

★ **Roll Call Number**

Agenda Item Number

31

.....
Date January 28, 2008

Communication from the City Plan and Zoning Commission advising that at a public hearing held on January 17, 2008, its members voted 13-0 to find that the proposed 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans, extending the duration of all the plans for three years, is in conformance with the Des Moines' 2020 Community Character Plan.

MOVED by _____ to receive and file.

FORM APPROVED:



 Michael F. Kelley
 Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
HENSLEY				
KIERNAN				
MAHAFFEY				
MEYER				
VLASSIS				
TOTAL				

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

MOTION CARRIED APPROVED

_____ Mayor

_____ City Clerk

Date _____

January 28, 2008

Agenda Item 31

Roll Call # _____

Honorable Mayor and City Council
City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their meeting held January 17, 2008, the following action was taken:

COMMISSION RECOMMENDATION:

After public hearing, the members voted 13-0 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Leisha Barcus	X			
David Cupp	X			
Shirley Daniels	X			
Dann Flaherty	X			
Bruce Heilman	X			
Jeffrey Johannsen				X
Greg Jones	X			
Frances Koontz	X			
Kaye Lozier	X			
Jim Martin	X			
Brian Millard	X			
Mike Simonson	X			
Kent Sovern	X			
Tim Urban				X
Marc Wallace	X			

to find that the proposed 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans, extending the duration of all the plans for three years, is in conformance with the Des Moines' 2020 Community Character Plan.

STAFF RECOMMENDATION AND BASIS FOR APPROVAL

Staff recommends that the Plan and Zoning Commission find that the proposed 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans, extending the duration of all the plans for three years, is in conformance with the Des Moines' 2020 Community Character Plan.



CITY PLAN AND ZONING COMMISSION
ARMORY BUILDING
602 ROBERT D. RAY DRIVE
DES MOINES, IOWA 50309 -1881
(515) 283-4182

ALL-AMERICA CITY
1949, 1976, 1981
2003

STAFF REPORT

I. GENERAL INFORMATION

The purpose of the 2008-1 Omnibus Amendment to the City's multiple urban revitalization plans is to extend the term of all such plans and to provide a uniform termination date for the plans. The basic provision of the plans is the City's tax abatement programs. The current urban revitalization plans generally limit tax abatement to the value added by improvements commenced prior to December 31, 2008, and completed by December 31, 2009. The proposed amendment will extend the availability of tax abatement to the value added by improvements commenced by December 31, 2010, and completed by December 31, 2011.

II. ADDITIONAL INFORMATION

The City's current Urban Revitalization Plans are consistent with the Des Moines' 2020 Community Character Plan. Tax abatement has been a key element to a significant portion of Des Moines' growth. Staff believes that the 2-year extension of these existing plans is also consistent with the Des Moines' 2020 Community Character Plan.

SUMMARY OF DISCUSSION

There was no one in the audience to speak on this item.

Kent Sovern: Moved to find that the proposed 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans, extending the duration of all the plans for three years, is in conformance with the Des Moines' 2020 Community Character Plan.

Motion passed 13-0.

Respectfully submitted,



Michael Ludwig, AICP
Planning Administrator

MGL:dfa

Attachment

Date _____

Agenda Item 31

Roll Call # _____

DRAFT

EXHIBIT "A"
2008-1 OMNIBUS AMENDMENT TO THE
URBAN REVITALIZATION PLANS
OF THE
CITY OF DES MOINES, IOWA

Constituting the following numbered amendment to the urban revitalization plans for the following urban revitalization areas within the City of Des Moines.

<u>Amendment</u>	<u>Urban Revitalization Area</u>
Twentieth	City-wide Urban Revitalization Area (to Restated Plan)
Fourth	Ewing Park Urban Revitalization Area
Fourth	Sunrise Estates Urban Revitalization Area
Fourth	Creekview Urban Revitalization Area
Fourth	4247 Beaver Avenue Urban Revitalization Area
Fourth	Hickory Grove Urban Revitalization Area
Fifth	Airport Business Park Urban Revitalization Area
Fourth	Airport Commerce Park West Urban Revitalization Area
Third	Leland Avenue Urban Revitalization Area

HISTORY

City-wide Urban Revitalization Area

The City Council approved the original Urban Revitalization Plan for the City-wide Urban Revitalization Area by Roll Call No. 87-4009 on September 28, 1987. The original City-wide Urban Revitalization Area was comprised of the entire area within the boundaries of the City of Des Moines on July 7, 1987. The original Urban Revitalization Plan for the City-wide Urban Revitalization Area was amended twenty-one times as identified below. The Twenty First Amendment to the Plan adopted a Restated Plan. This is the Twentieth Amendment to the Restated Plan.

