

.....
Date June 11, 2012.....

**RESOLUTION SETTING DATE OF PUBLIC HEARING ON THE PROPOSED
URBAN RENEWAL PLAN FOR THE INGERSOLL-GRAND COMMERCIAL URBAN
RENEWAL AREA**

WHEREAS, the City Council desires to consider the use of its urban renewal powers to enhance private development through the provision of infrastructure improvements and economic development assistance within the proposed Ingersoll-Grand Commercial Urban Renewal Area generally consisting of the properties along and between Ingersoll and Grand Avenues, from Martin Luther King Jr. Parkway to 42nd Street; and,

WHEREAS, the City Manager has prepared a proposed Urban Renewal Plan for the Ingersoll-Grand Commercial Urban Renewal Area (the "proposed urban renewal plan") which is on file and available for inspection in the office of the City Clerk, and

WHEREAS, the proposed urban renewal plan seeks to enhance private development within the proposed Ingersoll-Grand Commercial Urban Renewal Area through provision of infrastructure improvements and economic development assistance that will be provided in part with tax increment financing revenues to be generated in the urban renewal area; and,

WHEREAS, the Urban Design Review Board is schedule to review the proposed urban renewal plan at its regular meeting on June 19, 2012, and should be prepared to submit its report and recommendation to the City Council before the date proposed for public hearing by the City Council;

WHEREAS, the City Plan and Zoning Commission is schedule to review the proposed urban renewal plan at its regular meeting on June 21, 2012, and should be prepared to submit its report and recommendation to the City Council before the date proposed for public hearing by the City Council;

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Moines, Iowa, as follows:

1. A public hearing shall be held before the City Council to consider the proposed Urban Renewal Plan for the Ingersoll-Grand Commercial Urban Renewal Area at 5:00 p.m. on July 9, 2012, in the City Council Chambers.
2. The City Clerk is authorized and directed to publish notice of said public hearing in the form attached hereto as Exhibit "A" in the Des Moines Register on June 21, 2012.
3. The proposed urban renewal plan is hereby submitted to the City Plan and Zoning Commission for its review and recommendation as to the plan's conformity with the Des Moines 2020 Community Character Land Use Plan, as revised to date, with said written recommendation requested to be received by the City Council prior to the date of public hearing.
4. The proposed urban renewal plan is hereby submitted to the Urban Design Review Board for its review and recommendation, with said written recommendation requested to be received by the City Council prior to the date of public hearing.

Date May 21, 2012

5. The City Manager or his designee is hereby designated as the City's representative to the consultation proceedings with the Des Moines Independent School District, Polk County and the Des Moines Area Community College. The consultation meeting shall be held prior to the date of public hearing at a time and location to be determined by the City Manager in accordance with Iowa Code Section 403.5(2). The City Manager shall cause notice of the consultation meeting, a copy of the Notice of Public Hearing (Exhibit "A"), and a copy of the proposed urban renewal plan to be mailed to each such affected taxing entity.

MOVED by _____ to adopt.

(Council Communication No. 12-304)

FORM APPROVED:



Roger K. Brown
Assistant City Attorney

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Exhibits:

"A" - Notice of Public Hearing

"B" - Urban Renewal Plan

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GRIESS				
HENSLEY				
MAHAFFEY				
MEYER				
MOORE				
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

Ingersoll-Grand Commercial Urban Renewal Plan

Des Moines, Iowa

Adopted: July 9, 2012

Roll Call No. 12-_____

Urban Design Review:	06/19/12
Tax Increment Consultation Meeting:	06/20/12
Plan & Zoning Commission Review:	06/21/12

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I. PROJECT DESCRIPTION

The purpose of the Ingersoll-Grand Commercial Urban Renewal Plan is to enhance private development within this urban renewal area through provision of infrastructure improvements and economic development financial assistance that may be provided, in part, with the tax increment revenues generated in the urban renewal area.

A. Background

The Ingersoll-Grand neighborhood initially began developing when Greenwood Park was incorporated and platted as a suburban town to Des Moines in 1881. The town of Greenwood Park was initially incorporated within the area that is now bounded by Center Street on the north, 28th Street on the east, Raccoon River on the south, and 42nd Street on the west. Early development was limited to large rural estates, particularly along Greenwood Avenue which is now Grand Avenue. The West Motor Line, built in 1887, ran electric streetcars along Ingersoll Avenue. This began a period of commercial and residential development radiating out from the streetcar and interurban trolley lines. Grand and Ingersoll Avenues continued as major arterial streets for automobiles as the streetcar systems disappeared in the 1920s.

Commercial and retail development occurred along Ingersoll and Grand Avenues to serve the adjoining residential areas. These streets, with their wider lanes, permitted higher traffic volumes than the adjacent residential streets while still allowing easy pedestrian access by neighborhood residents.

The overall appearance of the commercial area on Ingersoll Avenue reflects a mixture of old and new components. Grand Avenue is characterized more by conversion of larger mansions and estates to office uses with scattered contemporary multiple-family apartments and condominiums filling in amongst historic residential flats.

The older commercial areas on Ingersoll Avenue from the 2700 block extending west to about the 3800 block, have clusters of pedestrian-oriented structures built in a compact and contiguous manner. These are primarily one-story in height with storefronts close to the sidewalk and parking typically on the street or in the back of the building. The post-World War II commercial areas are much more auto-oriented with single story, larger linear buildings, often without connecting sidewalks and with parking on the property in front and or back of the structure. These areas are scattered in between the pedestrian-oriented clusters and also extend east from 28th Street into the west edge of downtown.

The continued viability of the Ingersoll-Grand commercial area is a testament to the vitality of the adjoining neighborhoods as well as the businesses' ability to adapt and change to meet the residents' needs.

The following neighborhoods within and adjoining the urban renewal area have been selected as "Designated Neighborhoods" by the Council in the respective year given: Woodland Heights (1990), North of Grand (1997), and Greenwood Historic (2001). Being designated required these areas to have a City Council-approved neighborhood action plan developed with assistance from staff that addressed neighborhood issues and prepared for the future. The City then provided limited financial assistance and staff support to improve these areas' residential stock and

infrastructure in accordance with the action plan. The action plans establish residential, commercial, and public improvement goals for these neighborhoods. Below is a summary of relevant goals by each respective neighborhood for the Commercial and Physical Environment categories.

Woodland Heights

Commercial – Develop a strategy to involve local business owners in the neighborhood revitalization process and continue to preserve and promote the recent revitalization and beautification trends along the Ingersoll Avenue Business District.

Physical Environment – Support the construction and creation of landscape and urban design elements and green spaces to beautify the area and enhance major entrances.

North of Grand

Commercial – Retain and support neighborhood sensitive commercial development, work with surrounding neighborhoods to develop a commercial district plan for Ingersoll Avenue and provide adequate parking on Ingersoll Avenue to enhance and retain commercial businesses.

Physical Environment – Provide for safe and moderate traffic flow within the neighborhood and update storm and sanitary sewer systems designing for future needs and mitigation of existing problems.

Greenwood Historic

Commercial – Develop a plan for the Ingersoll Avenue commercial corridor.

Physical Environment – Improve streets and sidewalks in the neighborhood, improve drainage and storm water in the neighborhood, and improve the appearance of utility poles and lighting systems in the neighborhood.

The Ingersoll-Grand commercial corridor is experiencing physical change with the aging of its building stock and infrastructure, as well as increased competition from other retail areas within the City of Des Moines, the greater metropolitan area and e-commerce. The physical changes have included some demolition of existing underutilized structures for redevelopment on an increasingly intensive basis.

In response to these physical changes, the Ingersoll Business Association, in cooperation with the City, worked with RDG Planning and Design to prepare the Ingersoll Area Improvement Plan for the Ingersoll Corridor in 2004 (the "2004 Improvement Plan"). The 2004 Improvement Plan cited residents' concerns for lack of parking, poor utilization of existing parking, physical deterioration of buildings, perceived safety concerns, poor bicycle accommodation, lack of a unified appearance, unattractive business signage, and lack of design standards. The 2004 Improvement Plan further identified that neighborhood residents want to maintain a vibrant business community in the area. While there are few commercial vacancies in the area, the overall physical environment could be improved through provision of parking at certain locations, the addition of improved lighting and signage, and installation of streetscape and pedestrian elements such as wider sidewalks, planters, trees, benches, bike parking.

