNER'S REPRESENTATIVE.
10. CONTRACTOR SHALL PLACE SHREDDED HARDWOOD MULCH AROUND ALL TREES, SHRUBS AND GROUND COVER BEDS TO A DEPTH OF 4 INCHES, UNLESS NOTED.
11. STAKING AND GUYING OF TREES SHALL BE AT THE DISCRETION OF THE CONTRACTOR BASED ON CURRENT ACCEPTED NURSERY STANDARDS. GENERALLY, TREES IN LARGE OPEN AREAS SUBJECT O SIGNIFICANT WIND SHALL BE STAKED. STAKE AND WRAP TREES IMMEDIATELY AFTER PLANTING. CONTRACTOR SHALL ADJUST AND MAINTAIN GUYING TENSION THROUGHOUT THE PLANT ESTABLISHMENT PERIOD. REMOVE ALL STAKES AND GUY WIRES NO MORE THAN ONE YEAR AFTER INSTALLATION.
12. THE LANDSCAPING CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED BEFORE STARTING ANY SITE WORK OR PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES.
13. CONTACT THE MUNICIPAL FORESTRY DIVISION PRIOR TO PLANTING IN THE R.O.W. AT 515-283-4950
14. ALL WIRE, TWINE AND BURLAP SHALL BE REMOVED FROM ROOTBALL OF STREET TREES PRIOR TO PLANTING
15. NO LANDSCAPE MATERIAL SHALL BE SUBSTITUTED WITHOUT THE AUTHORIZATION OF THE LANDSCAPE ARCHITECT.
16. ALL EDGING SHALL BE DURAEDGE 3/16" STEEL EDGING - COLOR BLACK, OR APPROVED EQUAL..
17. CONTRACTOR SHALL BE RESPONSIBLE MAINTAINING APPROPRIATE LEVEL OF WATERING FOR ALL NEW PLANTS FOR A PERIOD OF 30 DAYS.
18. ALL SHRUB AND PERENNIAL PLANTING BEDS SHALL BE MULCHED WITH 4" THICK SHREDDED HARDWOOD MULCH.
19. ALL BEDS TO RECEIVE GRANULAR PRE-EMERGENT WEED CONTROL BEFORE AND AFTER MULCH IS INSTALLED.

GENERAL LANDSCAPE REQUIREMENTS

TOTAL SQUARE FOOTAGE OF SITE 86,579 SF

SITE TREES
15% OF SITE = 12,987 SF COVERAGE REQUIRED
EXISTING TREES: None

ADDED: SHADE/ OVERSTORY 12 EA @ 1000 SF = 12,000 SF
ORNAMENTAL / UNDERSTORY 2 EA @ 700 SF = 1,400 SF
EVERGREEN 0 EA @ 300 SF = 0 SF
PROVIDED COVERAGE = 13,400 SF

STREET TREES: (STREET TREES @ 30' SPACING, LOCATED IN PARKWAY OF STREET)

ADJACENT TO Sunset Rd. = 55 LF 2 TREES

FRONTAGE BUFFER: (SHADE TREES @ 40' SPACING)

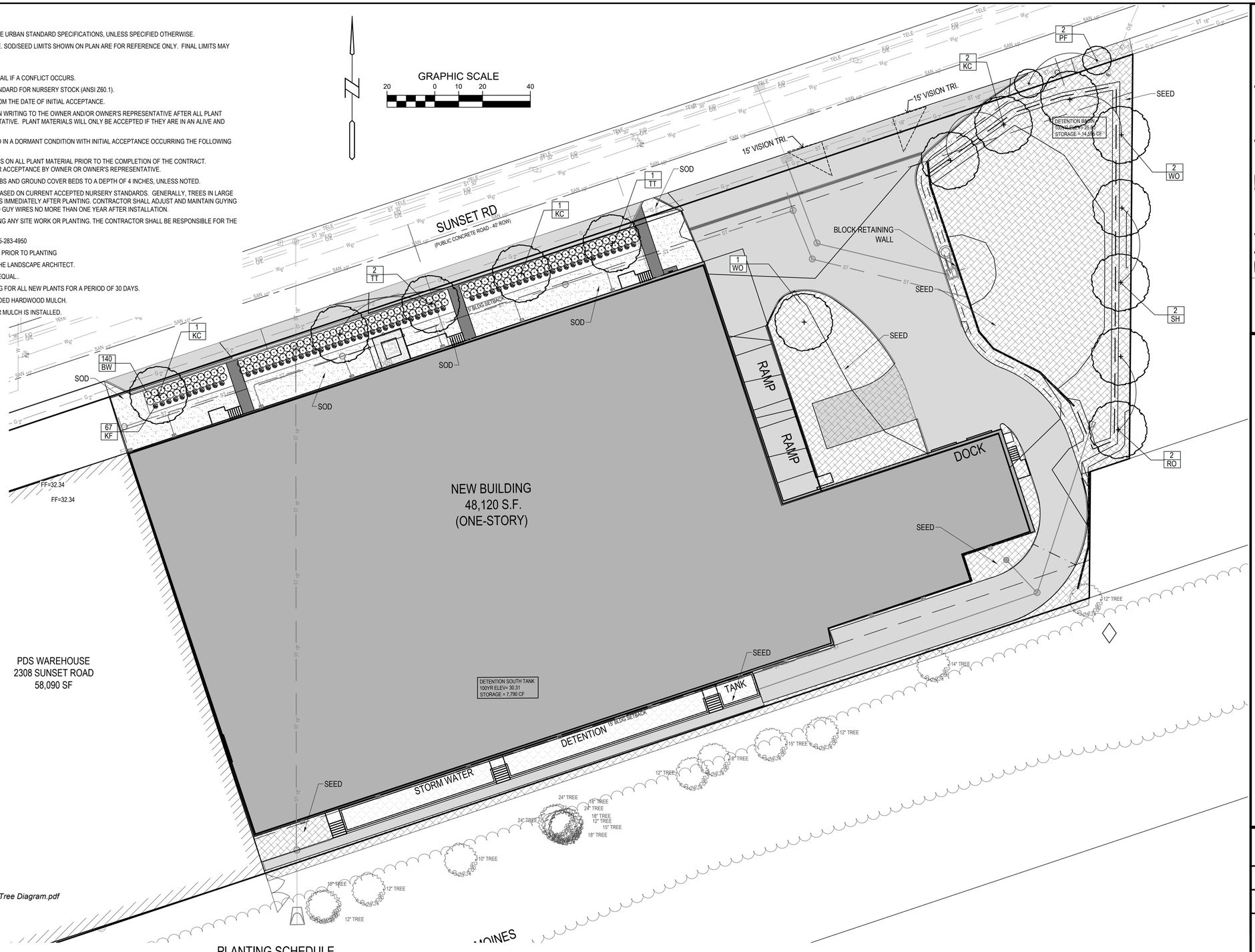
ADJACENT TO Sunset Rd. = 212' - 15' WALKS = 197' x 1 PER 40' 6 TREES