Adoption and amendment of the original Citywide Urban Revitalization Plan

<u>Action</u>	<u>Date</u>	<u>Roll Call/Ordinance No.</u>
Designation of Area	07/06/87	Ordinance No. 11,026
Amendment of Area	09/21/87	Ordinance No. 11,065
"Original" Plan Adopted	09/28/87	87-4009
First Amendment	06/05/89	89-2438
Second Amendment	07/24/89	89-3209 (expanded area)
Third Amendment	01/15/90	90-191
Fourth Amendment	06/25/90	90-2793
Fifth Amendment	08/26/91	91-3664
Sixth Amendment	09/08/92	92-3497
Seventh Amendment	03/15/93	93-973
Eighth Amendment	03/15/93	93-971
Ninth Amendment	05/17/93	93-1868
Tenth Amendment	01/03/94	94-114
Eleventh Amendment	08/01/94	94-3024
Twelfth Amendment	11/07/94	94-4273
Fifteenth Amendment	12/19/94	94-4781
Fifteenth Amendment	02/20/95	95-644 (expanded area)
1995-1 Omnibus Amendment	03/06/95	95-869
Sixteenth Amendment	05/22/95	95-2087
Seventeenth Amendment	07/10/95	95-2659
Eighteenth Amendment	10/16/95	95-3949
Nineteenth Amendment	12-02-96	96-4031
Twentieth Amendment	06/02/97	97-1975 (expanded area)
Twenty-First Amendment	06-16-97	97-2126 (expanded area & adopted Restated Plan)

Amendments to the Restated Urban Revitalization Plan

<u>Action</u>	<u>Date</u>	<u>Roll Call</u>
First Amendment	02-23-98	98-549 (expanded area)
Second Amendment	05-18-98	98-1628
Third Amendment	10-19-98	98-3272
Fourth Amendment	03-15-99	99-747
Fifth Amendment	07-12-99	99-2221
Sixth Amendment	10-18-99	99-3258
Seventh Amendment	02-07-00	00-361
2000-1 Omnibus Amendment	02-07-00	00-364
Ninth Amendment	12-18-00	00-4680

Tenth Amendment	07-23-01	01-2329
Eleventh Amendment	09-24-01	01-2932
Twelfth Amendment	06-03-02	02-1447
Thirteenth Amendment	10-21-02	02-2546
Fourteenth Amendment	02-09-04	04-315
Fifteenth Amendment	02-28-05	05-476
Sixteenth Amendment	02-28-05	05-478
Seventeenth Amendment	04-24-06	06-847
Eighteenth Amendment	08-07-06	06-1599
Nineteenth Amendment	09-10-07	07-1762

Other City of Des Moines Urban Revitalization Areas

Areas annexed into the City of Des Moines after the creation of the City-wide Urban Revitalization Area and before 1997 have not been added to that urban revitalization area. Instead, separate urban revitalization areas have been designated within the annexation areas were deemed appropriate by the City Council. The separate urban revitalization plans for these areas were adopted and amended as identified in the following table.

Ewing Park Urban Revitalization Area

Designation of Area	09/16/91	Ordinance No. 11,719
Plan Adopted	11/18/91	91-4889
(1st) 1995-1 Omnibus	03/06/95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Sunrise Estates Urban Revitalization Area

Designation of Area	01/04/93	Ordinance No. 11,923
Plan Adopted	01/04/93	01/04/93 93-72
(1st) 1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Creekview Estates Urban Revitalization Area

Designation of Area	08/23/93	Ordinance No. 12,033
Plan Adopted	09/07/93	93-3344
(1st) 1995-1 Omnibus	03/06/95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

4247 Beaver Avenue Urban Revitalization Area

Designation of Area	06/20/94	Ordinance No. 13,064
Plan Adopted	11/21/94	94-4459
(1st) 1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Hickory Grove Urban Revitalization Area

Designation of Area	12/05/94	Ordinance No. 13,126
Plan Adopted	12/05/94	94-4624
(1st) 1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Airport Business Park Urban Revitalization Area

Designation of Area	01/16/95	Ordinance No. 13,142
Plan Adopted	02/20/95	95-642
(1st) 1995-1 Omnibus	03/06/95	95-869
2nd Amendment	12/02/96	96-4040 (expanding area)
(3rd) 2000-1 Omnibus	02/07/00	00-361
(4th) 2005-1 Omnibus	02/28/05	05-478

Airport Commerce Park West Urban Revitalization Area

Designation of Area	08/70/95	Ordinance No. 13,222
Plan Adopted	07/24/95	95-2860
1st Amendment	12/02/96	96-4021 (expanding area)
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Leland Avenue Urban Revitalization Area