The 2004 Improvement Plan also prompted the hiring of landscape architects Hoerr Schaudt of Chicago in partnership with a local firm, Dunbar/Jones, to design a streetscape for Ingersoll Avenue with a pilot segment between 28th and 31st Streets which was constructed in 2008. The overall plan contemplated the future extension of the streetscape theme from the downtown to 42nd Street.

In 2011, the Des Moines Area Regional Transit Authority (DART) in furtherance of the DART Forward 2035 Transit Services Plan, began a Bus Rapid Transit (BRT) study looking at five alternative routes. A route selected for further study, known as Route 60, includes the Ingersoll Avenue and University Avenue corridors from the downtown to 42nd Street. This would include development of fixed stops along Ingersoll spaced further apart than standard transit service. Among the possible sources of funding for the development of Bus Rapid Transit along this route include the “Very Small Starts” program, administered by the Federal Transit Administration, which is targeted at BRT projects under \$50 million in total cost.

In addition to the physical improvements, other strategies suggested by this urban renewal plan to achieve the goal of a vibrant business and housing area include: encouraging retail on the street level spaces with office or service businesses or housing on upper levels, undertaking market research to determine demand for various types of businesses especially those that are compatible with the neighborhood’s family orientation, creating a promotional plan for the area, encouraging specialty food-oriented businesses, and constructing new retail space.

B. Boundaries of Urban Renewal Area

The general location of the Ingersoll-Grand Commercial Urban Renewal Area is shown on Map No. 1: Location within the City of Des Moines.

The boundaries of the Ingersoll-Grand Commercial Urban Renewal Area are shown on Map No. 2: Project Boundary. These urban renewal area boundaries are based on existing commercial use and zoning. The area generally consists of the properties fronting on and between Ingersoll and Grand Avenues, from Martin Luther King Jr. Parkway to 42nd Street and encompasses approximately 275 acres.

The boundaries of the Ingersoll-Grand Commercial Urban Renewal are more specifically described in the accompanying “Appendix A: Legal Description”.

C. Recognized Neighborhood Status

Portions of the following neighborhoods are located within the Urban Renewal Area. The following neighborhood organizations were designated as “Recognized Neighborhoods” by a formal resolution of the Des Moines City Council finding the neighborhood has met the specified minimum standards for such designation:

- Woodland Heights Organization,
- North of Grand Neighborhood,
- Ingersoll Park Neighborhood,
- Salisbury Oaks Neighborhood, and
- Greenwood Historic Neighborhood.

These neighborhood areas are shown on Map No. 3, Recognized Neighborhoods.

D. Eligibility under Iowa Law

Chapter 403 of the Code of Iowa authorizes Iowa cities and counties to designate a contiguous land area as an urban renewal area if the city or county has determined, by resolution, that such land area meets certain specified qualifying criteria. In accordance with the Code of Iowa, the Des

Moines City Council designated the Ingersoll-Grand Commercial Urban Renewal Area as an urban renewal area, on the basis that the area qualifies as an economic development area due to its appropriateness for development of commercial enterprises.

II. LAND USE AND REDEVELOPMENT

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

State law requires that a municipality prepare a comprehensive plan prior to adopting an urban renewal plan. On August 7, 2000, by Roll Call No. 00-3381, the Des Moines City Council adopted the Des Moines 2020 Community Character Plan and map (collectively the "2020 Plan") as the City's comprehensive land use plan.

The 2020 Plan identifies that the Ingersoll-Grand Urban Renewal Area contains the land use designations identified in the table below. The land use designation established by the 2020 Plan for each portion of the urban renewal area is shown by Map No. 4: 2020 Community Character Land Use Map. No changes to the adopted Des Moines' 2020 Community Character Plan are proposed as part of this urban renewal plan.

Table 1. Des Moines' 2020 Community Character Plan Designations

<i>Use</i>		<i>Function In Urban Renewal Area</i>	<i>Permitted Uses</i>
<i>Commercial: Pedestrian- Oriented</i>	<i>Commercial Corridor</i>	Small-to-moderate scale commercial in a linear pattern that serves the adjacent neighborhood and passing motorist. Building sizes range from 2,000 to 35,000 square feet.	Commercial and residential uses as permitted in the "NPC" Neighborhood Pedestrian Commercial District as allowed by the City of Des Moines Zoning Ordinance.
		Uses such as government facilities, schools, and hospitals.	Public uses as permitted in the residentially zoned districts or by Special Permit.
<i>Residential</i>	<i>Intown Estates</i>	Areas developed with large lots up to 2 units per acre	Residential uses as allowed in the "R1-80" and "R1-90" Districts.
	<i>Low Density</i>	Areas developed with exclusively single-family and duplex legal as of Dec. 31, 1996, up to 6 units per acre.	Residential uses as allowed in the "R1" Districts.
	<i>Medium Density</i>	Areas developed with multi-family units up to 17 units per net acre.	Residential uses as allowed in the "R-2", "R-2A", and "R-3" Districts.

	<i>High Density</i>	Areas developed with high-rise and mid-rise buildings over 17 units per acre.	Residential uses as allowed in the "R-4" District.
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The Des Moines' 2020 Community Character Plan, describes both Ingersoll Avenue and Grand Avenue as Significant Corridors. Specifically, Ingersoll Avenue throughout the proposed urban renewal area is defined as a Design Integrity Corridor due its uniform style of pedestrian scale. Grand Avenue is described as both a Scenic Corridor and a Gateway Corridor due to the integrity of the surrounding landscape and views, and due to it serving as an approach and connection from the west corporate limit to the downtown.

In the Character Analysis section, the 2020 Community Character Plan describes the Ingersoll-Grand area by indicating that Grand Avenue is a unique major path running through the area with many landmark churches and residential buildings. Ingersoll Avenue is described as a unique major path with its pedestrian-oriented mixed-use atmosphere. The area south of Grand Avenue within the urban renewal area is defined as a "Highly Imageable Neighborhood" due to its mature tree stands, width and design of roads, as well as hilly topography.

Most of the other adjoining neighborhoods are identified by the 2020 Plan as Traditional Neighborhoods. These neighborhoods are described as recognizable and memorable. Although these neighborhoods may be varied in architectural style, physical layout, age, and size, the neighborhoods share distinguishing qualities that contributed to their success:

- A definable edge and commercial center or node;
- Walkable size;
- A variety of uses including dwellings, schools, churches, shopping, and recreation;
- A grid system of interconnecting pedestrian-friendly streets with breaks or curvilinear alignments defined by natural features;
- Amenities that provide for both the needs of the pedestrian and the needs of the automobile; and
- Special spaces that may include parks and civic buildings functioning as gathering places.

The 2020 Plan characterizes Traditional Neighborhoods as having pleasant public spaces in residential and commercial areas with a distinct sense of place. Human scale, pedestrian-friendly improvements such as on-street parking, sidewalk improvements and street trees generally provided amenities for residential and commercial uses.

Further, the 2020 Plan identifies that this approach of planning for both the automobile and the pedestrian can be a precarious balance. For the pedestrian, the sense of human scale and community must be maintained. Safe, convenient and adequate parking and traffic connections must also be provided. Some streets will necessarily be more auto-oriented and some more pedestrian-oriented. However, no street should be developed without consideration for the pedestrian. New development should be compact to promote walking and transit.

Compact development is very important in commercial development and its accommodations for the automobile. Mixed-use developments and neighborhood commercial services should be provided near residential development. Additional concepts related to development advocated by the 2020 Plan include:

- Services clustered together along walkable streets promote walking rather than driving to every store. The concept of shared, rather than fragmented, parking lots is necessary to create pedestrian compactness. Exploration of maximum and minimum number of parking spaces for commercial development is also important in encouraging more dense development.
- Buildings should frame the street with the width of the street complementing the building height. If the street becomes too wide or large setbacks are instituted on either side of the street, the sense of connection between the buildings and the street is lost. Consequently, the motorist or pedestrian then loses a sense of relationship between the street and adjacent land use.
- To help create the street/land use relationship, pedestrian amenities must become an integral component of street improvements and design. Safe and convenient pedestrian facilities, including sidewalks and walking trails, should be fully integrated into the pedestrian transportation system. Sidewalks should encourage and create walking and bicycle connections among residential, recreational and commercial areas.