STREETSCAPE: (30% OF FRONT YARD AREA)
30% OF 6,096 SF = 1,830 SF
PROVIDED = 2,053 SF

TREE MITIGATION:
>30", < 36" CALIBER = 1 @ 4:1 = 4
>36", < 42" CALIBER = 0 @ 5:1 = 0
>42", < 48" CALIBER = 1 @ 6:1 = 6
TOTAL TREES REQUIRED FOR MITIGATION 10 TREES

ADDED REQUIRED **13** TREES
NET AMOUNT PROPOSED FOR SITE **13** TREES

PDS WAREHOUSE
2308 SUNSET ROAD
58,090 SF



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DECIDUOUS TREE PLANTING (TYP.)
SCALE: NOT TO SCALE

PLANTING SCHEDULE

CODE	QUAN	COMMON NAME	*LATIN NAME*	SIZE	ROOT	NOTES
		OVERSTORY TREES				
SH	2	SKYLINE HONEYLOCUST	*GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'*	2.0" CAL	B&B	MATCHED SPECIMENS
KC	4	KENTUCKY COFFEETREE	*GYMNOLADUS DIOICUS*	2.0" CAL	B&B	MATCHED SPECIMENS
TT	3	TULIP TREE	*LIRIODENDRON TULIPIFERA*	2.0" CAL	B&B	MATCHED SPECIMENS
WO	3	WHITE OAK	*QUERCUS ALBA*	2.0" CAL	B&B	MATCHED SPECIMENS
RO	2	RED OAK	*QUERCUS RUBRA*	2.0" CAL	B&B	MATCHED SPECIMENS
		ORNAMENTAL TREES				
PF	2	PRAIRIE FIRE CRABAPPLE	*MALUS X' PRAIRIE FIRE'*	1.5" CAL	B&B	MATCHED SPECIMENS
		SHRUBS				
BW	140	LITTLE GEM BOXWOOD	*BUXUS SEMPREVIRENS*	#3	CONT	MATCHED SPECIMENS
		GRASSES				
KF	67	KARL FOERSTER FEATHER REED GRASS	*CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'*	#1	CONT	FULLY ROOTED IN CONTAINER

SOD: PROVIDE AND INSTALL SOD FROM LOCAL SUPPLIERS. AREAS TO BE SODDED MUST BE FREE OF ALL CONSTRUCTION DEBRIS AND ANY DIRT CLUMPS OVER 1" IN DIAMETER. THOROUGHLY WATER SOD UPON INSTALLATION. CONTRACTOR TO MAINTAIN WATERING UNTIL SOD IS ESTABLISHED (ROOTS KNITTED INTO SUBSURFACE)

SEED: SEED TYPE TO BE "LOW GROW GRASS MIXTURE" SUPPLIED BY UNITED SEEDS (OR APPROVED EQUAL). INSTALL WITH MECHANICAL DRILL TYPE SEEDER AT A RATE OF 32 LBS PER ACRE. SEEDING DATES, SITE PREPARATION, SEEDING INSTALLATION, WATER REQUIREMENTS, FERTILIZING, AND MOWING PER UNITED SEEDS TECH BULLETIN FOR SEED TYPE.

I HEREBY CERTIFY THAT THESE PLANS AND SPECIFICATIONS WERE PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF IOWA. IOWA REGISTRATION NO. 449.
BY: MICHAEL D. GAUNT LICENSE RENEWAL DATE: JUNE 30, 2024
SIGNED: _____ DATE: _____

STATE OF IOWA
Michael D. Gaunt
LANDSCAPE ARCHITECT
449
PROFESSIONAL LANDSCAPE ARCHITECT

Bishop Engineering
"Planning Your Successful Development"
3501 104th Street
Des Moines, Iowa 50322-3825
Phone: (515)276-0467 Fax: (515)276-0217
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PDS WAREHOUSE BUILDING
2220 SUNSET RD, DES MOINES, IA

LANDSCAPE PLAN

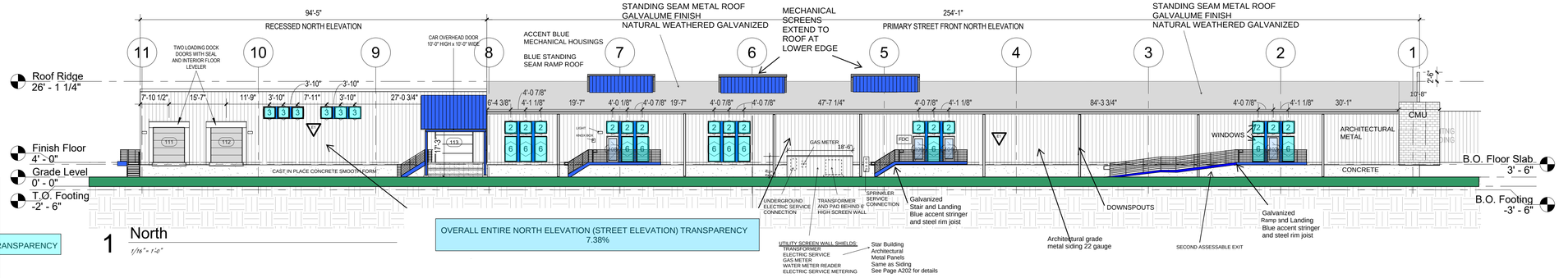
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CHECKED BY: RB
REVISION DATE: 8-9-22 CITY 1ST; 11-07-22 CITY 2ND; 1-19-23 CITY 3RD
PROJECT NUMBER: 220205
SHEET NUMBER: C5.1

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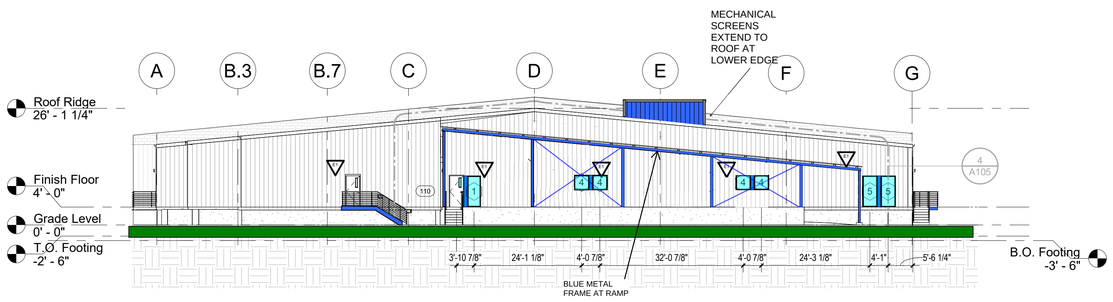
CONCRETE	1161.31	SF	17.78%		
ARCH METAL SIDING	4460.37	SF	68.31%		
OVERHEAD DOORS	243.29	SF	3.73%		
FULL GLASS DOORS	70.86	SF	1.09%		7.381%
WINDOWS	411.09	SF	6.30%		
CMU	183.11	SF	2.80%		
TOTAL	6530.03	SF	100%		