Designation of Area	12/18/95	Ordinance No. 13,285
Plan Adopted	12/18/95	95-4725
(1st) 2000-1 Omnibus	02/07/00	00-361
(2nd) 2005-1 Omnibus	02/28/05	05-478

PURPOSE OF 2008-1 OMNIBUS AMENDMENT

The purpose of the 2008-1 Omnibus Amendment to the urban revitalization plans for the several urban revitalization areas within the City of Des Moines, Iowa, is to extend the term of all such plans and to provide a uniform termination date for such plans. The current urban revitalization plans generally limit tax abatement to the value added by improvements commenced prior to December 31, 2008, and completed by December 31, 2009. The 2008-1 Omnibus Amendment is intended to amend the urban revitalization plans for all the urban revitalization areas within the City to extend the availability of tax abatement to the value added by improvements commenced by December 31, 2011, and completed by December 31, 2012.

A further purpose of the proposed 2008 Omnibus Amendment is to remove the downtown area from the Targeted Residential Development Area, effective for any improvements not commenced by December 31, 2010, and completed by December 31, 2011. Thereafter, improvements to residential property in the downtown area would be limited to the 5-year 100% schedule generally available City-wide rather than the special 10-year 100% abatement schedule now available.

It is further anticipated that within the time allowed by this extension, the City will undertake a comprehensive review and rewrite of the commercial and industrial tax abatement components of the urban revitalization plans.

2008-1 OMNIBUS AMENDMENT

I. Amendments to the Urban Revitalization Plan for the City-wide Urban Revitalization Area.

A. Section H(2) of the Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended to read as follows:

H. APPLICABILITY OF PLAN

2. **Time Frame.** Tax abatement under the revitalization plan shall be available for qualified improvements added during the period beginning on the effective date of designation of the City-wide Urban Revitalization Area on July. 7, 1987 through December 31, 2011. Tax abatement under the revitalization plan shall also be available for qualified improvements added on or before December 31, 2012, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, provided, that the following conditions are met:

- a. Necessary building permits for the project are obtained prior to or on December 31, 2011, and
- b. Construction on the project has commenced prior to or on December 31, 2011,

For purposes of determining commencement of construction, the following definitions apply:

- "Commencement of new construction of a building" means the first placement of permanent construction materials which are to become part of a building on a building site, such as the pouring of slabs or footings, or any work beyond the stage of excavation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, walkways or utility connections; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms.
- "Commencement of rehabilitation of or additions to an existing building" means, with respect to each individual improvement project involving rehabilitation of or additions to an existing building, (a) the first placement of permanent construction materials which are to become a physical

portion of the rehabilitation or addition, or (b) the first alteration of any wall, ceiling, floor or other structural part of the existing building.

Notwithstanding anything stated in this section, if the City Council determines at any time that the desired level of revitalization has been attained or economic conditions are such that the continuation of the exemption granted would cease to be of benefit to the City, the City Council may repeal the ordinance establishing the revitalization areas, pursuant to Section 404.7, Code of Iowa.

- B. Section J(5) of the Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended to read as follows:

J. TAX ABATEMENT SCHEDULE

5. a) All qualified real estate within the Targeted Residential Development Area assessed as residential property or assessed as commercial property, if the commercial property consists of three or more separate living quarters with a least seventy-five percent of the space used for residential purposes is eligible to receive an exemption from taxation on the actual value added by the improvements. The exemption is for a period of ten years.

b) The boundaries of the Targeted Residential Development Area shall be as set forth in Appendix F (Rev. 4) and as shown on Map 7 (Rev. 4) for all qualified improvements which are added:

- i) on or before December 31, 2010; or,
- ii) on or before December 31, 2011, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, where the following conditions are met:
 - (1) Necessary building permits for the project are obtained prior to or on December 31, 2010, and
 - (2) Construction on the project has commenced prior to or on December 31, 2010.

c) The boundaries of the Targeted Residential Development Area shall be as set forth in Appendix F (Rev. 5) and as shown on Map 7 (Rev. 5). for all qualified improvements which do not satisfy the requirements of subparagraph b) above,

- C. The Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended by adding thereto a new Appendix F (Rev. 5) and a new Map 7 (Rev. 5) in the form attached hereto.

II. Amendment to all other urban revitalization plans.

The termination provisions in the urban revitalization plans for each of the urban revitalization areas within the City, excepting only the City-wide Urban Revitalization Area, are hereby amended to state as follows:

Time Frame Tax abatement under the revitalization plan shall be available for qualified improvements added during the period beginning on the effective date of designation of the urban revitalization area which is the subject of this revitalization plan, through December 31, 2011. Tax abatement under the revitalization plan shall also be available for qualified improvements added on or before December 31, 2012, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, provided, that the following conditions are met:

- a. Necessary building permits for the project are obtained prior to or on December 31, 2011, and
- b. Construction on the project has commenced prior to or on December 31, 2011.