A major element advocated for the traditional neighborhoods in the 2020 Plan is the creation of 'gateways' as welcoming, distinct elements on major streets that express neighborhood identity. Gateways can be created and enhanced, such as on Ingersoll and Grand Avenue with the use of streetscape elements such as lighting, trees and related landscaping and signage.

B. Conformance with Zoning

Existing zoning in the urban renewal area is shown on Map No. 5: Existing Zoning. This map identifies the zoning in place at the time of adoption of this urban renewal plan. No changes in the zoning are proposed by this urban renewal plan.

If and when rezoning is requested in the urban renewal area, the applicant is encouraged to rezone to or incorporate development concepts contained in the "NPC" Neighborhood Pedestrian Commercial District regulations and site plan standards.

C. General Development and Financial Requirements

As part of this urban renewal plan, the following general development controls and guidelines shall be imposed on projects requesting tax increment financial assistance.

The intent of these requirements is to provide design and financing guidance that will integrate new development in the commercial urban renewal area in a manner respectful to the Ingersoll-Grand Commercial Area's 'look and feel' and assist in meeting the goals and objectives of this urban renewal plan as enumerated in "Section III. Project Objectives".

1. All development is subject to the general zoning requirements detailed in "Chapter 134 – Zoning" of the Des Moines Municipal Code and as applicable. Development within the Neighborhood Pedestrian Commercial District is also subject to the design guidelines outlined in Section 82-214, "Design Guidelines Within NPC Districts" of the Des Moines Municipal Code. Development of multiple-family residential structures is also subject to the

design guidelines in Section 82-214.05, "Design Guidelines for Multiple-family Dwellings, Boardinghouses, and Roominghouses."

2. All development assisted with tax increment revenue financing is also subject to review and recommendation by the Urban Design Review Board regarding the reasonableness and appropriateness of the financial assistance provided and the design of the project and site.
 - A. The criteria the Board shall apply when making recommendations on design include, but are not limited to:
 - How detail is handled on the individual project in terms of scale, proportion, color, articulation, massing, patterning, setbacks and exterior materials. Details that add character and define depth by adding a richness to the large and small scale elements are desired.
 - How the project promotes neighborhood livability and works on a pedestrian scale by providing an attractive and appealing physical environment for residents and respects the neighborhood's character, design and historic features while creating attractive live/work/play environments.
 - How long-term sustainability is incorporated in the project building and site plans based on selection of construction materials and internal systems such as energy, lighting, heating and ventilation, siting and landscaping. Exceeding minimum standards of the energy code and reducing the carbon footprint of building scheme is desired.
 - How the project promotes efficient utilization of existing infrastructure and deployment of effective private stormwater management.
 - How the project advances accessibility with a choice of transportation options so functions can be easily reached from inside and outside the area through the installation of walkways, bike racks, bus stops, etc.
 - B. The criteria the Board shall evaluate for making recommendations on the qualification, reasonableness and appropriateness of TIF funded financial assistance include, but are not limited to:
 - A five year pro forma from the developer that shows sources and uses of funds for the project.
 - An explanation of the need for the public assistance including evidence of conventional financing terms and conditions, why a financial "gap" exists and a discussion of alternate methods to reduce the need for assistance.
 - What public benefit is received if this project receives the public assistance
3. Public improvements, especially those along the public right-of-way such as streetscapes and other elements that are intended to make a 'gateway' element, should:
 - Use compatible materials (scale and color) in relation of buildings to the street.
 - Minimize the use of pole signs.
 - Species of trees recommended for planting are those within the Des Moines' Landscape Standards for street trees which have a height at maturity that creates a strong street canopy.

4. Neighborhood consultation on design: The City Council should request comments and recommendations from the applicable City-recognized neighborhood organization regarding the design of any proposed public or private project prior to Council's formal action on a project that utilizes tax increment financing.

III. PROJECT OBJECTIVES

A. Plan Goals and Objectives

The Ingersoll-Grand Commercial Urban Renewal Area principally consists of neighborhood commercial corridors along Ingersoll and Grand Avenues within traditional residential neighborhoods. Accordingly, the goals and objectives for this urban renewal plan are based on principles that acknowledge the fundamental function of a neighborhood is to provide a safe, attractive environment for residents with complementary uses and services that enhance the residential development, and provides employment opportunities for local residents.

The goals of this urban renewal plan are to encourage commercial development that will have the following attributes:

- Place-making with development that respects neighborhood's character and human-scale, design and historic features while creating attractive live/work/play environments.
- Commercial diversity with a variety of cultural, social, recreation, business and related services provided.
- Sustainability with building and site plans based on high-performance low environmental impact in the selection of construction materials and internal systems such as energy, lighting, heating and ventilation, siting and landscaping.
- Efficient use of public resources with development that promote efficient utilization of existing infrastructure and private construction of on-site facilities to service new development.
- Accessibility so functions can be easily reached from inside and outside the area with a choice of transportation options.
- Livability to provide an attractive and appealing physical environment for residents.
- Provision of employment opportunities by the creation of new jobs and the retention of existing jobs that would otherwise be lost.

B. Description of Activities to be Undertaken

The City of Des Moines through a public process that involves neighborhood organizations, business associations, residents and City Boards and Commissions will implement the goals, objectives and activities described above. Additional steps necessary to implement the Ingersoll-Grand Urban Renewal Plan include:

1. Continued planning. The City will continue efforts to assess and respond to problems, needs and opportunities within the Ingersoll-Grand Commercial Urban Renewal Area through appropriate measures that may include, but is not limited to, additional technical studies, preparation of streetscape plans and discussions with property owners, prospective developers, citizens, and public officials. This effort may result in the publication of additional reports, regulations and guidelines, project plans or other documents that aid in refining the goals, objectives and activities of this urban renewal plan.

The City may also participate in planning efforts with other public and private interests that will help to accomplish the goals, objectives, and activities of this urban renewal plan. The City will be responsible for reviewing planning proposals and for coordinating such proposals so as to implement the objectives of this plan.

The City may take the initiative to implement zoning changes and other regulations in conformance with this urban renewal plan.

2. Information and technical assistance. The City will prepare and distribute informational materials and provide technical assistance where appropriate to property owners, prospective developers and citizens residing or doing business in the Ingersoll-Grand Commercial Urban Renewal Area. The City may cooperate in the preparation of development proposals, coordinate proposals for various parts of the Area, obtain approvals and assistance from other levels of government and prepare educational and informational documents which aid in the achievement of the objectives of this urban renewal plan.

3. Provision of public services. The City will provide and coordinate appropriate levels of public services throughout the urban renewal area to support and encourage achievement of the objectives of this urban renewal plan. These services may include police, fire, recreation, public improvements, recreation and other types of services.

4. Funding.

a) The City will pursue sources of funding which will assist in the achievement of the goals and strategies of this urban renewal plan. This may include but is not limited to issuance of bonds, loans, grants, general fund expenditures, special assessments, participation in state or federal programs, joint exercises with other units of government, tax abatement, cooperation and coordination in joint development of mixed-use projects with private and public agents, sale of property or services, revenue funding, and solicitation of developer offerings.

b) Tax increment funding shall be available for project proposals and activities.

c) As appropriate, the City will pursue appropriate agreements with Polk County, the State of Iowa and other governmental jurisdictions to provide funding and assistance for the planning and implementation of project proposals.

5. Rights-of-Way. The City may acquire and provide rights-of-way required to accommodate needed public improvements or facilities and to assure adequate design of such facilities.

6. Rehabilitation of structures. The City may participate in and financially support efforts to preserve and rehabilitate structures to achieve a long-term, sound condition. Determination

of the City effort will be made based on an analysis of the historic, architectural, and/or cultural merit of the structure, its condition, the condition of surrounding structures, lot size, layout, accessibility, usefulness, and competing and conflicting land-uses. The goal of property rehabilitation is to provide safe, sanitary, functional and attractive conditions which are compatible with the intended use of the area in which buildings are located and to eliminate the blighting influence which any such buildings may have on their surrounding environment. The fundamental goal is the restoration of all buildings to remain in conditions which are safe and sound, which meet minimum present-day standards for health, safety, sanitation, and welfare, and which will remove or minimize any blighting effects that they may have on their environment.

The provisions of the codes and ordinances of the City of Des Moines will be enforced as the basic rehabilitation standards for the urban renewal area. The City may impose restrictions and controls on designated historic residential preservation areas, historic districts, and individual buildings.