TOTAL NORTH ELEVATION	6669.74	SF	100.00%
CONCRETE	1161.31	SF	17.78%
ARCHITECTURAL METAL SIDING	4460.37	SF	68.31%
OVERHEAD DOORS	243.29	SF	3.73%
FULL GLASS DOORS	70.86	SF	7.38% TRANSPARENCY
WINDOWS	411.09	SF	
CMU	183.11	SF	2.80%

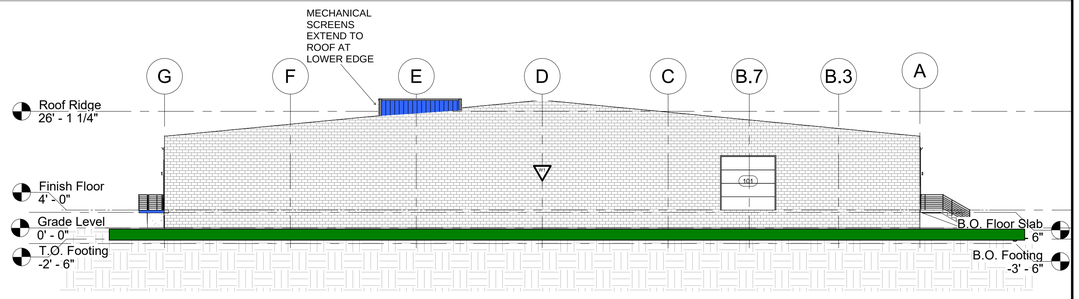
EXTERIOR GLAZING CLEAR GLASS LOW E TEMPERED WHERE REQUIRED



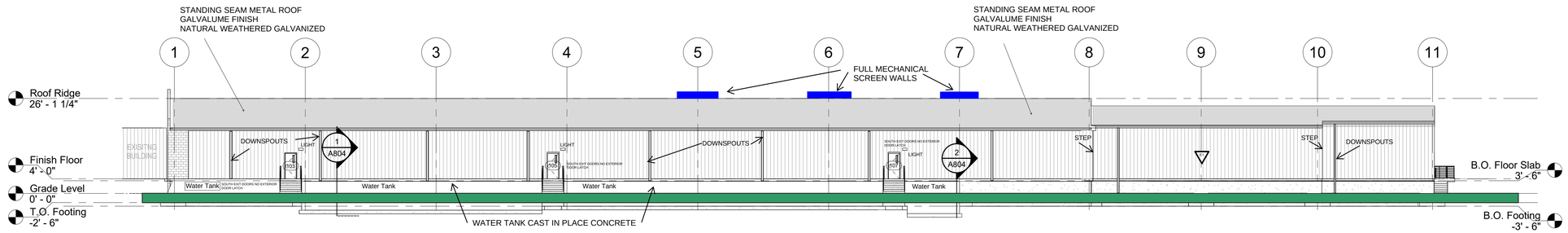
1 North
1/16" = 1'-0"



2 East
1/16" = 1'-0"



4 West
1/16" = 1'-0"
THIS ELEVATION IS NOT VISIABLE AS ILLUSTRATED -- IT IS THE FIRE WALL WHERE THE BUILDINGS JOIN.

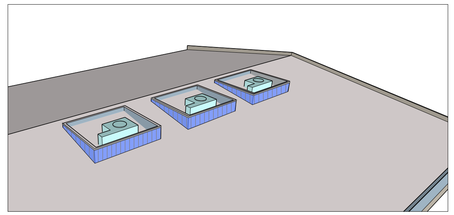


3 South
1/16" = 1'-0"

Exterior Door Schedule									
Mark	Size			Rough Opening		Material	Frame Type	SF AREA GLASS	Description
	Width	Height	Thickness	Rough Width	Rough Height				
101	12' - 0"	12' - 0"	0' - 1 3/4"	12' - 2"	12' - 1"				Overhead Fire Door
102	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"	FULL GLASS		17.71 SF	Exit Door
103	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"				Exit Door
104	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"	FULL GLASS		17.71 SF	Exit Door
105	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 4"	7' - 4"				Exit Door
106	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"	FULL GLASS		17.71 SF	Exit Door
107	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 4"	7' - 4"				Exit Door
108	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"	FULL GLASS		17.71 SF	Exit Door
109	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 4"	7' - 4"				Exit Door
110	3' - 0"	7' - 0"	0' - 1 3/4"	3' - 2 1/2"	7' - 1 1/4"			.66 SF	Exit Door
111	9' - 0"	10' - 0"	0' - 1 3/4"	9' - 2"	10' - 1"				Loading Dock Door with Seal and Interior Floor Leveler
112	9' - 0"	10' - 0"	0' - 1 3/4"	9' - 2"	10' - 1"				Loading Dock Door with Seal and Interior Floor Leveler
113	10' - 0"	10' - 0"	0' - 1 1/2"	10' - 2"	10' - 1"				Overhead Door

Wall Schedule		
Type Mark	Thickness	Description
E1	13"	2" Metal Siding, 10" Metal Studs, Simple Saver Batt Insulation System
W1	8"	CMU Block
W2	7 1/4"	5/8" Gypsum Board, 6" Metal Studs, 5/8" Gypsum Board

Window Schedule							
Mark	Width	Height	Sill Height	SF AREA GLASS	Frame Material	Description	Count
1	3' - 0"	7' - 0"	0' - 0"	17.72 SF	ALUM	FIXED	1
2	3' - 4"	3' - 4"	7' - 10 7/8"	9.11 SF	ALUM	FIXED	15
3	3' - 4"	3' - 4"	11' - 11 3/32"	9.11 SF	ALUM	FIXED	6
4	3' - 4"	3' - 4"	3' - 10"	9.11 SF	ALUM	FIXED	4
5	3' - 4"	7' - 0"	0' - 6"	19.98 SF	ALUM	FIXED	2
6	3' - 4"	7' - 0"	0' - 2"	19.98 SF	ALUM	FIXED	11



MECHANICAL UNITS SCREEN LAYOUT
THREE ROOF MOUNTED UNITS WITH SCREENS
EXTENDING TO ROOF

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PDS
2308 Sunset Road
Des Moines, Iowa 50321

PROJECT NO:
22102

DATE ISSUED
4/13/2022
CONSTRUCTION DOCUMENTS

REVISIONS
11/2/22
11/8/22
12/1/22 SITE PLAN SUBMITTAL
12-4-2022 Reviewed with City P and Z
12-5-2022 Reviewed with City P and Z
2-1-2023 Received Staff Comments 1:30 PM
2-3-2023 Submitted to City P and Z 8:00 AM

SHEET
A201

CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEMS #6A – #6C ZONG-2023-000002 & COMP-2023-000002

Applicant: Penske Truck Leasing Company, LP (owner), represented by Guy Holbert (officer).