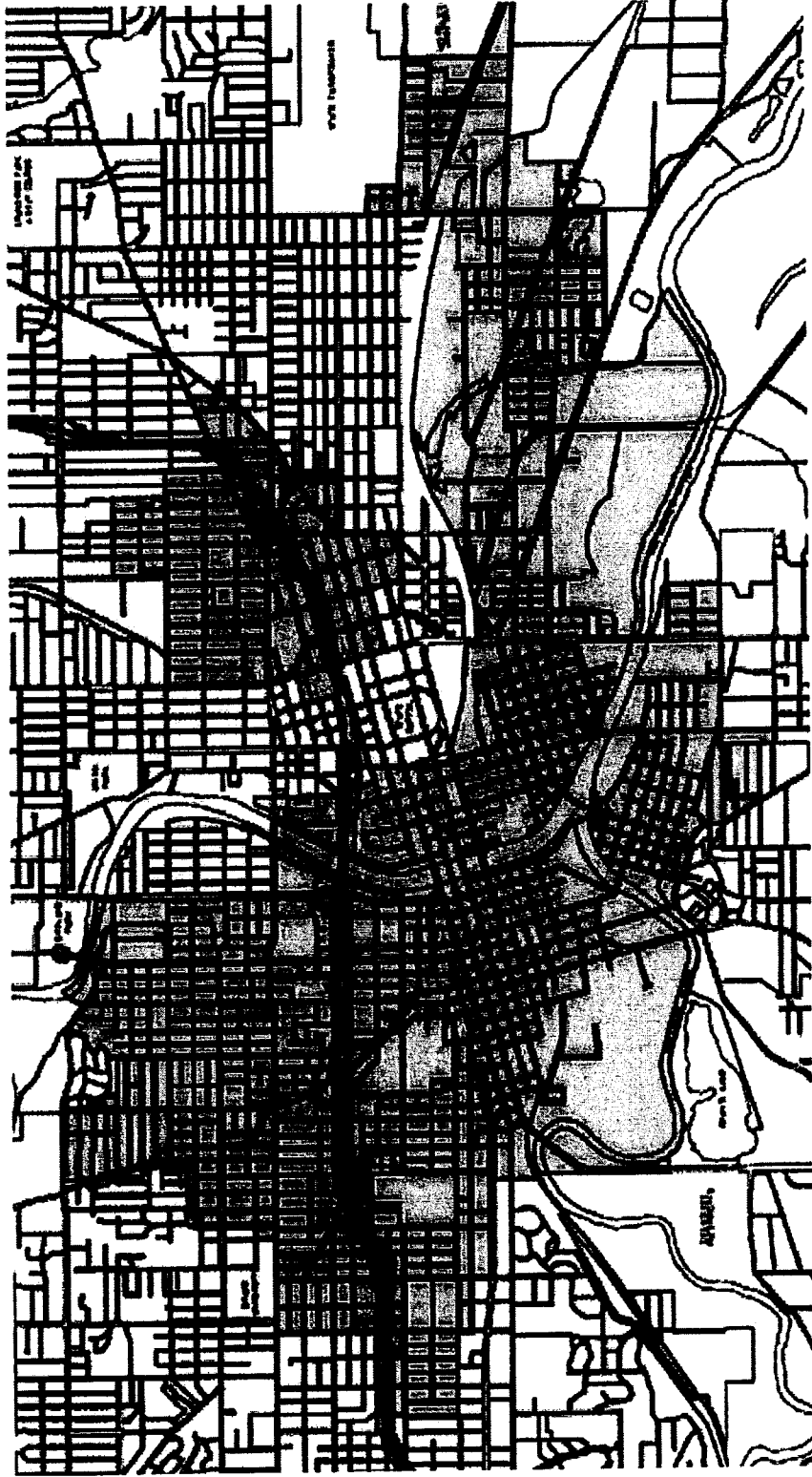
For purposes of determining commencement of construction, the following definitions apply:

- "Commencement of new construction of a building" means the first placement of permanent construction materials which are to become part of a building on a building site, such as the pouring of slabs or footings, or any work beyond the stage of excavation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, walkways or utility connections; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms.
- "Commencement of rehabilitation of or additions to an existing building" means, with respect to each individual improvement project involving rehabilitation of or additions to an existing building, (a) the first placement of permanent construction materials which are to become a physical portion of the rehabilitation or addition, or (b) the first alteration of any wall, ceiling, floor or other structural part of the existing building.

