

★ Roll Call Number

Agenda Item Number

45 C

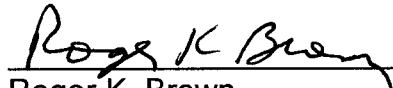
March 12, 2007

Date

WHEREAS, the City Plan and Zoning Commission has advised that at a public hearing held on March 1, 2007, its members voted 6-4 in support of a motion to recommend approval of a request from the City Engineer to permanently close the southern 400 feet of West River Drive to through vehicular traffic at a point east of 2nd Avenue near the Center Street Dam as part of the Center Street Bridge project in furtherance of the Rediscovering the Rivers Master Plan, subject to the provision of signage and barricades on West River Drive at the intersection with Illinois Street.

MOVED by _____ to receive and file.

FORM APPROVED:


 Roger K. Brown
 Assistant City Attorney

(11-2007-1.06)

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

MOTION CARRIED

APPROVED

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.

 Mayor

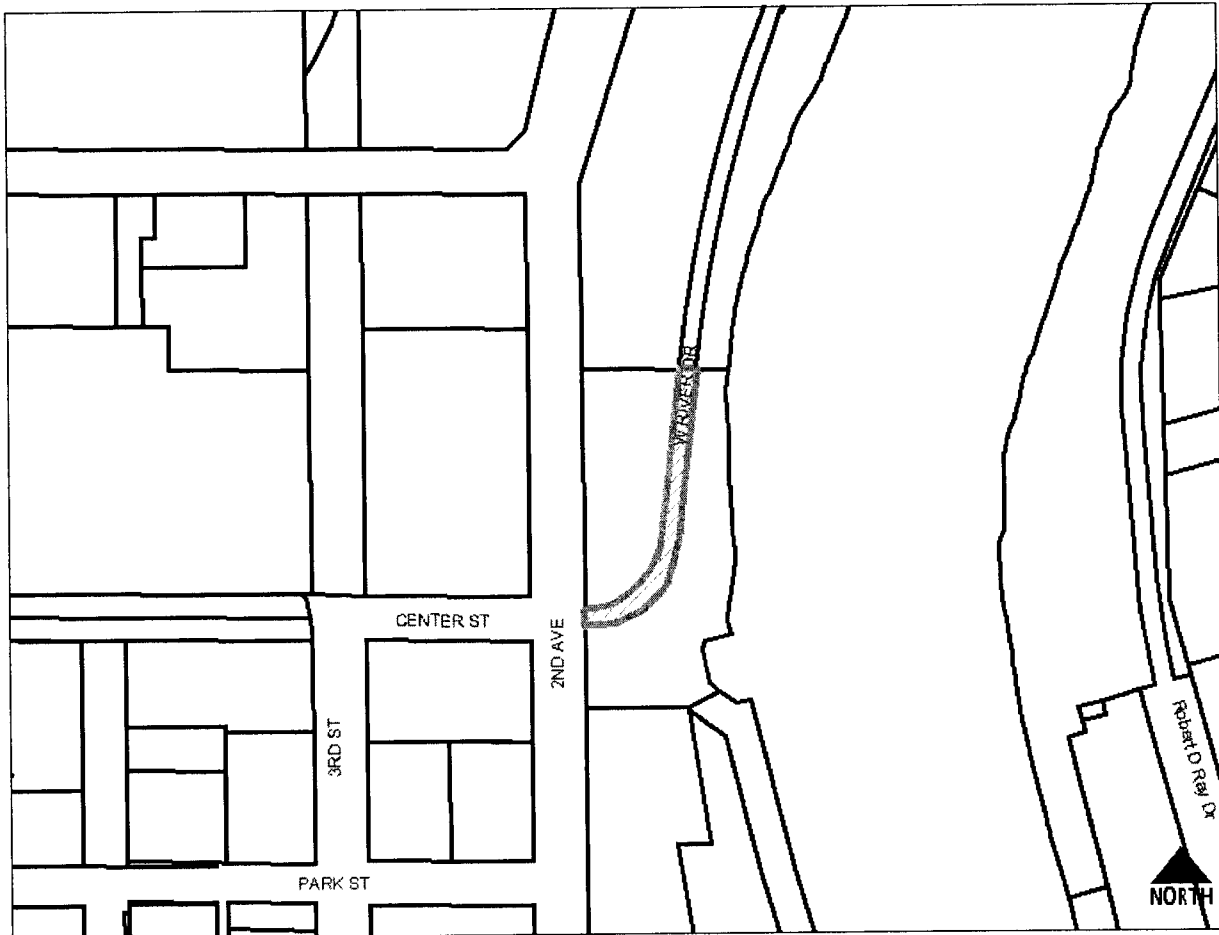
 City Clerk

45C

Request from the City Engineer for permanent street closure.			File #	
			11-2007-1.06	
Description of Action	Close the southern 400 feet of West River Drive to through vehicular traffic at a point east of 2 nd Avenue near the Center Street Dam as part of the Center Street Bridge project in furtherance of the Rediscovering the Rivers Master Plan.			
2020 Community Character Plan	Park/Open Space, Downtown: Support Commercial & High Amenity Office/Institutional.			
Horizon 2025 Transportation Plan	No Planned Improvements.			
Current Zoning District	"D-R" Downtown Riverfront District.			
Proposed Zoning District	N/A.			
Consent Card Responses	In Favor	Not In Favor	Undetermined	% Opposition
Inside Area				
Outside Area	0	0	0	N/A
Plan and Zoning Commission Action	Approval	6-4	Required 6/7 Vote of the City Council	Yes
	Denial			No