7. Relocation. The City may assist in the relocation of those residents and business displaced by public action. If the City provides relocation assistance, residents and businesses displaced shall be provided with the opportunity of relocation to accommodations that are decent, safe, sanitary and are within their financial means, in accordance with established relocation practices.

8. Establish requirements for redevelopers. Developers, rehabilitators, and redevelopers receiving financial assistance provided by the City under authority of this urban renewal plan will be required to observe the requirements of this urban renewal plan as well as any and all established development regulations of the City of Des Moines. The City will seek to assure compliance with this Urban Renewal Plan and standards by contractual agreement.

The design objectives of this urban renewal plan are to encourage attractive and functionally sound redevelopment through appropriate architectural design, construction techniques and landscape principles to achieve an attractive and efficient building design that complements the adjacent neighborhoods and businesses. These objectives are clearly defined in the City's Zoning Ordinance, Site Plan Ordinance and Site Plan/Landscape Policies.

Redevelopers must commence construction in a timely manner after an urban renewal development agreement has been executed by the City Council and project financing and architectural plans have been approved by the City Council.

The following redevelopment provisions shall be included in any urban renewal development agreement.

- Construction of private improvements will be initiated and completed within a reasonable time as specified by contractual agreement.
- City Council shall review and approve design plans prior to start of construction.
- Redevelopers will comply with the City's Non-Discrimination Policy set forth in Section 62-169 of the Des Moines Municipal Code as amended.

9. Utilities. The City shall seek to insure that the urban renewal area is adequately serviced with public utilities and other site improvements necessary to support redevelopment requirements.

10. Public improvements. The City shall seek to provide, maintain, improve and repair all necessary and appropriate public improvements. These improvements may include street modifications, sewers, open spaces, streetscape, landscaping, sidewalks, curbs, surface and structured parking, and other facilities and features needed to help achieve the objectives of this urban renewal plan. These will be identified through studies and planning to be completed by the City and/or proposals to be developed privately. They will be incorporated into and made a part of this plan through the procedure described in Section V.

11. Activities under Chapter 15A. The City may, as part of its actions to carry out this urban renewal plan, engage in economic development activities within the Metro Center 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 this plan. The City may provide financial assistance as approved by the City Council for economic development and /or redevelopment activities anywhere in the Ingersoll-Grand Commercial Urban Renewal Area where the desired level of redevelopment has not occurred. The City may solicit and/or package such economic development activity proposals.

IV. DURATION OF URBAN RENEWAL PLAN

This urban renewal plan shall continue in effect until June 30, 2035; provided, however, that the collection of tax increment revenues from properties located in the District shall be limited to twenty (20) years from the calendar year following the calendar year in which the City first certifies to the County Auditor the amount of any loans, advances, indebtedness or bonds which qualify for payment from the division of tax increment revenue provided for in Iowa Code Chapter 403.

V. PROCEDURE FOR AMENDMENTS TO THE URBAN RENEWAL PLAN

The City of Des Moines may amend this urban renewal 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 may request public input from, but not limited to designated neighborhood group(s) and City appointed boards, commissions and committees as appropriate upon any proposed amendment to this 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 urban renewal plan and this plan shall be construed and implemented as if such provision had never been contained herein.

APPENDIX A: LEGAL DESCRIPTION
INGERSOLL-GRAND COMMERCIAL AREA URBAN RENEWAL PROJECT

Beginning at a point on the West lot line of Lot 16, Mennig Place, an Official Plat said point being 305 feet South of the Northwest corner of said Lot 16, Mennig Place; thence North along said West lot line of Lot 16, Mennig Place to its intersection with the South Right-of-Way line of Grand Avenue; thence East along said South Right-of-Way line of Grand Avenue to its intersection with the Southerly projection of the East Right-of-Way line of 43rd Street; thence North along said Southerly projection of the East Right-of-Way line of 43rd Street and continuing North along said East Right-of-Way line of 43rd Street to a point on said East Right-of-Way line of 43rd Street said point being 179 feet North of the South line of Lot 2, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence East along a line 179 feet North of and parallel to said South line of Lot 2, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to its intersection with the West lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence North along said West lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to a point said point being 250 feet North of the South lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence East along a line 250 feet North of and parallel to the South lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to a point said point being 53 feet East of said West lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence North along a line 53 feet West of and parallel to the West lot line of Lot 1, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to the Southeast corner of Lot 11, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence North along the East lot line of Lot 11, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to a point said point being 150 feet South of the Northeast corner of Lot 11, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M.; thence west along a line 150 South of and parallel to the North line of Lot 11, Official Plat of the South $\frac{1}{2}$, Southeast $\frac{1}{4}$, Southeast $\frac{1}{4}$, Section 1, Township 78 North, Range 25 West of the 5th P.M. to its intersection with the East Right-of-Way line of 43rd Street; thence North along said East Right-of-Way line of 43rd Street and continuing North along the Northerly projection of said East Right-of-Way line of 43rd Street to its intersection with the North Right-of-Way line of Ingersoll Avenue; thence East along said North Right-of-Way line of Ingersoll Avenue to its intersection with the West lot line of Lot 16, Block A, Gil-Mar Park, an Official Plat; thence North along said West lot line of Lot 16, Block A, Gil-Mar Park to its intersection with the South lot line of West lot line of Lot 2, Block A, Gil-Mar Park; thence Southeasterly along said South lot line of Lot 2, Block A, Gil-Mar Park to a point said point being 24 feet Northwesterly from the Southeast corner of said Lot 2, Block A, Gil-Mar Park; thence North along a line 24 feet West of and parallel to the East lot line of Lot 2, Block A, Gil-Mar Park to its intersection with the South Right-of-Way line of Harwood Drive; thence Southeasterly along said South right-of-Way line of Harwood Drive and continuing Southeasterly along the Southeasterly projection of said South Right-of-Way of Harwood Drive to its intersection with the East Right-of-Way line of 42nd Street; thence North along said East Right-of-Way line of 42nd Street to a point said point being 300 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 300 feet North of and parallel to said North Right-of-Way line of Ingersoll Avenue to its intersection with the West Right-of-Way line of 41st Street; thence South along said West Right-of-Way line of 41st Street to a

point said point being 200 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 200 feet North of and parallel to said North Right-of-Way line of Ingersoll Avenue to its intersection with the West lot line of Lot 10, Greenwood Park, an Official Plat; thence South along said West lot line of Lot 10, Greenwood Park to a point said point being 82.5 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 82.5 feet North of and parallel to the North Right-of-Way line of Ingersoll Avenue to its intersection with the East Right-of-Way line of 40th Street; thence North along said East Right-of-Way line of 40th Street to a point said point being 200 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 200 feet North of and parallel to the North Right-of-Way line of Ingersoll Avenue to its intersection with the West lot line of Lot 14, Greenwood Park; thence North along said West lot line of Lot 14, Greenwood Park to a point said point being 282.5 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 282.5 feet North of and parallel to the North Right-of-Way line of Ingersoll Avenue to its intersection with the West Right-of-Way line of 39th Street; thence South along said West Right-of-Way line of 39th Street to a point said point being 150 feet North of the North Right-of-Way line of Ingersoll Avenue; thence East along a line 150 feet North of and parallel to the North Right-of-Way line of Ingersoll Avenue to the Southwest Corner of Lot 9, Rhoads Heights, an Official Plat; thence North along the West lot line of said Lot 9, Rhoads Heights to the Northwest Corner of said Lot 9, Rhoads Heights; thence East along the North lot line of Lot 9, Rhoads Heights and continuing East along the Easterly projection of the North lot line of Lot 9, Rhoads Heights to its intersection with the East Right-of-Way line of 38th Street; thence North along said East Right-of-Way line of 38th Street to the Northwest Corner of Lot 19, Rhoads Heights; thence East along the North lot line of Lot 19, Rhoads Heights to the Northeast Corner of Lot 19, Rhoads Heights; thence South along the East lot lines of Lots 19, 20, 21, Rhoads Heights to its intersection with the Westerly projection of the North lot line of Lot 33, Rhoads Heights; thence East along the said Westerly projection of the North lot line of Lot 33, Rhoads Heights and continuing East along the North lot line of Lot 33, Rhoads Heights and also continuing East along the Easterly projection of the North lot line of Lot 33, Rhoads Heights to its intersection with the East Right-of-Way line of 37th Street; thence North along said East Right-of-Way line of 37th Street to the Northwest Corner of Lot 43, Rhoads Heights; thence East along the North lot line of said Lot 43, Rhoads Heights to its intersection with the West lot line of Lot 16, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M.; thence North along said West lot line of Lot 16, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to the Northwest Corner of said Lot 16, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M.; thence East along the North lot line of Lot 16, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. and continuing East along the Easterly projection of the North lot line of Lot 16, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to the Northwest Corner of Lot 6, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M.; thence east along the North lot line of Lot 6, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the West lot line of Lot 28, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M.; thence North along said West lot line of Lot 28, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to the Southwest Corner of Lot 27, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M.; thence North along the West lot line of Lot 27, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to a point said point being 55 feet North of the Southwest Corner Lot 27, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West