Notwithstanding anything stated in this section, if the City Council determines at any time that the desired level of revitalization has been attained or economic conditions are such that the continuation' of the exemption granted would cease to be of benefit to the City, the City Council may repeal the ordinance establishing the revitalization areas, pursuant to Section 404.7, Code of Iowa.

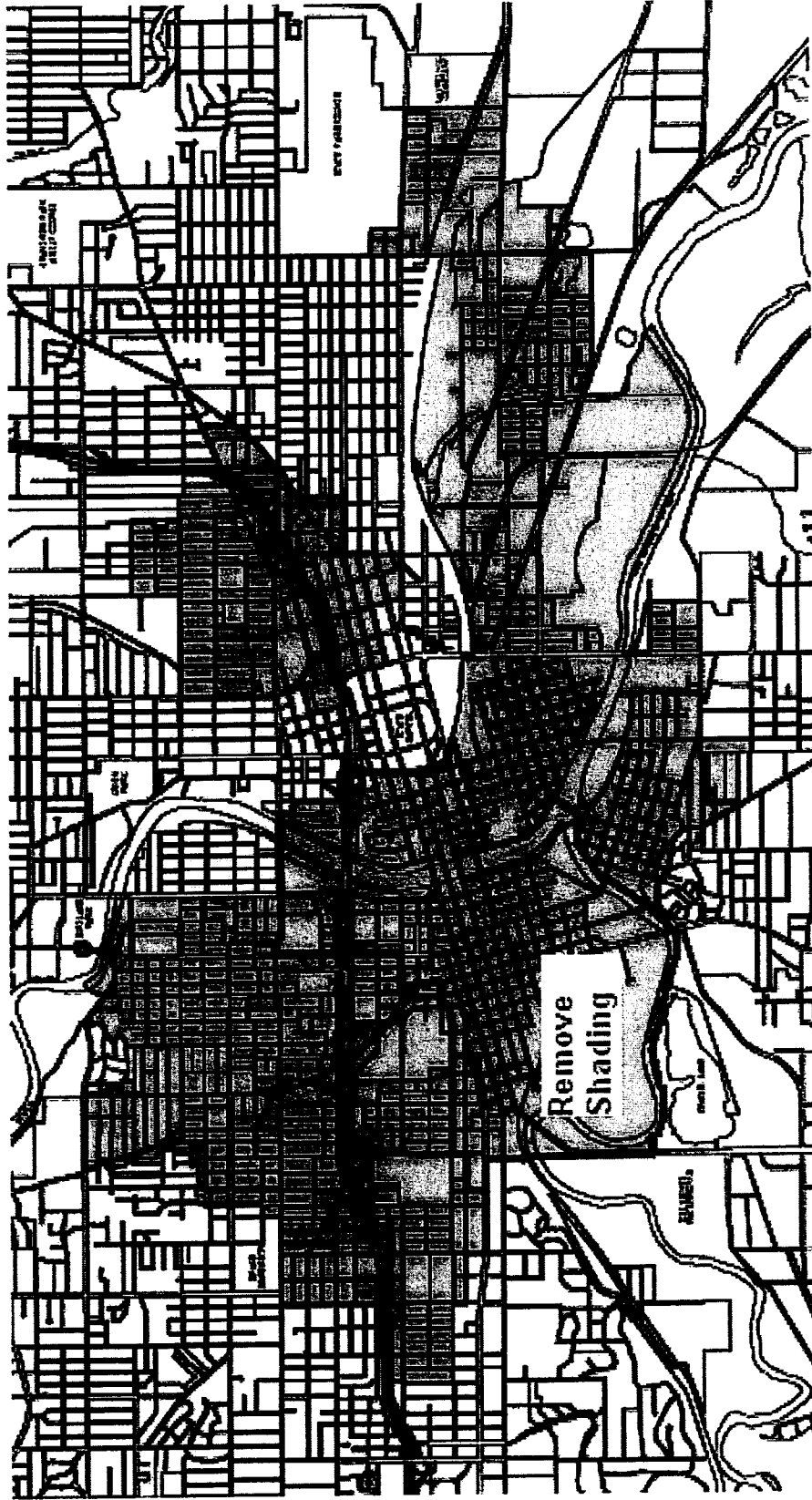
III. Conflicting Provisions Superseded.

This Amendment shall supersede any conflicting provisions contained within the adopted urban revitalization plans for all the designated urban revitalization areas within the City of Des Moines, Iowa.



Map 7 (Rev. 4)
to the City-wide Urban Revitalization Plan
Targeted Residential Development Area

Note: Applicable to improvements which are added on or before December 31, 2010, and to certain improvements added prior to December 31, 2011, as more specifically described in the urban revitalization plan.