City Initiated - West River Drive Closure

11-2007-1.06



March 12, 2007

Date _____

Agenda Item 450

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 March 1, 2007, the following action was taken:

COMMISSION RECOMMENDATION:

After public hearing, the members voted 6-4 as follows:

Commission Action:	Yes	Nays	Pass	Absent
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		
Brook Rosenberg				X
Mike Simonson				X
Kent Sovern	X			
Tim Urban		X		
Marc Wallace	X			



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

APPROVAL of a request from the City Engineer to permanently close the southern 400 feet of West River Drive to through vehicular traffic at a point east of 2nd Avenue near the Center Street Dam as part of the Center Street Bridge project in furtherance of the Rediscovering the Rivers Master Plan subject to provision of signage and barricades on West River Drive at the intersection with Illinois Street.
 (11-2007-1.06)

Written Responses

0 In Favor
0 In Opposition

STAFF RECOMMENDATION AND BASIS FOR APPROVAL

Staff recommends approval of the elimination of the southern 400 feet of West River Drive subject to provision of signage and barricades on West River Drive at the intersection with Illinois Street.

STAFF REPORT

I. GENERAL INFORMATION

1. **Purpose of Request:** The applicant is seeking to eliminate a segment of West River Drive in order to allow construction of the Center Street Pedestrian Bridge. The west base of the bridge spanning the Des Moines River would be in the location of the existing street.

On August 25, 2003, by Roll Call No. 03-2011, Council approved the Des Moines Riverfront Master Plan Summary, "Rediscovering the Rivers", which recommends and refers to the inclusion of a pedestrian bridge over the Des Moines River in the vicinity of the Center Street Dam.