Location: 4101 E 14th Street.

Requested Action: A) Determination as to whether the requested rezoning is in conformance with the PlanDSM: Creating Our Tomorrow Comprehensive Plan.

B) Amendment to the PlanDSM: Creating Our Tomorrow Comprehensive Plan to revise the future land use classification for approximately 1.03 acre of the western portion of the property from Community Mixed Use to Industrial. (COMP-2023-000002)

C) Rezone property from "MX3-V" Mixed Use District to "I1" Industrial District, to allow the expansion and site improvements for the existing truck parking facility. (ZONG-2023-000001)

GENERAL INFORMATION

1. **Purpose of Request:** The applicant is proposing to replace and expand portions of an existing truck parking lot and rental facility. In addition, a few other site improvements such as lighting, landscaping and fencing are proposed. The subject property is the existing parking lot of the Penske rental truck and transportation facility. The existing use falls under the Industrial category and does not conform to what is allowed in the "MX3-V" zoning district.

2. **Size of Site:** 6.1 acres (265,666 square feet).

3. **Existing Zoning (site):** "MX3-V" Mixed-Use District.

4. **Existing Land Use (site):** Truck parking and rental facility.

5. **Adjacent Land Use and Zoning:**

   North – "I1"; Uses include auto repair and body shop, storage, office and warehouse.

   South – "I1", "I2", "MX3-V"; Uses are warehousing, storage, and office.

   East – "I1"; Uses include freight and warehouse facility.

   West – "EX"; Uses are auto repair shop and auto service.

6. **General Neighborhood/Area Land Uses:** The subject property consists of a large truck parking and rental facility along East 14th Street in a predominantly industrial area consisting of large warehousing and auto oriented businesses.

7. **Applicable Recognized Neighborhood(s):** The subject property is located in the Highland Park neighborhood. All neighborhood associations were notified of the public hearing by emailing of the Preliminary Agenda on January 27, 2023 and the Final Agenda on February 10, 2023. Additionally, separate notifications of the hearing for this specific item were mailed on January 27, 2023 (20 days prior to the public hearing) and February 6, 2023 (10 days prior to the public hearing) to the Neighborhood Associations and to the primary titleholder on file with the Polk County Assessor for each property within 250 feet of the site.

   All agendas and notices are sent to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division on the date of the mailing. The Highland Park Neighborhood Association notices were sent to Sherri Rosener, 1206 Oak Park Avenue, Des Moines, IA 50313.

   The applicant will provide a summary of the neighborhood meeting at the public hearing.

8. **Relevant Zoning History:** None.

9. **PlanDSM: Creating Our Tomorrow Plan Land Use Plan Designation:** Business Park.

10. **Applicable Regulations:** Taking into consideration the criteria set forth in Chapter 18B of the Iowa Code, the Commission reviews all proposals to amend zoning boundaries or regulations within the City of Des Moines. Such amendments must be in conformance with the comprehensive plan for the City and designed to meet the criteria in 414.3 of the Iowa Code. The Commission may make recommendations to the City Council on conditions to be made in addition to the existing regulations so long as the subject area owner agrees to them in writing. The recommendation of the Commission will be forwarded to the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

1. **PlanDSM Creating Our Tomorrow:** The applicant is requesting that the future land use designation for approximately 1.03 acres of the western portion of the property be amended from Community Mixed Use to Industrial to make it consistent with the rest of the subject site. PlanDSM describes these designations as follows:

<u>Community Mixed Use:</u> Small- to medium-scale mixed use development, located on high capacity transit corridors or at the intersection of transportation corridors. Community mixed use areas include both a mix of medium density residential and a mix of retail and service establishments designed to attract customers from a large service area encompassing multiple neighborhoods and may include specialty retail that attracts regional customers.

<u>Industrial:</u> Accommodates industrial development and limited supporting commercial uses. Development in this classification could have a large impact on adjoining properties and the environment which would need to be mitigated.

The subject property is currently zoned "MX3-V" District. The Zoning Ordinance describes "MX3" district as, "intended for mixed-use nodes and corridors within the city, where residents and visitors may access multiple uses by walking and automobile. This district accommodates higher intensity commercial uses at a smaller scale." For X and I district locations labeled with a "-V" extension, vehicle sales and rental display uses are prohibited pursuant to section 134-3.1.2 of the City Code.

The applicant is proposing to rezone the subject property to "I1" District. The Zoning Ordinance describes "I1" district as, "intended or general industrial uses, warehousing, and transportation terminals."

Staff believes that the proposed land use amendment and rezoning would be consistent with the existing character of the surrounding area and would not have significant impacts on adjoining properties so long as any development is constructed in accordance with an approved site plan and the supplemental regulations pursuant to Section 134-3.6.3.E of the City Code.

2. **Vehicle Sales and Rentals:** The zoning district of a significant portion of the East 14th Street corridor including and, in the vicinity, especially to the south of the subject property has been designated as a "-V" extension to discourage the expansion of businesses involving auto oriented sales and rental display lots. The subject property with the truck parking and rental facility is an existing business that is not proposing to substantially expand. The site improvements proposed would enhance the visual appearance of the property. Furthermore, it is not a typical auto rental and display lot that the intent of "-V" designation is in order to limit these uses in certain areas of the City.

3. **Planning and Design Ordinance:** Any future construction or development of the site must comply with all applicable site plan and design regulations of the Planning and Design Ordinance (Chapter 135 of City Code). Should the rezoning be

approved, the applicant would be required to prepare a site plan and building elevations for any proposed additions or modifications.

III. STAFF RECOMMENDATION

Part A) Staff recommends that the requested rezoning be found not in conformance with PlanDSM: Creating Our Tomorrow Comprehensive Plan.

Part B) Staff recommends approval of the request to amend the PlanDSM: Creating Our Tomorrow Plan Future Land Use Map designation for approximately 1.03 acre of the western portion of the property from Community Mixed Use to Industrial.

Part C) Staff recommends approval of the rezoning of the subject property from “MX3-V” Mixed Use District to “I1” Industrial District.

CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #7 **PLAT-2023-000002**

Applicant: Aurora Avenue Bible Church (owner), represented by Mike Cornelison (officer).

Location: Vicinity of 45 Northwest Aurora Avenue in Saylor Township (unincorporated Polk County), within the two-mile distance for extraterritorial review of subdivision plats by the City of Des Moines.

Requested Action: Review and approval of a Preliminary Plat "Aurora Avenue Bible Church Plat 1" to allow subdivision of the existing property for two lots, including one lot for the existing church use and one lot for the existing one-household residential use.

I. GENERAL INFORMATION

1. **Purpose of Request:** The applicant is seeking to subdivide the property in unincorporated Polk County into 1 parcel for a church's use and 1 parcel for a one-household residential use. Polk County is requiring the subdivision to go through their Preliminary Platting procedure.