Map 7 (Rev. 5)
to the City-wide Urban Revitalization Plan
Targeted Residential Development Area
Applicable to improvements which are added after December 31, 2011, and to certain improvements added after December 31, 2010, as more specifically described in the urban revitalization plan.

APPENDIX F (Rev. 4)
TARGETED RESIDENTIAL DEVELOPMENT AREA

The Targeted Residential Development Area consists of the following areas:

1. The Logan Prime Service Area, as amended, as legally defined in the Eighth Amendment to the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 92-1207 on April 6, 1992.
2. That portion of the Southeast Prime Service Area approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Southeast Prime Service Area (West of 30th Street)

Beginning at a point where the center line of East 30th Street intersects the center line of the Chicago, Rock Island and Pacific Railroad right-of-way, said point being on the East line of the Southeast Quarter (SE1/4) of Section 1, Township 78 North, Range 24 West of the 5th P. M.; thence South along the center line of East 30th Street to the center line of C. B. & Q. Street; thence westerly along the center line of C. B. & Q. Street to the North right-of-way line of Chicago, Burlington and Quincy Railroad in the South Half (S2) of the Northwest Quarter (NW1/4) of Section 12, Township 78 North, Range 24 West of the 5th P. M.; thence northwesterly along the North right-of-way line of the said railroad to the East line of the West 1545.6 feet of the Northwest Quarter (NW1/4) of said Section 12; thence South along the East line of the West 1545.6 feet of the Northwest Quarter (NW3) and the Southwest Quarter (SW1/4) of said Section 12 to the center line of a creek (said creek being located in the Southwest Quarter (SW1/4) of said Section 12 and running from Dean Lake to the Des Moines River); thence easterly along the center line of the said creek to the center line of the Des Moines River; thence westerly along the center line of the Des Moines River to the westerly extension of the center line of Raccoon Street; thence easterly along the center line of Raccoon Street to the East right-of-way line of Southeast 12th Street; thence North along the East right-of-way line of Southeast 12th Street to the southern right-of-way line of the Chicago, Rock Island and Pacific Railroad; thence easterly along the southern line of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning; all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

Southeast Prime Service Area (East of 30th Street)

Beginning at the intersection of S.E. 30th Street and Walnut; thence East, along the centerline of Walnut Street, to the centerline of S.E. 31st Street; thence South, along the centerline of S.E. 31st to the centerline of Dean Avenue; thence East, along the centerline of Dean Avenue to the northerly extension of S.E. 36th Street from Court Avenue to Dean Avenue; thence South, along the northerly extension of the centerline of S.E. 36th Street to the intersection of Court Avenue and S.E. 36th Street; thence continuing along the centerline of S.E. 36th Street to the centerline of Laurel Hill Road; thence southeasterly, along the centerline of Laurel Hill Road to the East section line of S.E. 1/4 of 6-78-23; thence South, along said section line to the centerline of Scott Avenue; thence West, along the centerline of Scott Avenue to the centerline of the Drainage Ditch that crosses Scott Avenue; thence southerly, along the centerline of said ditch, approximately 335 feet; thence West, along a straight line, to the East lot lines of Lots 1 and 21 of Fisherfield, an Official Plat; thence South, along said East lot lines to the centerline of S.E. 32nd Street; thence South, along the centerline of S.E. 32nd Street to the North right of way line of the Norfolk and Western Railroad; thence northwesterly, along the North right of way line of said railroad to the centerline of S.E. 30th Street; thence North, along S.E. 30th Street centerline to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

3. That part of the Pioneer-Columbus Prime Service Area, approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Beginning at the intersection with the center line of Southwest 7th Street and the Westerly projected center line of Indianola Road (formerly known as Indianola Avenue); thence northwesterly along the center line of Southwest 7th Street and its projection to the point of intersection with the mid-point of the Raccoon River; thence northeasterly along the middle line of the Raccoon River to the point of confluence with the mid-point of the Des Moines River; thence southeasterly along the middle of the Des Moines River to its intersection with the northerly projected center line of Southeast 14th Street; thence South along the projected center line of Southeast 14th Street, to its intersection with the Westerly projected center line of East Granger Avenue; thence East along the projected center line of East Granger Avenue to its intersection with the northerly projected center line of Southeast 16th Street; thence South along the projected center line of Southeast 16th Street to its intersection with the center line of Hartford Avenue; thence West along the center line of Hartford Avenue to its intersection with the center line of Southeast 6th Street; thence South along the center line of Southeast 6th Street to its intersection with the center line of Pioneer Road; thence West along the center line of Pioneer Road to its intersection with the center line of Southeast 5th Street; thence North along the center line of Southeast 5th Street to its intersection with the Easterly projected center line of East Gray Street; thence West along the projected center line of East Gray Street to its intersection with center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to its intersection with the Easterly projected center line of Hartford Avenue; thence West along the projected center line of Hartford Avenue to its intersection with the South projection of the West line of the East 50.0 feet of Lot 23 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence North along the South projection of the West line of the East 50.0 feet of said Lot 23 and along the North projection of the East 50.0 feet of said Lot 23 to the center line of Hillside Avenue; thence East along the center line of Hillside Avenue to the intersection with the North projection of the West line of the