2. **Size of Site:** 400' segment of West River Drive.
3. **Existing Zoning (site):** "D-R" Downtown Riverfront District.
4. **Existing Land Use (site):** West River Drive.
5. **Adjacent Land Use and Zoning:** "D-R" Downtown Riverfront District: The subject street passes through an open space area between the Des Moines River and 2nd Avenue.
6. **General Neighborhood/Area Land Uses:** The subject street is located along the west bank of the Des Moines River in an area known as the Principal Riverwalk.
7. **Applicable Recognized Neighborhood(s):** Downtown Des Moines Neighborhood.
8. **Relevant Zoning History:** N/A.
9. **2020 Community Character Land Use Plan Designation:** Downtown Park/Open Space.
10. **Applicable Regulations:** The Commission reviews all proposals to vacate land dedicated for a specific public purpose, such as for streets and parks, to determine whether the land is still needed for such purpose or may be released (vacated) for other use. The recommendation of the Commission is forwarded to the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

The City's Traffic and Transportation Division does not believe the requested street closure would adversely impact the street system. Nearby northbound 2nd Avenue and southbound 3rd Street have capacity to accommodate displaced traffic. No properties require any portion of West River Drive for access.

The elimination of the southern 400' of West River Drive would create a dead end segment of West River Drive extending approximately 3,000' from Illinois Street. The submitted plans indicate that signage and barricades would be placed on West River Drive at the intersection with Illinois Street to alert motorists that West River Drive is not a through street. The barricades would allow traffic to access the remaining West River Drive, which would function as a dead end street with on-street parking for people visiting either the Riverwalk or the Iowa Events Center. A future phase of the Riverwalk would include construction of a cul-de-sac, as well as a parking area for people visiting the Riverwalk area. At such time that a cul-de-sac is constructed, the barricades would be removed but the signage would remain.

SUMMARY OF DISCUSSION

Mike Ludwig: Presented staff report and recommendation. Presented the River Front Master Plan that was adopted and pointed out where the bridge was to be. Noted the Riverfront Master Plan does not show West River Drive continuing in the concept. Explained the primary goal is for there to be two pedestrian paths on the bridge with an arch feature. The southern plane of the bridge extends close to the dam. Indicated there were constraints as to the accessibility. West River Drive would remain open to University and ultimately there would be a turnaround for traffic. The pedestrian element from the bridge up to 2nd Avenue called for an elevator connection across to the Events Center at one time. There would be a connection to a parking lot off 2nd Avenue. Regarding bus parking along the drive, vehicles would still be able to park there and turnaround and go back out to University.

Dann Flaherty: Asked how many cars would be able to park on the turnaround.

Mike Ludwig: Noted there is currently no parking lot, just on-street parking. Noted the street is publicly owned land and will remain publicly owned land.

Jeb Brewer, City Engineer: Noted the bridge has a number of impacts including the parking lot for the Armory building. Explained the Riverwalk is a series of projects that have been ongoing. Indicated the bridge is the next segment of the project. The trail improvements are a follow on project that won't be constructed until the bridge is constructed. The bridge would dictate the need to close the street in the future. Noted traffic looked at the impact and noted buses park there for tournaments. The contract is to go to City Council on March 12th but there is a provision that the road cannot be closed until after the tournaments. Next year there will be closures due to construction, but there are other parking opportunities and there will be shuttles for transporting visitors to the Events Center for the tournaments. The bridge is considered a centerpiece for the Riverwalk. The bridge will be unique. There were concerns on the bids regarding budget, but the bids came in under estimate. The contract for the bridge was bid through the DOT.

Brian Millard: Asked how much of the Armory Parking lot would disappear.

Jeb Brewer: Noted only a portion of the parking would be taken during construction and then it will be reconstructed. During construction the contractors will have access but it will be 1 ½ years before the cul-de-sac is placed. Noted the timing of the Federal monies will dictate. They are on a continued resolution, which creates havoc. It would be 1 ½ years before they can start because the bridge construction will have to be constructed. Staging will have to be built out on the river. There will be a temporary turnaround for the contractor.

Brian Millard: Asked if the City wasn't concerned about there being a dead-end for so long.

Jeb Brewer: Noted the street network and grid of streets is the City's greatest asset but the contractor's work will be the most that will need protected. The biggest concern is the dam. The contractor has a safety plan he has to put in place. The contractor will have to get permits for any temporary fueling and make sure there is no run off.