of the 5th P.M.; thence East along a line 55 feet North of and parallel to the South lot line of Lot 27, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. and continuing East along the Easterly projection of said line 55 North of and parallel to the South lot line of Lot 27, Official Plat Lot 1, Official Plat Southeast $\frac{1}{4}$, Southwest $\frac{1}{4}$, Section 6, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the East Right-of-Way line of 35th Street; thence North along said East Right-of-Way line of 35th Street to a point said point being 20 feet South of the Northwest Corner of Lot 19, Stratford, an Official Plat; thence Northeasterly along a line to a point said point being 10 feet South of and 10 feet East of the Northwest Corner of Lot 19, Stratford; thence East along a line 10 feet South of and parallel to the North lot line of Lot 19, Stratford to a point said point being 80 feet East of the West lot line of Lot 19, Stratford; thence North along a line 80 feet East of and parallel to the West lot line of Lot 19, Stratford to its intersection with the South Right-of-Way line of Woodland Avenue; thence East along said South Right-of-Way line of Woodland Avenue to its intersection with the West Right-of-Way line of 34th Street; thence South along said West Right-of-Way line of 34th Street to its intersection with the Westerly projection of the North lot line of Lot 1, Crescent Place, an Official Plat; thence East along said Westerly projection of the North lot line of Lot 1, Crescent Place and continuing East along the North lot line of Lot 1, Crescent Place to a point said point being 54.83 feet West of the Southeast Corner of Lot 2, Crescent Place; thence North along a line 54.83 feet West of parallel to the East lot line of Lot 2, Crescent Place; to a point said point being 36.5 feet North of the South lot line of Lot 2, Crescent Place; thence East along a line 36.5 feet North of and parallel to the South lot line of Lot 2, Crescent Place and continuing East along the Easterly extension of a line 36.5 feet North of and parallel to the South lot line of Lot 2, Crescent Place to its intersection with the West lot line of Lot 3, Crescent Place; thence North along said West lot line of Lot 3, Crescent Place to the Northwest Corner of Lot 3, Crescent Place; thence East along the North lot line of Lot 3, Crescent Place to its intersection with the West Lot line of Lot 12, Block 1, Garver Place; thence North along said West Lot line of Lot 12, Block 1, Garver Place to the Southwest Corner of Lot 1, Block 1, Garver Place; thence North along the West lot line of said Lot 1, Block 1, Garver Place to a point said point being 174 feet North of the South lot line of Lot 1, Block 1, Garver Place; thence East along a line 174 feet North of and parallel to the South lot line of Lot 1, Block 1, Garver Place to its intersection with the East lot line of Lot 1, Block 1, Garver Place; thence South along said East lot line of Lot 1, Block 1, Garver Place and continuing South along the East lot line of Lot 11, Block 1, Garver Place to the Northwest Corner of Lot 10, Block 1, Garver Place; thence East along the North lot line of Lot 10, Block 1, Garver Place and continuing East along the North lot line of Lot 9, Block 1, Garver Place to its intersection with the West Right-of-Way line of 31st Street; thence South along said West Right-of-Way line of 31st Street to its intersection with the Westerly projection of the centerline of the Vacated East/West Alley Right-of-Way located in Block 3, McCain Place, an Official Plat; thence East along said Westerly projection of the centerline of the Vacated East/West Alley Right-of-Way located in Block 3, McCain Place and continuing along the centerline of the Vacated East/West Alley Right-of-Way located in Block 3, McCain Place to its intersection with the West Right-of-Way line of 29th Street; thence East along the Westerly projection of the centerline of the Vacated East/West Alley Right-of-Way located in Block 4, McCain Place and continuing along the centerline of the Vacated East/West Alley Right-of-Way located in Block 4, McCain Place to its intersection with the West Right-of-Way line of 28th Street; thence South along said West Right-of-Way line of 28th Street to its intersection with the Westerly projection of the South Right-of-Way line of Linden Street; thence East along said Westerly projection of the South Right-of-Way line of Linden Street and continuing East along the South Right-of-Way line of Linden Street to the Southwest Corner of Lot 57, Ingersoll Place, an Official Plat; thence East along the South lot lines of Lots 57 and 58, Ingersoll Place to the Southwest Corner of Lot 59, Ingersoll Place; thence North along the West lot line of Lot 59, Ingersoll Place to a point said point being 195 feet South of the North lot line of Lot 59, Ingersoll Place; thence East along a

line 195 feet South of and parallel to the North lot lines of Lots 59 and 60, Ingersoll Place to its intersection with the East lot line of Lot 60, Ingersoll Place; thence South along said East lot line of Lot 60, Ingersoll Place to the Southwest Corner of Lot 61, Ingersoll Place; thence East along the South lot lines of Lots 61, 62, 63, 64, 65, Ingersoll Place to the Southwest Corner of Lot 66, Ingersoll Place; thence North along the West lot line of Lot 66, Ingersoll Place to a point said point being 120 feet South of the North lot line of Lot 66, Ingersoll Place; thence east along a line 120 South of and parallel to the North lot line of Lot 66, Ingersoll Place to its intersection with the West lot line of Lot 67, Ingersoll Place; thence South along said West lot line of Lot 67, Ingersoll Place to a point said point being 124 feet South of the North lot line of Lot 67, Ingersoll Place; thence East along a line 124 feet South of the North lot line of Lot 67, Ingersoll Place to its intersection with the West lot line of Lot 68, Ingersoll Place; thence South along the West lot line of Lot 68, Ingersoll Place to the Southwest Corner of Lot 68, Ingersoll Place; thence East along the South lot lines of Lots 68, 69, and 70, Ingersoll Place and continuing East along the Easterly projection of the South lot lines of said Lots 68, 69, and 70, Ingersoll Place to the East Right-of-Way line of 24th Street; thence North along said east Right-of-way line of 24th Street to its intersection with the South Right-of-Way Line of High Street; thence East along said South Right-of-Way line of High Street to its intersection with the Southerly projection of the West lot line of Lot 5, Park Place, an Official Plat; thence North along said Southerly projection of the West lot line of Lot 5, Park Place and continuing North along the West lot line of Lot 5, Park Place and also continuing North along the Northerly projection of the West lot line of Lot 5, Park Place to its intersection with the South line of the North 132 feet of Lot 8, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M.; thence continuing North along a line 250 feet West of and parallel to the East lot line of Lot 8, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the North lot line of Lot 8, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M.; thence East along said North lot line Lot 8, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M. and continuing East along the Easterly projection of the North lot line Lot 8, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the North/South Centerline of Section 5, Township 78 North, Range 24 West of the 5th P.M. (also the Centerline of Right-of-Way known as former Harding Road); thence South along said North/South Centerline of Section 5, Township 78 North, Range 24 West of the 5th P.M. (also the Centerline of Right-of-Way known as former Harding Road) to its intersection with the Easterly projection of the North Right-of-Way line of Ingersoll Avenue; thence West along said Easterly projection of the North Right-of-Way line of Ingersoll Avenue and continuing West along the North Right-of-Way line of Ingersoll Avenue to its intersection with the Northerly projection of a line 100 feet West of and parallel to the East lot line of Lot 9, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M.; thence South along said Northerly projection of a line 100 feet West of and parallel to the East lot line of Lot 9, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M. and continuing South along a line 100 feet West of and parallel to the East lot line of Lot 9, Official Plat, Southwest ¼, Section 5, Township 78 North, Range 24 West of the 5th P.M. to the North Right-of-Way line of Grand Avenue; thence Southeasterly to a point on the South Right-of-Way line of Grand Avenue said point being 93 feet West of the East line of Lot 1, Official Plat, Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M.; thence South 225 feet along a line 93 feet West of and parallel to the East line of Lot 1, Official Plat, Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M.; thence East 18 feet along a line 225 feet South of and parallel to the South Right-of-Way line of Grand Avenue; thence South along a line 75 feet West of the East line of Lot 1, Official Plat, Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M. to the North Right-of-Way line of the Norfolk and Southern Railroad lying within Lot 1, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M.; thence Southwesterly along said North Right-of-Way line of the Norfolk and