East ½ of Lot 22 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence South along the North projection of the West line of the East ½ of said Lot 22 to the point of intersection with the North ½ of said Lot 22; thence East along the North ½ of said Lot 22 to the East line of said Lot 22; thence South along the East line of said Lot 22 to a point being 120.0 feet North of the Southeast corner of said Lot 22; thence East along a straight line being 120.0 feet North of and parallel with the South line of Lot 21 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M., to a point being 90.2 feet East of the West line of said Lot 21; thence South along a straight line being 90.2 feet East of and parallel with the East line of said Lot 21 to the intersection with the South line of said Lot 21, also being a point on the North right-of-way line of Hartford Avenue; thence East along the North right-of-way line of Hartford Avenue and along the East projection of the North right-of-way line of Hartford Avenue to the center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to the point of intersection with the center line of Southeast 1st Street and Indianola Road; thence northwesterly along the center line of Indianola Road (formerly known as Indianola Avenue) to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

4. The Woodland-Willkie Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979.
5. That part of the Model Cities Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979, excluding the following property:
Property within the Central Place Industrial Park Redevelopment Program Area, as legally defined in the Original Urban Renewal Plan for the Central Place Industrial Park Redevelopment Program adopted by the City Council by Roll Call No. 2390 on May 20, 1985; and
6. The Des Moines Urban Renewal Project No. 1 - River Hills Urban Renewal Area, as legally described in the Des Moines Urban Renewal Project No. 1 - River Hills -- Urban Renewal Plan, adopted by the City Council by Roll Call No. 964 on March 28, 1960.
7. The Capitol-Center Development Area, as legally described in the Capitol-Center Development Area Urban Renewal Plan, adopted by the City Council by Roll Call No. 3748 on August 2, 1973.
8. The Riverpoint Capitol-Center Development Area Urban Renewal Area as described in the Restated Urban Renewal Plan adopted by the City Council by Roll Call No. 97-4066 on December 22, 1997.

APPENDIX F (Rev. 5)
TARGETED RESIDENTIAL DEVELOPMENT AREA

The Targeted Residential Development Area consists of the following areas:

1. The Logan Prime Service Area, as amended, as legally defined in the Eighth Amendment to the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 92-1207 on April 6, 1992.
2. That portion of the Southeast Prime Service Area approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Southeast Prime Service Area (West of 30th Street)

Beginning at a point where the center line of East 30th Street intersects the center line of the Chicago, Rock Island and Pacific Railroad right-of-way, said point being on the East line of the Southeast Quarter (SE1/4) of Section 1, Township 78 North, Range 24 West of the 5th P. M.; thence South along the center line of East 30th Street to the center line of C. B. & Q. Street; thence westerly along the center line of C. B. & Q. Street to the North right-of-way line of Chicago, Burlington and Quincy Railroad in the South Half (S2) of the Northwest Quarter (NW1/4) of Section 12, Township 78 North, Range 24 West of the 5th P. M.; thence northwesterly along the North right-of-way line of the said railroad to the East line of the West 1545.6 feet of the Northwest Quarter (NW1/4) of said Section 12; thence South along the East line of the West 1545.6 feet of the Northwest Quarter (NW3) and the Southwest Quarter (SW1/4) of said Section 12 to the center line of a creek (said creek being located in the Southwest Quarter (SW1/4) of said Section 12 and running from Dean Lake to the Des Moines River); thence easterly along the center line of the said creek to the center line of the Des Moines River; thence westerly along the center line of the Des Moines River to the westerly extension of the center line of Raccoon Street; thence easterly along the center line of Raccoon Street to the East right-of-way line of Southeast 12th Street; thence North along the East right-of-way line of Southeast 12th Street to the southern right-of-way line of the Chicago, Rock Island and Pacific Railroad; thence easterly along the southern line of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning; all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

Southeast Prime Service Area (East of 30th Street)