David Cupp: Asked what kind of plan was in place to replace Armory parking during construction.

Jeb Brewer: Noted some Armory parking would be maintained during construction but by ordinance the metered parking will be converted to permit parking and along Des Moines Street the meters are lightly used so they will be permit parking for City employees. After 4 p.m. the permit parking will be free to provide free parking for evening uses.

Tim Urban: Asked what was being proposed on the west side for the staging area.

Jeb Brewer: Noted the contractor will have to develop his staging plan. He will have to have his own storm water pollution prevention plan, so if he does any disturbance of the vegetation he will have to put in silt fences or other kind of containment and will have to re-vegetate it. If there is no room for access on the west side there will be less parking for the Armory. It is difficult to stage in the river. The bridge will be brought in in four separate pieces. The early construction will be the abutments, which won't be extremely disruptive. Anything the contractor has to disturb he has to replace and pay for.

Bruce Heilman: Noted closing the street is a "no brainer" but the problem will be the turnaround, particularly with buses and noted in the future there could be opportunities for angle parking and sidewalk amenities to make the entire northern area be a northern staging area for the Riverwalk. Traffic control will be essential.

Pam Cooksey: Noted the Corps of Engineers wanted to get more parking in. Diagonal parking is already incorporated into the next phase of the plan.

Jeffrey Johannsen: Asked about a buffer dam and asked if the closeness of the bridge to the dam would cause a problem.

Jeb Brewer: Noted there have been extensive discussions about where the bridge location should be. Noted they were pushing to have the bridge as far away from the dam as possible. Some concessions were made and the bridge was moved back slightly from the face of the dam. Principal and its designers wanted the bridge to be completely over the dam. The designer's desire for the bridge was to have the roar of the water going over the dam.

Jeffrey Johannsen: Asked if gondolas would fit into Principal's plan.

Jeb Brewer: Noted getting too close to the dam is hazardous. Noted there is some discussion with the white water facility study.

Pam Cooksey: Noted the Parks Department is working on a concept study for the white water facility. The consultant is talking about moving the white water facility down towards the Scott Street dam. There was a concept of kayaking possibilities along the western edge.

Jeb Brewer: Noted there has been a lot of concern on some of the studies regarding the hydraulics associated with the river. The bridge had to be analyzed in conjunction with the future southeast connector bridge. There are flood control works throughout downtown and they have to ensure they meet federal certification. Some of the recreational opportunities discussed have a hydraulic impact and when looked at in more detail there are constraints resulting from more complicated issues.

Brian Millard: Argued the bridge abutments do not intrude onto the present roadway.

Jeb Brewer: Noted the approaches to the bridges have to meet ADA compliance.

Brian Millard: Asked if closing the street during construction and opening it up again had been considered.

Jeb Brewer: Noted it was in the master plan. The geometry of the follow-on project gets dictated by the location of the bridge.

Brian Millard: Asked if the bid has been let and no matter what the Commission does it is already a done deal.

Jeb Brewer: Noted there has been a lot of discussion on it and there are always trade-offs on large projects such as this. They have tried to address issues and concerns and do what they can to minimize them while maintaining the project. Noted anytime someone wants to close a road the

automatic response is “no” and then they revisit the plans presented. It is important to the project. Indicated not closing the road would jeopardize the design concept of the bridge.

Marc Wallace: Asked who is in charge of the trail from that point north towards Birdland and what would happen with that.

Pam Cooksey: Noted it is a parks trail and there is a project underway but is not part of the Riverwalk.

Tim Urban: Asked how much clearance there is between the dam and the bridge.

Jeb Brewer: Noted it to be 16'. Explained there was no center pier so there would be very few things for it to get snagged. If there is a snag it would be on the dam. It would be very unlikely.

CHAIRPERSON OPENED THE PUBLIC HEARING

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

CHAIRPERSON CLOSED THE PUBLIC HEARING

Kent Sovern: Moved for approval.