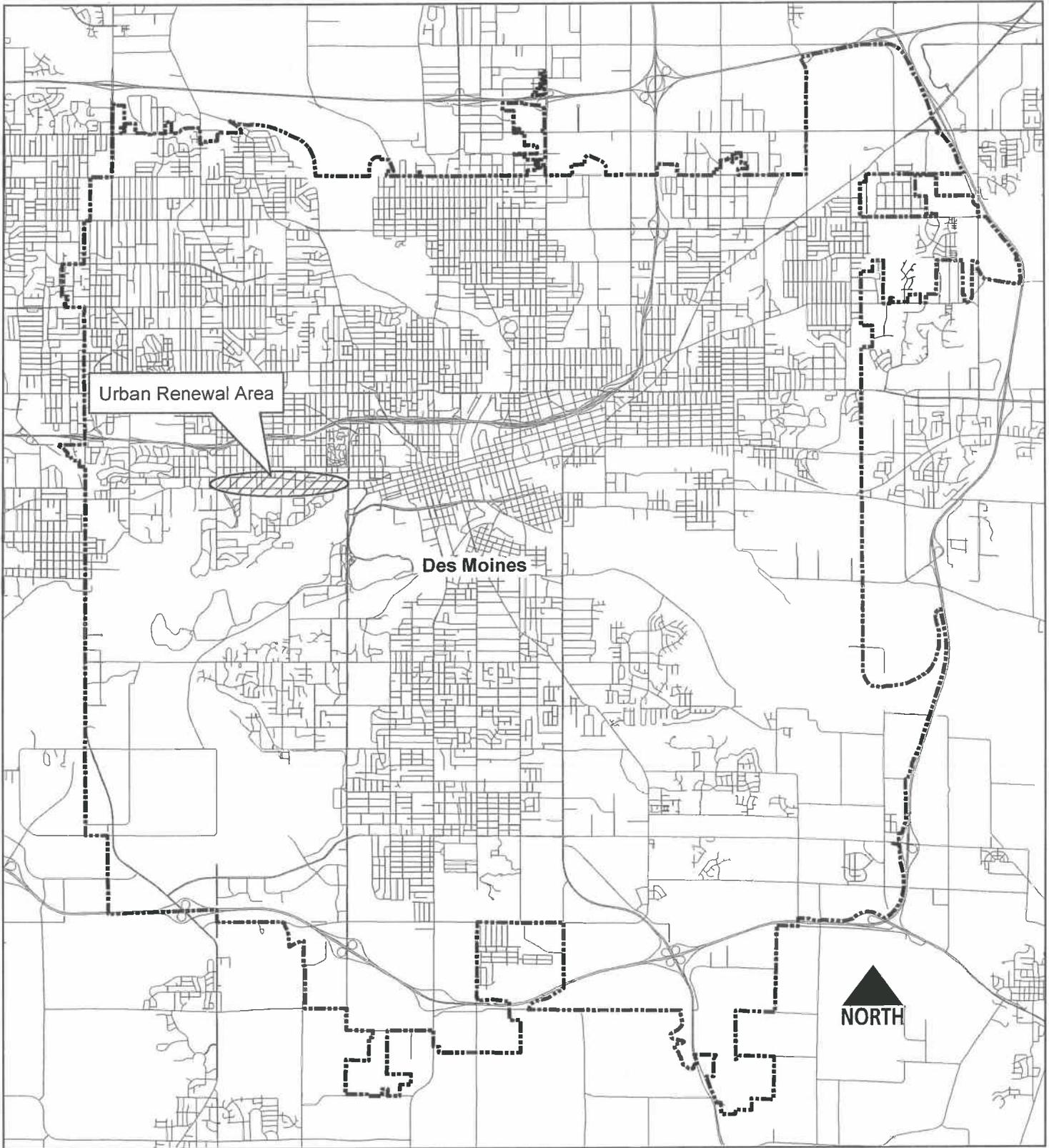
Southern Railroad lying within Lot 1, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M. to the West lot line Lot 1, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M.; thence Northwesterly along said West lot line of Lot 1, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M. to the Northeasterly Corner of the North Right-of-Way line of the Norfolk and Southern Railroad lying within Lot 2, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M. thence Southwesterly along said North Right-of-Way line of the Norfolk and Southern Railroad lying within Lot 2, Official Plat Northwest ¼, Section 8, Township 78 North, Range 24 West of the 5th P.M. to the Southwesterly most Corner of Lot 3, August Home Plat 1, an Official Plat; thence North along West lot line of said Lot 3, August Home Plat 1 to its intersection with the South lot line of Lot 2, August Home Plat 1; thence Northwesterly along said South line of Lot 2, August Home Plat 1 to the Southeasterly most Corner of Lot 1, August Home Plat 1; thence North/West/North along the East Lot line of Lot 1, August Home Plat 1 to North lot line of Lot 1, August Home Plat 1; thence West along said North lot line of Lot 1, August Home Plat 1 to the East Right-of-Way line of Terrace Road; thence North along said East Right-of-Way of Terrace Road to the South Right-of-Way line of Grand Avenue; thence West along said South Right-of-Way line of Grand Avenue to the West Right-of-Way line of Forest Drive; thence South along the West Right-of-Way line of Forest Drive to the Southeast Corner of Lot 2 Cummins Replat, an Official Plat; thence West along the South lot line of said Lot 2, Cummins Replat to the Northeast Corner of Lot 6, Cummins Replat; thence Southwesterly along the East lot line of said Lot 6, Cummins Replat to the Northeast Corner of Lot 5, Cummins Replat; thence West along the North lot line of Lot 5, Cummins Replat to a point said point being 15 feet West of the Northeast Corner of Lot 5, Cummins Replat; thence South along a line 73 East of and parallel to the West lot lines of Lots 6 and 5, Cummins Replat to the North lot line of Lot 4, Cummins Replat; thence East along said North lot line of Lot 4, Cummins Replat to the East lot line of Lot 4, Cummins Replat; thence South along said East lot line of Lot 4, Cummins Replat to a point said point being 20 feet South of the North lot line of Lot 4, Cummins Replat; thence West along a line 20 feet South of and parallel to the North lot line of Lot 4, Cummins Replat to the East lot line of Lot 34, The Polk & Hubbell Park, an Official Plat; thence North along said East lot line of Lot 34, The Polk & Hubbell Park and continuing North along the East lot line of Lot 71, The Polk & Hubbell Park to a point said point being 5 feet North of the South lot line of said Lot 71, The Polk & Hubbell Park; thence West 67 feet along a line 5 feet North of and parallel to the South lot line of said Lot 71, The Polk & Hubbell Park; thence South along a line 67 feet West of and parallel to the East lot lines of Lots 71 and 34. The Polk & Hubbell Park to the North Right-of-Way line of Forest Drive; thence West along said North Right-of-Way line of Forest Drive to the East lot line of Lot 36, The Polk & Hubbell Park; thence North along said East lot line of Lot 36, The Polk & Hubbell Park to a point said point being 53.5 feet South of the North lot line of Lot 36, The Polk & Hubbell Park; thence Southwesterly along a line from said point being 53.5 feet South of the North lot line of Lot 36, The Polk & Hubbell Park on the East lot line of Lot 36, The Polk & Hubbell Park to the Southeast Corner of Lot 39, The Polk & Hubbell Park; thence Southwesterly along the South lot line of said Lot 39, The Polk & Hubbell Park to the East Right-of-Way line of 27th Street; thence North along said East Right-of-Way line of 27th Street to its intersection with the Easterly projection of the South lot line of Lot 7, J.S. Polk's Subdivision, an Official Plat; thence West along said Easterly projection of the South lot line of Lot 7, J.S. Polk's Subdivision and continuing West along said South lot line of Lot 7, J.S. Polk's Subdivision its intersection with the East lot line of Lot 9, J.S. Polk's Subdivision; thence North along said East lot line of Lot 9, J.S. Polk's Subdivision to a point said point being 15 feet South of the North Lot line of said Lot 9, J.S. Polk's Subdivision; thence West along a line 15 feet South of and parallel to the North Lot line of said Lot 9, J.S. Polk's Subdivision and continuing West along a West projection of said line 15 feet South of and parallel to the North Lot line of said Lot 9, J.S. Polk's Subdivision to the West Right-of-Way line of 28th Street; thence North along said West Right-of-Way line of 28th Street to a point said point being