   Section 354.9 of the Iowa Code provides for review of land subdivision by a municipality within 2 miles of its corporate limit. When the territory overlaps with another municipal jurisdiction, the closer jurisdiction has right of review unless there is a separate intergovernmental agreement pursuant to Chapter 28E of the Iowa Code. In this instance, the City of Des Moines is closest.

2. **Size of Site:** 1.51 acres.

3. **Existing Zoning (site):** "MDR" Medium-Density Residential District (Polk County).

4. **Existing Land Use (site):** The property currently contains a church and accessory parking lot in the northern portion of the parcel. A single-family home fronts Northwest Aurora Avenue in the southern portion of the parcel.

5. **Adjacent Land Use and Zoning:**

   North – "MDR" Medium-Density Residential District (Polk County), Uses are one-household dwelling units.

   South – "N3b" and "MDR" Medium-Density Residential District (Polk County), Uses are Northwest Aurora Avenue and one-household dwelling units.

   East – "MDR" Medium-Density Residential District (Polk County), Uses are one-household dwelling units.

West – “MDR” Medium-Density Residential District (Polk County), Uses are a one-household dwelling unit and an 11-unit apartment building.

6. **General Neighborhood/Area Land Uses:** The subject property is located in an unincorporated area of Polk County (Saylor Township) immediately north of the Des Moines city limits. This site is approximately 300 feet east of Aurora Avenue’s intersection with 2nd Avenue. The surrounding area is mostly a mix of one-household dwelling units and undeveloped parcels, with the 2nd Avenue corridor containing a diverse slate of commercial and industrial uses.

7. **Applicable Recognized Neighborhood(s):** The subject property is located in an unincorporated area of Polk County (Saylor Township) but is located within 250 feet of the Highland Park Neighborhood Association. All neighborhood associations were notified of the Commission meeting by email of the Preliminary Agenda on January 27, 2023 and by email of the Final Agenda on February 10, 2023. Notifications of the hearing for this specific item were mailed on February 6, 2023 (10 days prior to the hearing) to all neighborhood associations and primary titleholder on file with the Polk County Assessor for each property within 250 feet of the Preliminary Plat boundary.

   All agendas and notices are sent to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division. The Highland Park Neighborhood agendas and notices were sent to Sherri Rosener, 1206 Oak Park Avenue, Des Moines, IA 50313.

8. **Relevant Zoning History:** N/A.

9. **PlanDSM Land Use Plan Designation:** N/A. Polk County’s Comprehensive Plan 2050 Land Use map designates the property as Medium-Density Residential.

10. **Applicable Regulations:** In consideration of the criteria set forth in Chapter 18B of the Iowa Code, the Commission shall determine if the Preliminary Plat conforms to the standards and requirements outlined in Chapter 354 of the Iowa Code. The Commission shall also determine if it conforms to the City Subdivision Ordinance and shall approve, conditionally approve or reject such plat within 45 days after the date of submission to the City Permit and Development Center. Unless the applicant agrees in writing to an extension of time, the preliminary plat shall be deemed approved if the Commission does not act within such 45-day period. The Commission's action for approval or conditional approval shall be null and void unless the final plat is submitted to the City Permit and Development Center within 270 days after the date of such action; provided, however, that the Permit and Development Administrator may grant, upon written request of the applicant, up to a 90-day extension for submittal of the final plat to the City Permit and Development Center.

The Preliminary Plat is concurrently reviewed and would be given final approval by Polk County Board of Supervisors.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Layout:** No changes are proposed to the site's layout. This preliminary plat would only subdivide the property so that the existing one-household dwelling unit (formerly a pastor's home and mission house) would sit on a different parcel than the church, allowing it to be sold off.

2. **Natural Site Features:** In addition to the site's existing home, church building, and parking lot, some mature trees exist throughout the property's lawn area.

3. **Drainage/Grading:** The subject property generally drains from the southwest to the northeast. No land disturbances or additional development are proposed at this time. With any future development, Polk County will have enforcement of drainage and storm water management under site plan development requirements within their adopted ordinances and standards.

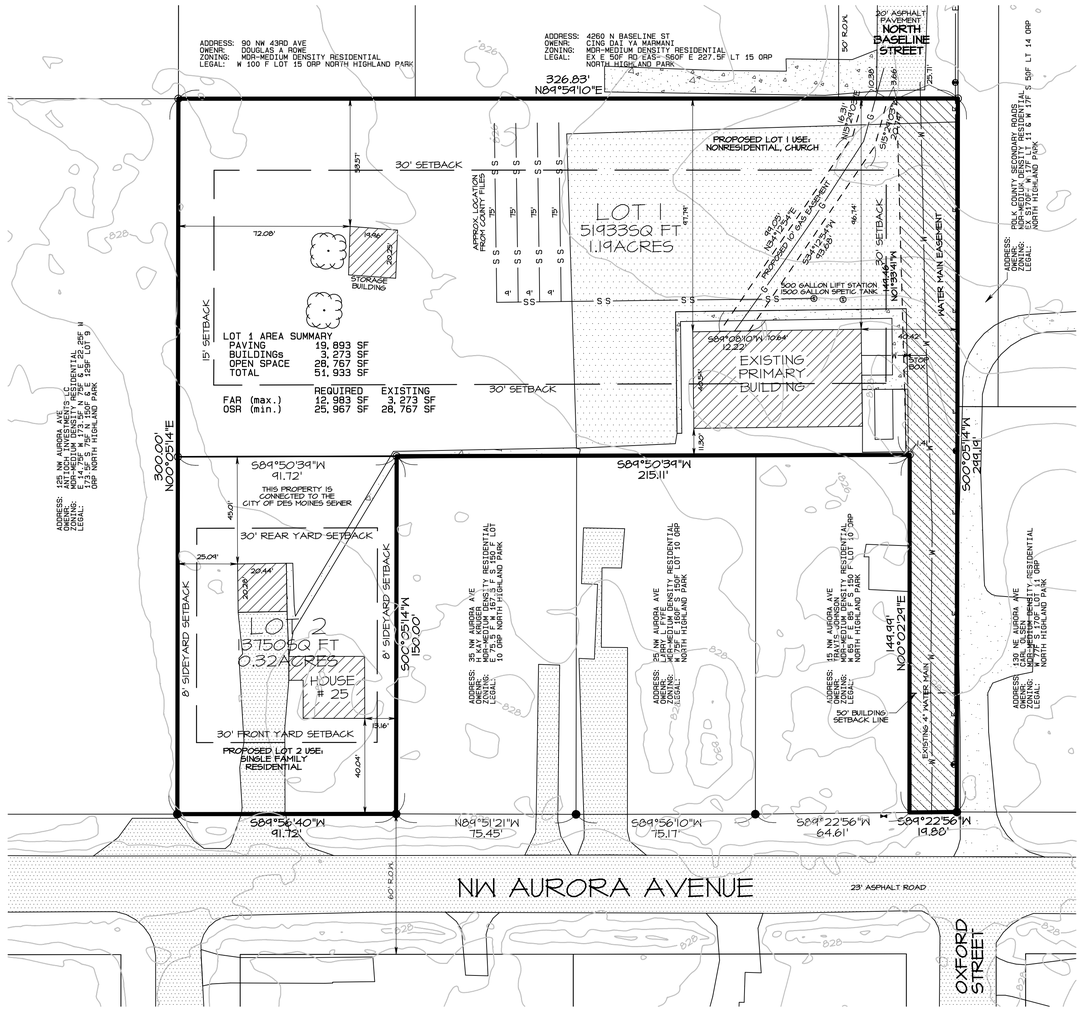
4. **Utilities:** No changes to public utilities have been proposed. Approval of this preliminary plat is subject to the verification of a public water main easement with Des Moines Water Works that straddles the eastern property line.