Brian Millard: Expressed concern that the plan and the abutments do not require the street be closed and security is simple for enforcement. If it is closed a cul-de-sac needs to be built now, not wait for two years. Buses are there now and there will be some transportation for buses to park somewhere else. There is no reason not to put the cul-de-sac in now. The street is an asset and there is no reason to close it. There will be maintenance forever and the ultimate contributor will be the public.

David Cupp: Noted the cul-de-sac being put in now would be an impossibility. After the staging area is cleaned up the cul-de-sac parking can be built closer to the bridge. The staging area will take precedence over any cul-de-sac or parking area.

Tim Urban: Expressed frustration that a piece of property with the removal of a public street isn't even required to be approved. If the City is embarking on designing a public structure they should be required to go through the site plan review process for approval just as if it were for a private land use. Suggested if it is an ordinance issue that the Commission does not have jurisdiction over, they should recommend being enabled to have those kinds of oversights. Agreed with the merits of keeping the street open, but it is now an academic discussion. Theoretically once the contract is let dialogue should be opened up with the contractor to determine if he intends to remove the street for short-term needs. If he doesn't then a determination could be made as to whether the proposed construction of the site could be modified to accomplish that. The plan has already been developed and the Commission has had no input into it and asked why the Commission does not have jurisdiction over public property design ventures such as this.

Jim Martin: Asked what the length of the cul-de-sac would be and asked how far down the road it has to be to accommodate emergency vehicles.

Mike Ludwig: Noted those requirements apply to subdivision ordinances when there are residential structures accessing it. He did not calculate the distance to University Avenue.

Jeffrey Johannsen: Concurred with Commissioner Urban and noted it is unfortunate it happened this way. Did not want to halt progress, but thought it should be a learning experience. Agreed with Commissioner Millard regarding his concerns with regards to the buses and police access.

Motion passed 6-4 (Jim Martin, Dann Flaherty, Brian Millard & Tim Urban were in opposition).

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Ludwig". The signature is stylized and cursive.