160 South of the North lot line of Lot 1, Owls Head, an Official Plat; thence West along a line 160 South of and parallel to the North lot line of Lot 1, Owls Head to its intersection with the East lot line of Lot 2, Owls Head; thence South along said East lot line of Lot 2, Owls Head to the South lot line of said Lot 2, Owls Head; thence West along said South lot lines of Lots 2, 3, 4, and 5, Owls Head to the East lot line of Lot 6, Owls Head; thence North along said East lot line of Lot 6, Owls Head to a point said point being 240 feet South of the North lot line of said Lot 6, Owls Head; thence West along a line 240 feet South of and parallel to said North lot line of Lot 6, Owls Head and continuing West along the Westerly projection of said line 240 feet South of and parallel to said North lot line of Lot 6, Owls Head to the West Right-of-Way line of 29th Street; thence West along a line 240 feet South of and parallel to the North lot line of Lot 1, Langan Place, an Official Plat to its intersection with the East lot line of Lot 9, Langan Place; thence South along said East lot line of Lot 9, Langan Place to a point said point being 500 feet South of the North lot line of Lot 9, Langan Place; thence West along a line 500 feet South of and parallel to the North lot line of Lot 9, Langan Place to its intersection with the East lot line of Lot 11, Langan Place; thence West along a line 61 feet South of and parallel to the North lot line of said Lot 11, Langan Place to its intersection with the East Right-of-Way line of 31st Street; thence West to the Southeast Corner of Lot 13, Langan Place; thence West along the South lot line of Lot 13, Langan Place to its intersection with the East lot line of Lot 4, Pierces Subdivision, an Official Plat; thence South along said East lot line of Lot 4, Pierces Subdivision to its intersection with the South lot line of said Lot 4, Pierces Subdivision; thence West along said South lot line of Lot 4, Pierces Subdivision to its intersection with the East lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision; thence North along said East lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision to a point said point being 280 feet North of the South lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision; thence West along a line 280 feet North of and parallel to the South lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision to the West lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision; thence South along said West lot line of Lot 3, Official Plat Lot 5, Pierces Subdivision to the Northeast Corner of Lot 8, Block A, Lincoln Place Replat, an Official Plat; thence South along the East lot line of Lot 8, Block A, Lincoln Place Replat to its intersection with the South lot line of Lot 8, Block A, Lincoln Place Replat; thence Northwesterly along said South lot line of Lot 8, Block A, Lincoln Place Replat to its intersection with the West lot line of Lot 8, Block A, Lincoln Place Replat; thence North along said West lot line of Lot 8, Block A, Lincoln Place Replat to its intersection with the South lot line of the East 264 feet of Lot 1, Official Plat Lot 5, Pierces Subdivision; thence West along said South lot line of the East 264 feet of Lot 1, Official Plat Lot 5, Pierces Subdivision to its intersection with the East lot line of Lot 8, Portland Place, an Official Plat; thence North along said East lot line of Lot 8, Portland Place to its intersection with the North lot line of Lot 8, Portland Place; thence West along said North lot line of Lot 8, Portland Place to the East lot line of Lot 4, Portland Place; thence North along the East lot lines of Lot 4 and 3, Portland Place to its intersection with the South lot line of the West 165.66 feet of Lot 1, Official Plat Lot 5, Pierces Subdivision; thence West along said South lot line of the West 165.66 feet of Lot 1, Official Plat Lot 5, Pierces Subdivision to its intersection with the West lot line of Lot 1, Official Plat Lot 5, Pierces Subdivision; thence North along said West lot line of Lot 1, Official Plat Lot 5, Pierces Subdivision to its intersection with North Right-of-Way line of Bolton Drive; thence West along said North Right-of-Way line of Bolton Drive to its intersection with the East Right-of-Way line of 37th Street; thence North along said East Right-of-Way line of 37th Street to its intersection with the Easterly projection of a line 174 feet North of and parallel to the South lot line of Lot 2, Cowles Place, an Official Plat; thence West along said Easterly projection of a line 174 feet North of and parallel to the South lot line of Lot 2, Cowles Place and continuing West along a line 174 feet North of and parallel to the South lot line of Lot 2, Cowles Place to its intersection with the East lot line of Lot 14, Mason Place, an Official Plat; thence South along said East lot line of Lot 14, Mason Place to a point said point being 55 feet North of the Southeast Corner of Lot 14, Mason Place; thence West along a line 55 feet North of and parallel to the

South lot lines of Lots 14, 13, 12, and 11, Mason Place to its intersection with the West lot line of Lot 11, Mason Place; thence North along said West lot line of Lot 11, Mason Place and continuing North along the West lot line of Lot 2, Mason Place to its intersection with the South lot line of Lot 5, Mason Place; thence West along said South lot line of Lot 5, Mason Place to the East Right-of-Way line of 38th Street; thence North along said East Right-of-Way line of 38th Street to its intersection with the Easterly projection of the South lot line of Lot 3, Chamberlain Place, an Official Plat; thence West along said Easterly projection of the South lot line of Lot 3, Chamberlain Place continuing West along the South lot line of Lot 3, Chamberlain Place to its intersection with the East line of the West ½ of Lot 2, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence South along said East line of the West ½ of Lot 2, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to a point said point being 330 feet North of the South line of the West ½ of Lot 2, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence West along a line 330 feet North of and parallel to the South line of the West ½ of Lot 2, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the East lot line of Lot 3, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence South along said East lot line of Lot 3, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the South lot line of Lot 3, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. thence West along said South lot line of Lot 3, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. and continuing West along the South lot line of Lot 4, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to a point said point being 165 feet West of the East lot line of Lot 4, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence North along a line 165 feet West of and parallel to the East lot line of Lot 4, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to a point said point being 200 feet North of the South lot line of Lot 4, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence West along a line 200 feet North of and parallel to the South lot line of Lot 4, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the East lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence North along said East lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to a point said point being 77 feet North of the South lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence West along a line 77 feet North of and parallel to the South lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to its intersection with the West lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M.; thence North along said West lot line of the Unreplatted Part Lot 5, Official Plat, North ½, Northwest ¼, Northwest ¼, Section 7, Township 78 North, Range 24 West of the 5th P.M. to the Southeast Corner of Lot 1, Bray Place, an Official Plat; thence Northwesterly along the Southwesterly lot line of said Lot 1, Bray Place to the Southeasterly Corner of Lot 2, Bray Place; thence Southwesterly along the Southeasterly lot line of Lot 2, Bray Place and continuing Southwesterly along a Southwesterly projection of the Southeasterly lot line of Lot 2, Bray Place to its intersection with the Westerly Right-of-Way line of Tonawanda Drive; thence Southeasterly along said Westerly Right-of-Way line of Tonawanda Drive to its intersection with the South lot line of Lot 6, Browns Woods Plat 2, an Official Plat; thence West along said South lot line of

Lot 6, Browns Woods Plat 2 to its intersection with the East lot line of Lot 2, Browns Woods Plat 2; thence South along said East lot line of Lot 2, Browns Woods Plat 2 to its intersection with the South lot line of Lot 2, Browns Woods Plat 2; thence West along said South lot line of Lot 2, Browns Woods Plat 2 to its intersection with the East Right-of-Way line of 42nd Street; thence North along said East Right-of-Way line of 42nd Street to its intersection with the Easterly projection of the South lot line of Lot 2, Mennig Place; thence West along said Easterly projection of the South lot line of Lot 2, Mennig Place and continuing West along the South lot line of Lot 2, Mennig Place to its intersection with the West lot line of Lot 2, Mennig Place; thence North along said West lot line of Lot 2, Mennig Place to a point said point being 378 feet South of the North lot line of Lot 15, Mennig Place; thence West along a line 378 feet South of and parallel to the North lot line of Lot 15, Mennig Place to the East lot line of Lot 16, Mennig Place; thence North along said East lot line of Lot 16, Mennig Place to a point said point being 305 feet South of the North lot line of Lot 16, Mennig Place; thence West along a line 305 feet South of and parallel to the North lot line of Lot 16, Mennig Place to the Point of Beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