Beginning at the intersection of S.E. 30th Street and Walnut; thence East, along the centerline of Walnut Street, to the centerline of S.E. 31st Street; thence South, along the centerline of S.E. 31st to the centerline of Dean Avenue; thence East, along the centerline of Dean Avenue to the northerly extension of S.E. 36th Street from Court Avenue to Dean Avenue; thence South, along the northerly extension of the centerline of S.E. 36th Street to the intersection of Court Avenue and S.E. 36th Street; thence continuing along the centerline of S.E. 36th Street to the centerline of Laurel Hill Road; thence southeasterly, along the centerline of Laurel Hill Road to the East section line of S.E. 1/4 of 6-78-23; thence South, along said section line to the centerline of Scott Avenue; thence West, along the centerline of Scott Avenue to the centerline of the Drainage Ditch that crosses Scott Avenue; thence southerly, along the centerline of said ditch, approximately 335 feet; thence West, along a straight line, to the East lot lines of Lots 1 and 21 of Fisherfield, an Official Plat; thence South, along said East lot lines to the centerline of

S.E. 32nd Street; thence South, along the centerline of S.E. 32nd Street to the North right of way line of the Norfolk and Western Railroad; thence northwesterly, along the North right of way line of said railroad to the centerline of S.E. 30th Street; thence North, along S.E. 30th Street centerline to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

3. That part of the Pioneer-Columbus Prime Service Area, approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Beginning at the intersection with the center line of Southwest 7th Street and the Westerly projected center line of Indianola Road (formerly known as Indianola Avenue); thence northwesterly along the center line of Southwest 7th Street and its projection to the point of intersection with the mid-point of the Raccoon River; thence northeasterly along the middle line of the Raccoon River to the point of confluence with the mid-point of the Des Moines River; thence southeasterly along the middle of the Des Moines River to its intersection with the northerly projected center line of Southeast 14th Street; thence South along the projected center line of Southeast 14th Street, to its intersection with the Westerly projected center line of East Granger Avenue; thence East along the projected center line of East Granger Avenue to its intersection with the northerly projected center line of Southeast 16th Street; thence South along the projected center line of Southeast 16th Street to its intersection with the center line of Hartford Avenue; thence West along the center line of Hartford Avenue to its intersection with the center line of Southeast 6th Street; thence South along the center line of Southeast 6th Street to its intersection with the center line of Pioneer Road; thence West along the center line of Pioneer Road to its intersection with the center line of Southeast 5th Street; thence North along the center line of Southeast 5th Street to its intersection with the Easterly projected center line of East Gray Street; thence West along the projected center line of East Gray Street to its intersection with center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to its intersection with the Easterly projected center line of Hartford Avenue; thence West along the projected center line of Hartford Avenue to its intersection with the South projection of the West line of the East 50.0 feet of Lot 23 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence North along the South projection of the West line of the East 50.0 feet of said Lot 23 and along the North projection of the East 50.0 feet of said Lot 23 to the center line of Hillside Avenue; thence East along the center line of Hillside Avenue to the intersection with the North projection of the West line of the East ½ of Lot 22 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence South along the North projection of the West line of the East ½ of said Lot 22 to the point of intersection with the North ½ of said Lot 22; thence East along the North ½ of said Lot 22 to the East line of said Lot 22; thence South along the East line of said Lot 22 to a point being 120.0 feet North of the Southeast corner of said Lot 22; thence East along a straight line being 120.0 feet North of and parallel with the South line of Lot 21 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M., to a point being 90.2 feet East of the West line of said Lot 21; thence South along a straight line being 90.2 feet East of and parallel with the East line of said Lot 21 to the intersection with the South line of said Lot 21, also being a point on the North right-of-way line of Hartford Avenue; thence East along the North right-of-way line of Hartford Avenue and along the East projection of the North right-of-way line of Hartford Avenue

to the center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to the point of intersection with the center line of Southeast 1st Street and Indianola Road; thence northwesterly along the center line of Indianola Road (formerly known as Indianola Avenue) to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

4. The Woodland-Willkie Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979.
5. That part of the Model Cities Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979, excluding the following property:

Property within the Central Place Industrial Park Redevelopment Program Area, as legally defined in the Original Urban Renewal Plan for the Central Place Industrial Park Redevelopment Program adopted by the City Council by Roll Call No. 2390 on May 20, 1985; and
6. The Des Moines Urban Renewal Project No. 1 - River Hills Urban Renewal Area, as legally described in the Des Moines Urban Renewal Project No. 1 - River Hills -- Urban Renewal Plan, adopted by the City Council by Roll Call No. 964 on March 28, 1960.
7. The Capitol-Center Development Area, as legally described in the Capitol-Center Development Area Urban Renewal Plan, adopted by the City Council by Roll Call No. 3748 on August 2, 1973.
8. The Riverpoint Capitol-Center Development Area Urban Renewal Area as described in the Restated Urban Renewal Plan adopted by the City Council by Roll Call No. 97-4066 on December 22, 1997.

Amend to delete the downtown area as shown on Map 7 (Rev. 5).