5. **Traffic/Street System:** The subject property contains frontage along Northwest Aurora Avenue. Vehicular access for both the church and the one-household dwelling unit would be maintained as-is.

III. STAFF RECOMMENDATION

Staff recommends approval of the requested Preliminary Plat "Aurora Avenue Bible Church Plat 1," subject to compliance with all administrative review comments.

Staff also recommends that the City Council waive its right to review the Final Plat "Aurora Avenue Bible Church Plat 1," as allowed by Iowa Code Section 354.8(2).



GRAPHIC SCALE 1"=30'
0 30'

PRELIMINARY PLAT APPROVAL:

☐ APPROVED ☐ APPROVED WITH CONDITIONS – SEE EXHIBIT "A"

IN ACCORDANCE WITH CHAPTER 106, DES MOINES MUNICIPAL CODE, AS AMENDED.

DEVELOPMENT SERVICES DIRECTOR DATE

MAJOR PRELIMINARY PLAT
AURORA AVENUE BIBLE CHURCH PLAT 1
45 NW AURORA AVENUE
SHEET 1 OF 1

PLOTTED: Mon Jan 23, 2023 3:19:07PM

OWNER/DEVELOPER
AURORA AVE BIBLE CHURCH
45 NW AURORA AVE
DES MOINES, IA 50313
Contact: Mike Cornelison
Phone #: (847) 848-3383
Email: mike@auroraBible.com

PERSON OF SUBMITTAL
VIC PIAGENTINI
ASSOCIATED ENGINEERING COMPANY OF IOWA
1830 S.E. PRINCETON DRIVE, SUITE M
GRIMES, IOWA 50111
VICP@AECOFIOWA.COM
(515) 201-4502

ZONING
MDR - MEDIUM DENSITY RESIDENTIAL

BULK REGULATIONS
DEVELOPMENT OPTION: SINGLE FAMILY
FRONT YARD SETBACK- 30'
REAR YARD SETBACK- 30'
SIDE YARD SETBACK- 8'
NON-RESIDENTIAL
LOCAL STREET SETBACK- 50'
SIDE YARD- 15'
REAR YARD- 15'
PERIPHERAL- 15'

LEGAL DESCRIPTION
LT 10 -EX W 215.5 F E 235.5 F S 150 F- ORP NORTH HIGHLAND PARK CONTAINING 1.51 ACRES, MORE OR LESS.

GENERAL NOTES
1. IT SHALL BE THE DEVELOPER'S RESPONSIBILITY TO APPLY FOR AND OBTAIN ANY STORM WATER DISCHARGE PERMITS FROM THE IOWA DEPARTMENT OF NATURAL RESOURCES IF SAID PERMITS ARE REQUIRED OF THIS PROJECT.
2. STORM RUNOFF: DURING CONSTRUCTION & GRADING INDIVIDUAL LOT OWNERS WILL ALTER EXISTING TOPOGRAPHY AND SHALL BECOME RESPONSIBLE, THE LOT OWNER THEMSELVES ARE RESPONSIBLE NOT THE DEVELOPER OF THE PLAT OR THE ENGINEER OF THE PLAT FOR THE FOLLOWING:
   (A.) INDIVIDUAL LOT OWNERS ARE RESPONSIBLE FOR ENSURING POST DEVELOPMENT RUNOFF FROM THEIR SITE DOES NOT ADVERSELY AFFECT DOWNSTREAM DRAINAGE FACILITIES OR PROPERTY OWNERS.
   (B.) INDIVIDUAL LOT OWNERS ARE RESPONSIBLE FOR GRADING THEIR LOT TO CONVEY RUNOFF GENERATED FROM THEIR LOT AND RUNOFF GENERATED FROM ADJACENT LOTS IN SUCH A MANNER AS TO "NOT":
      (a.) DAMAGE DOWN STREAM PROPERTY.
      (b.) RESTRICT OFF SITE FLOW FROM BEING CONVEYED ACROSS THEIR LOT.
      (c.) CHANGE THE GENERAL DIRECTION OF FLOW OF RUNOFF.
   C.) INDIVIDUAL LOT OWNERS ARE RESPONSIBLE FOR ENSURING THEIR SITE IS GRADED TO PROTECT THEIR PRIVATE PROPERTY FROM ANY AND ALL DAMAGE FROM STORM RUNOFF GENERATED ONSITE OR OFF SITE.
   (D.) INDIVIDUAL LOT OWNERS SHALL NOT GRADE ANY PORTION OF THEIR LOT TO CAUSE RUNOFF TO BECOME CONCENTRATED FLOW WITHOUT PROVIDING PROTECTION FOR DOWNSTREAM PROPERTY.
3. RELOCATION OF ANY ENTRANCE OR UTILITY TO CONFORM TO THE REQUIREMENTS OF THIS PLAT WILL BE AT THE DEVELOPERS EXPENSE.
4. ALL MAILBOXES LOCATED IN POLK COUNTY RIGHT-OF-WAY MUST BE OF BREAKAWAY DESIGN.
5. UTILITY EASEMENTS ARE DEDICATED FOR THE USE OF ANY PUBLIC UTILITY.
6. SEWER SYSTEM; LATERAL FIELD AND SEPTIC TANK, ALTERNATE WASTE WATER SYSTEMS MAY BE REQUIRED.
7. DUE TO SOIL TYPES, LIMITATIONS, AND DISTURBANCE, ALTERNATIVE SEPTIC SYSTEMS MAY BE REQUIRED. INDIVIDUAL WASTEWATER TREATMENT SYSTEMS SHALL BE DESIGNED BY AN ENGINEER
8. DRAINAGE EASEMENT CROSSING: ANY CULVERTS TO BE USED FOR CROSSING DRAINAGE EASEMENTS MUST BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER.
9. SUBSURFACE DRAINAGE FACILITIES: ANY SUBSURFACE DRAINAGE FACILITIES THAT ARE DISTURBED, MUST BE RESTORED OR REROUTED BY THE PROPERTY OWNER.
10. ALL SERVICES TO UTILITIES LOCATED ON THE OPPOSITE SIDE OF THE ROADWAY MUST BE BORED UNDER THE ROADWAY AT THE LOT OWNERS EXPENSE.
11. ANY WORK IN THE ROW OTHER THAN FOR AN ENTRANCE WILL REQUIRE A POLK COUNTY ROW GRANT PERMIT
15. EXISTING PRIMARY BUILDING ON LOT 1 IS LEGAL NON-CONFORMING IN ITS CURRENT LOCATION AS IT ENCROACHES INTO THE SOUTHERN SIDE YARD SETBACK