Michael Ludwig, AICP
Planning Administrator

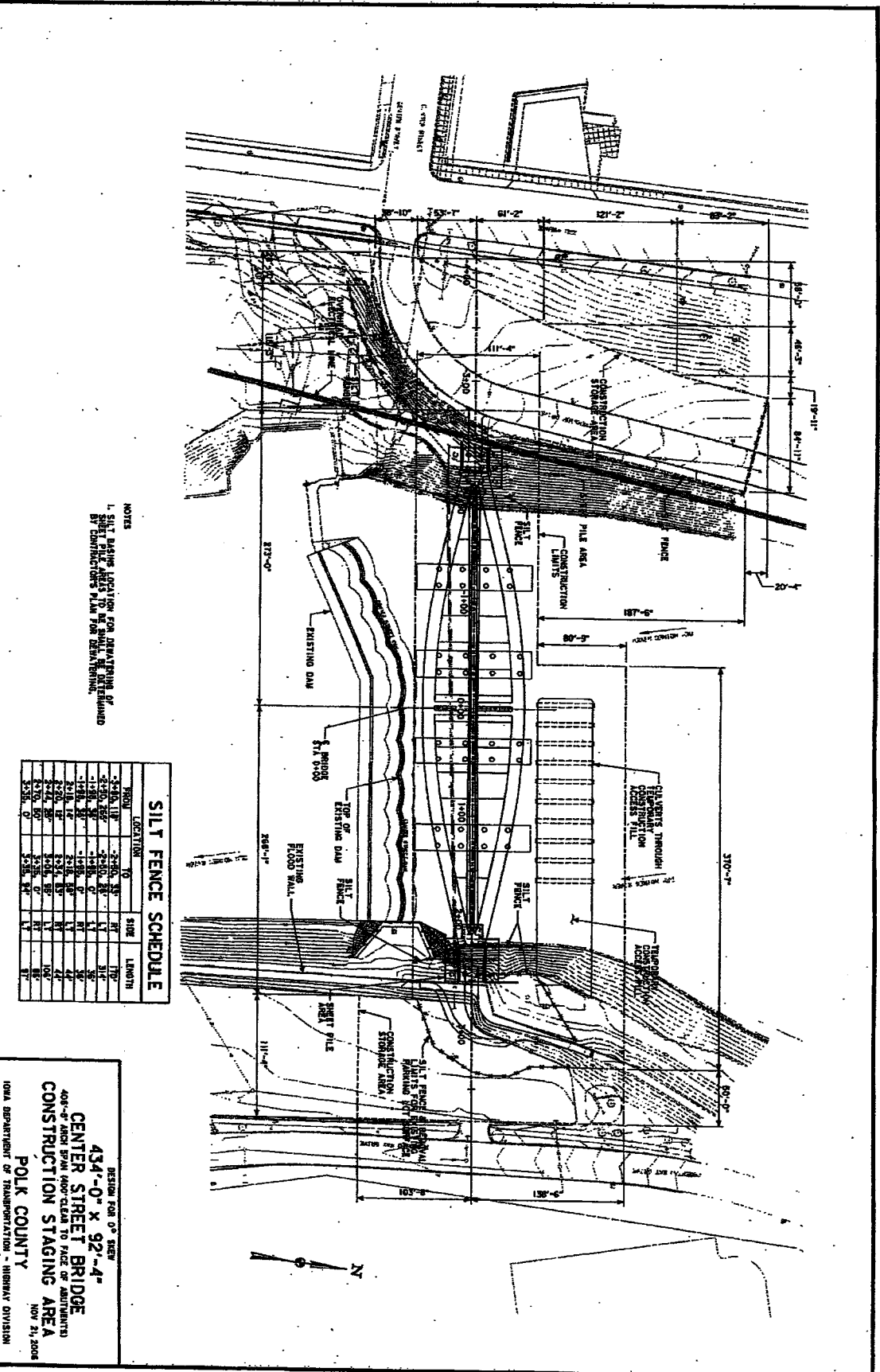
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Attachment

DESIGN TEAM: ARIIP
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PROJECT NUMBER: ED-1540120-17-17

DESIGN NUMBER: 02
 CITY ACTIVITY ID: 12-0001-002



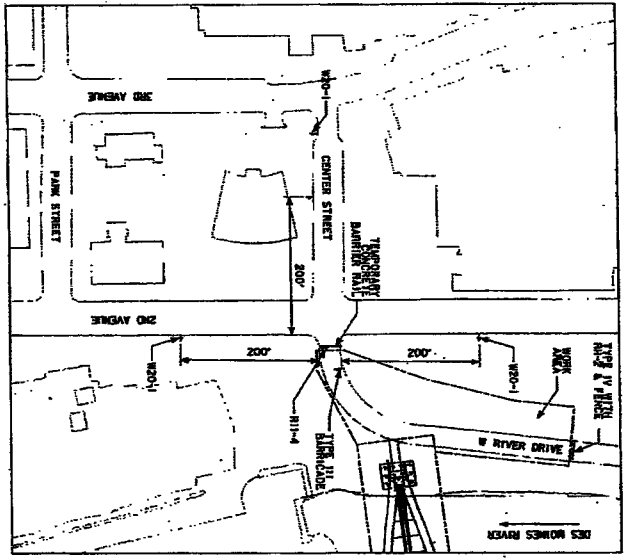
NOTES
 1. SILT FENCE LOCATION FOR MAINTENANCE OF
 1. SHEET PILE HEADS TO BE SHOWN BY CONTRACTOR'S PLAN FOR DEMOLITION.

SILT FENCE SCHEDULE

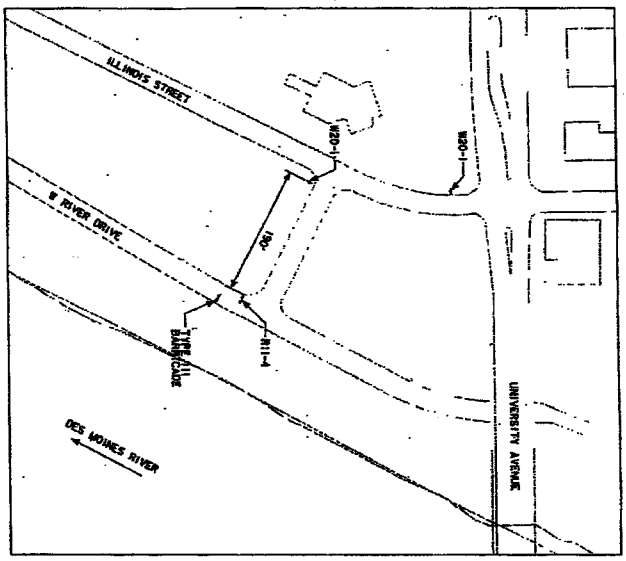
NO.	SECTION	TO	SIZE	LENGTH
1	3400.00'	3200.00'	8" x 10"	200'
2	3200.00'	3000.00'	8" x 10"	200'
3	3000.00'	2800.00'	8" x 10"	200'
4	2800.00'	2600.00'	8" x 10"	200'
5	2600.00'	2400.00'	8" x 10"	200'
6	2400.00'	2200.00'	8" x 10"	200'
7	2200.00'	2000.00'	8" x 10"	200'
8	2000.00'	1800.00'	8" x 10"	200'
9	1800.00'	1600.00'	8" x 10"	200'
10	1600.00'	1400.00'	8" x 10"	200'
11	1400.00'	1200.00'	8" x 10"	200'
12	1200.00'	1000.00'	8" x 10"	200'
13	1000.00'	800.00'	8" x 10"	200'
14	800.00'	600.00'	8" x 10"	200'
15	600.00'	400.00'	8" x 10"	200'
16	400.00'	200.00'	8" x 10"	200'
17	200.00'	0.00'	8" x 10"	200'

DESIGN FOR 8" x 10" SILENT
 434-0'-0" x 92'-4"
 CENTER STREET BRIDGE
 400'-0" ARCH SPAN (400' CLEAR TO FACE OF ABUTMENTS)
 CONSTRUCTION STAGING AREA
 POLK COUNTY
 NOV 21, 2006

DESIGN NUMBER: 02
 CITY ACTIVITY ID: 12-0001-002
 SHEET NUMBER: 02



2ND AVENUE & W RIVER DRIVE



ILLINOIS STREET & W RIVER DRIVE

- NOTES
1. WEST RIVER DRIVE CLOSURE MAY BEGIN AFTER 11:00 AM, 11/25/08.
 2. REFER TO IOWA DEPARTMENT OF TRANSPORTATION WEBSITE FOR DETAILS ON SCHEDULE AND TRAFFIC CONTROL DEVICES USED.

DESIGN FOR 0" SIZE
434'-0" x 92'-4"
CENTER STREET BRIDGE
 400'-0" ARCH SPAN 400' CLEAR TO FACE OF ABUTMENTS
ROAD CLOSURE PLAN
 NOV 24, 2008
POLK COUNTY
 IOWA DEPARTMENT OF TRANSPORTATION - HIGHWAY DIVISION
 DESIGN SHEET NO. 488 OF 488, FILE NO. 2008-1000-008, DESIGN NO. 08
 CITY ACTIVITY ID. 18-2008-008 SHEET NUMBER 08

DESIGN TEAM AND
 1/25/2008 2:16:03 PM eng@iowa.gov R:\david\hwy\plan\do

POLK COUNTY PROJECT NUMBER 18-2008-008-77-17