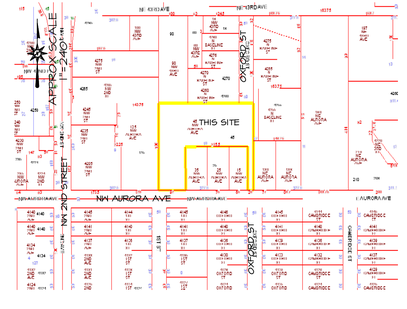
Mediacom
Mark McDaniel
2205 Ingersoll Avenue
Des Moines, IA 50312
mamcdaniel@mediacomcc.com
515-246-2271 (Office)
304-453-4216 (Mobile)

Midamerican Energy
Electric Transmission
Mr. Steve Harrison, P.E.
3500 104th Street
Urbandale, IA 50322
(515) 252-6560 (of flee>
(515) 252-6590
sjharrison@midamerican.com

Des Moines Water Works
Mr. Bryan Pollpeter
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Des Moines, Iowa 50321
(515) 323-6204 (office)
bpollpet@dmww.com

Midamerican Energy
Mr. Chuck Wellman
200 SE 3rd Street
Des Moines, Iowa 50309
(515)-242-3479 (office)
cawellman@midamerican.com

Qwest Communications
Mr. Brent Carlston
2103 E. University
Des Moines, Iowa 50317
(515) 263-7304 (office)
(515) 252-6463 (fax)
jdsheperd@midamerican.com

VICINITY SKETCH


CERTIFICATION
I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED BY ME AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.
LICENSE RENEWAL DATE: DEC 31 2024 PAGES COVERED BY THIS SEAL: THIS PAGE ONLY

SIGNED: _____ DATE: _____
GREGORY L ROSS P.L.S. 13286
1830 S.E. PRINCETON DRIVE, SUITE M
GRIMES, IOWA 50111
(515) 255-3156

GREGORY L. ROSS
L.S.#13286
IOWA

LEGEND
- ● MONUMENT FOUND AS NOTED
- ○ SET 1/2" IR W/ ORANGE CAP #13286
- ▲ SECTION CORNER FOUND AS NOTED
- △ SECTION CORNER SET AS NOTED
- Ⓢ SANITARY MANHOLE AS NOTED
- Ⓢ STORM MANHOLE AS NOTED
- Ⓣ TRAFFIC MANHOLE AS NOTED
- Ⓤ UTILITY MANHOLE AS NOTED
- Ⓟ PHONE MANHOLE AS NOTED
- Ⓔ ELECTRIC MANHOLE AS NOTED
- GM GAS METER AS NOTED
- GV GAS VALVE AS NOTED
- UP UTILITY POLE AS NOTED
- W WELL AS NOTED
- FH FIREHYDRANT AS NOTED
- WV EXISTING WATER VALVE
- PROPOSED WATER VALVE
- CI CURB INTAKE AS NOTED
- AI AREA INTAKE AS NOTED
- HP HANDICAPPED PARKING AS NOTED
- ET ELECTRIC TRANSFORMER BOX
- UB UTILITY BOX AS NOTED
- PT PERK TEST SITE AS NOTED
- 100.00 EXISTING SPOT ELEVATION
- [100.00] PROPOSED SPOT ELEVATION
- M= MEASURED DISTANCE OR BEARING
- P= RECORDED DISTANCE OF BEARING

- EXISTING CONTOUR
- 100 PROPOSED CONTOUR
- X FENCE LINE AS NOTED
- TVC BURIED TELEVISION AS NOTED
- UE BURIED ELECTRIC AS NOTED
- E OVER-HEAD UTILITIES
- G GAS MAIN AS NOTED
- W WATER MAIN AS NOTED
- S STORM SEWER AS NOTED
- SS SANITARY SEWER AS NOTED
- UT BURIED TELEPHONE
- UC BURIED CABLE/UTILITIES

AEC ASSOCIATED ENGINEERING COMPANY OF IOWA
1830 SE Princeton Dr. Ste M Grimes, IA 50111
Phone: (515) 255-3156 Fax: (515) 255-3157

PROJECT #: 210368
FIRST SUBMITTAL DATE: 11-21-22

CITY OF DES MOINES PLAN & ZONING COMMISSION
STAFF REPORT AND RECOMMENDATION
Thursday, February 16, 2023

AGENDA ITEM #8 **ZONG-2023-000007**

Applicant: City initiated.

Requested Action: Consideration of proposed Zoning Ordinance and Planning and Design Ordinance Text Amendments to Municipal Code Sections 134-3.6.3, 134-3.9.6, and 135.8.2.2, pertaining to Outdoor Storage.

I. GENERAL INFORMATION

The proposed amendments would revise sections of the Municipal Code that relate to Outdoor Storages requirements. These amendments to the Municipal Code are intended to clarify Outdoor Storage allowances and requirements within the allowed zoning districts. The proposed amendments are contained in a summary document provided with this staff report.

Outdoor Storage is currently allowed in “CX”, “EX”, and “I” zoning districts with limited uses. The proposed amendments would clarify Outdoor Storage must be Accessory to uses within an “I” District, associated with a warehouse wholesales sales and distribution, artisan or limited fabrication and production use within an “EX” District, or associated with a large-format retail use within any “CX”, “EX”, or “I1” District.

The existing Zoning and Planning and Design Ordinances texts are mildly ambiguous. The proposed amendments would increase clarity for all users of the Ordinances and allow a more efficient development review process. Staff believes that the proposed amendments comply with the goals of the PlanDSM: Creating Our Tomorrow comprehensive plan. See section II of this report for additional information on PlanDSM.

A copy of the proposed text changes is included in the Commission’s packet. The following are summaries of the changes to each section of the code.

Section 134-3.6.3 Storage, Distribution and Wholesaling:

- A – Text Correction: Revisions include agreement in subsection list with correct subsection numbers.

Section 134-3.9.6 Outdoor Storage:

- A – Revisions include types of outdoor storage allowed in different zoning districts.
- B – new E – Revisions include requirements of locations, stacking height, materials, screening, and parking of vehicles allowed with outdoor storage.

Section 135-8.2.2 Outdoor Storage:

- D – new F – Revisions include requirements of locations, stacking height, materials, screening, and parking of vehicles allowed with outdoor storage.

II. PLANDSM: CREATING OUR TOMORROW COMPREHENSIVE PLAN

PlanDSM: Creating Our Tomorrow is the City's Comprehensive Plan. The proposed amendments to Chapter 134 (Planning and Design Ordinance) are consistent with the following goals and policies of PlanDSM:

Land Use Goal 1

Develop new land development regulations consistent with this Comprehensive Plan, include development standards, provide for a mixture of land uses, mandate protection of natural resources, and promote flexible approaches to implementing the Plan.

LU1: Develop a new Zoning Ordinance and other land development regulations consistent with the goals and policies of PlanDSM.

LU2: Develop regulations sensitive to adjoining development and potential development to promote unique land use objectives including neighborhood centers and transit-oriented development (TOD).

LU3: Ensure new zoning and land use regulations promote development and redevelopment that is compatible with the neighborhood character and reduces negative impacts between incompatible uses.

LU4: Integrate development with the natural environment through green building and site planning practices.

LU5: Develop regulations to reduce blight and visual clutter including, but not limited to, signage, overhead power lines, telecommunications equipment, and other utilities. Regulations will be consistent with federal and state code and case law.

Land Use Goal 7

Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

LU36: Develop land use regulations for industrial uses that address potential impacts with adjoining non-industrial land uses, particularly residential areas.

Economic Development Goal 4

Foster a sustainable economy.

ED17: Encourage businesses that diversify the economy; use locally produced materials and market their products locally; practice energy efficiency, provide a living wage; utilize green building practices; employ exemplary stormwater management practices; and/or utilize sustainable transportation and distribution systems.

III. STAFF RECOMMENDATION

Staff recommends approval of the proposed amendments to Des Moines Municipal Code Sections 134-3.6.3, 134-3.9.6, and 135.8.2.2, pertaining to Outdoor Storage.

134-3.6.3

3.6.3 STORAGE, DISTRIBUTION AND WHOLESALING

Principal uses involved in the storage or movement of goods for themselves or other firms or the sale, lease, or rental of goods primarily intended for industrial, institutional, or commercial businesses.

A. Equipment and Materials Storage, Outdoor. Uses, excluding junk and salvage yards, that constitute outdoor storage of equipment, products or materials, whether or not stored in containers. All such uses shall comply with the requirements of subsections ~~A,~~ B, C, D, and E ~~F~~ of section 134-3.9.6 of this article.

B. Trucking and Transportation Terminals. Uses engaged in the sales, rental, dispatching, servicing and repair, or long-term or short-term storage of large trucks, buses, construction equipment, agricultural equipment and similar large vehicles, including parcel service delivery vehicles, taxis and limousines. Also includes uses engaged in the moving of household or office furniture, appliances and equipment from one location to another, including the temporary on-site storage of those items.

C. Warehouse. Uses conducted within a completely enclosed building that are engaged in long-term and short-term storage of goods and that do not meet the definition of "self-service storage" use or a "trucking and transportation terminal."

D. Wholesale Sales and Distribution. Uses engaged in the wholesale sales, bulk storage and distribution of goods. Such uses may also include incidental retail sales and wholesale showrooms. Expressly includes the following uses: bottled gas and fuel oil sales, flea markets, ice distribution centers, monument sales, portable storage building sales, vending machine sales, auctioneers, and frozen food lockers.

E. Supplemental Use Regulations.

Storage, distribution, and wholesaling uses are subject to the following:

1. Outdoor storage of inoperable or unsafe vehicles in quantities constituting a junk or salvage yard is prohibited.
2. No part of the use may be a residential use.
3. No odors, gases, noise, vibration, pollution of air, water or soil, or lighting is emitted onto any adjoining property so as to create a nuisance.
4. The owner or occupant has provided the neighborhood services department with a written statement upon a form acceptable to the neighborhood services director describing the use to occur upon the property and the nature of any odors, gases, noise, vibration, and other environmental impacts that may be generated by such use, and certifying that the use upon the property will be operated in a manner that does not permit any odors, gases, noise, vibration, pollution of air, water or soil, or lighting to be emitted onto any adjoining property so as to create a nuisance.
5. The use shall be operated in strict conformance with the statement provided pursuant to paragraph 4, above.

134-3.9.6

3.9.6 OUTDOOR STORAGE

Permanent outdoor storage of goods, materials and equipment not typically housed or sold indoors, such as large-scale materials, recreational vehicles and boats when in connection with self-service storage, and building and landscape supplies, but excluding junk and salvage yards.

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A. Accessory Ooutdoor storage is permitted in any I ~~or EX~~ district when associated with an industrial use or self-service storage use~~, in any I district~~; in any EX district when associated with a warehouse, wholesale sales and distribution, or artisan or limited fabrication and production use; ~~self-service storage use,~~ and in any CX, EX, or I1 ~~CX~~ district when associated with large ~~-~~format retail use.

B. The location and stacking height of outdoor storage materials shall be subject to the requirements of chapter 135 of this code.~~Outdoor storage shall be located in the rear or side yard of the lot.~~

~~C. Loose materials shall not be stacked higher than six feet and shall, at a minimum, be stored in a three-sided covered shelter.~~

~~D. Goods, materials and equipment shall not be stacked higher than the height of the perimeter screening.~~

~~E~~C. Materials shall be set back from each lot line a minimum distance as established in, and subject to review pursuant to, chapter 135 of this code.

D~~F~~. All outdoor storage areas shall be screened from view of adjacent lots and streets in accordance with, and subject to review pursuant to, chapter 135 of this code.

E~~G~~. No person shall park, place, keep or store, or permit the parking or storage of, a stock car, racing car, inoperable or unsafe vehicle, vehicular component parts, or miscellaneous junk and debris on any public or private property unless it shall be in a completely enclosed building. This subsection shall not apply to legitimate businesses operating in a lawful place and manner; provided, however, that such outside areas are screened from public view.

135.8.2.2

8.2.2 OUTDOOR STORAGE ~~ASSOCIATED WITH INDUSTRIAL USES~~

A. All outdoor storage areas shall be designed to allow no part of any stored material, vehicles or equipment to encroach into the required setbacks.

B. All outdoor storage areas shall be maintained with both a dustless surface, including asphaltic or Portland cement binder pavement or other surface approved by the city engineer, graded to drain properly and a drainage system approved by the city engineer.

C. All outdoor storage areas shall be set back a minimum of 25 feet from any street frontage and a minimum of 10 feet from all other lot lines.

D. All outdoor storage areas shall be screened from view of adjacent lots and streets using the medium side and rear buffer per section 135-7.8.3 of this chapter, unless adjacent to an N district or visible from a public corridor as determined by the development services director which requires the use of the heavy buffer per section 135-7.8.4 of this chapter.

E. All outdoor storage shall be located in the rear or interior side yard of the lot.

F. Loose materials shall not be stacked higher than six feet and shall, at a minimum, be stored in a three-sided covered shelter.

G. Goods, materials and equipment shall not be stacked higher than the height of the perimeter screening.

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