Ingersoll-Grand Commercial Area Urban Renewal Plan



Map 1 - Location of Urban Renewal Area within Des Moines

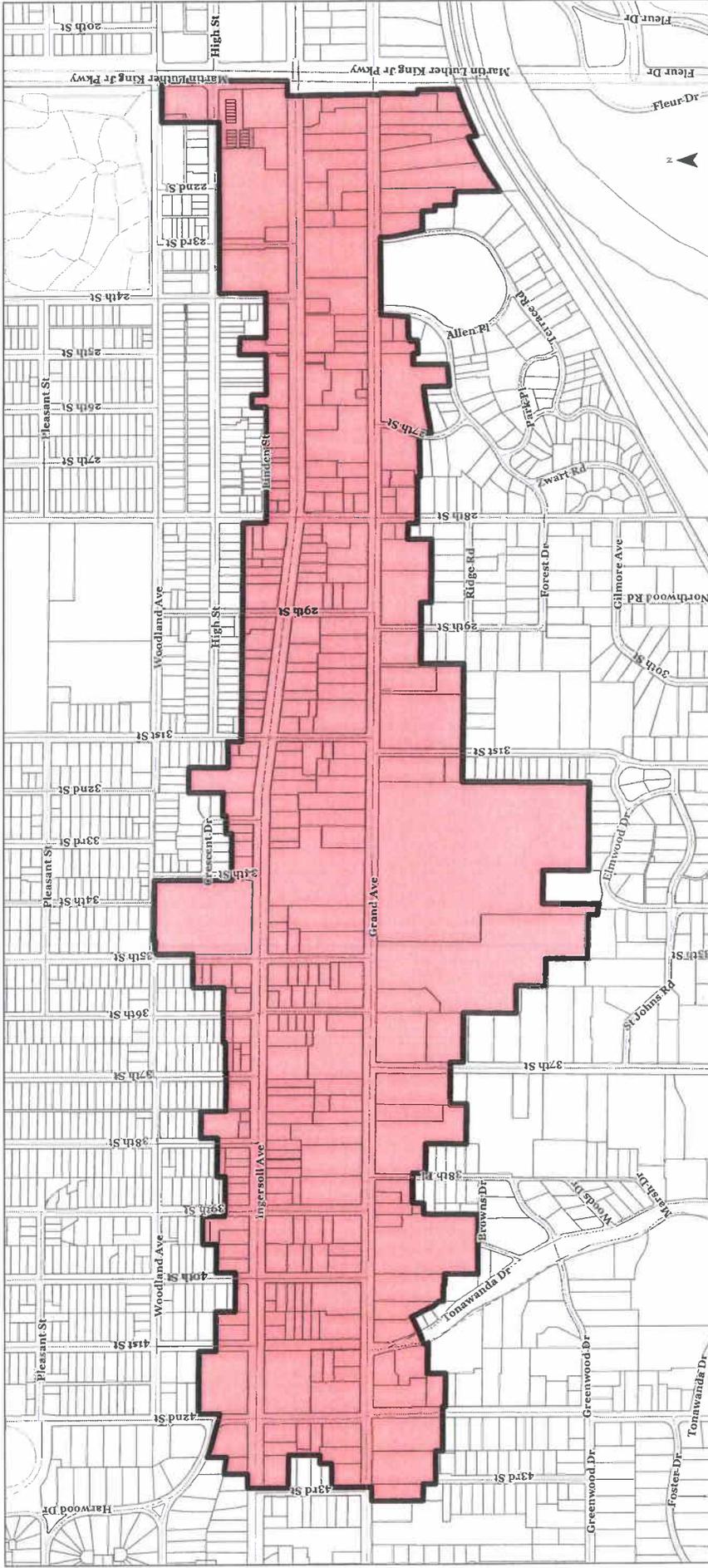


Map prepared by:
 City of Des Moines
 Community Development Department
 Planning and Urban Design Division
 Date: April 30, 2012

Approved: Month Day, Year

Revised:

Ingersoll-Grand Commercial Area Urban Renewal Plan



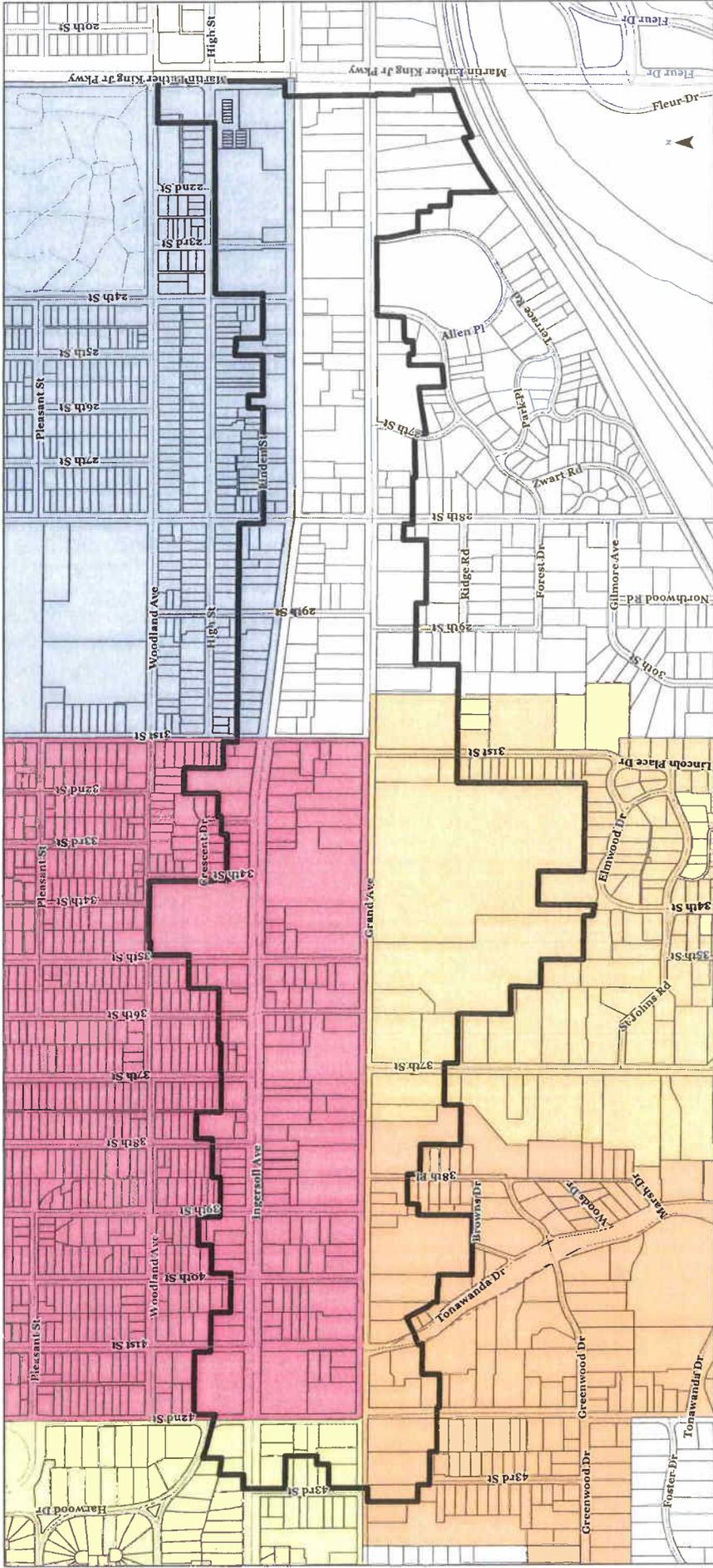
Map 2 - Urban Renewal Area Boundary

 Urban Renewal Area



Map prepared by:
 City of Des Moines
 Community Development Department
 Planning and Urban Design Division
 Date: April 30, 2012
 Approved: Month Day, Year
 Revised:

Ingersoll-Grand Commercial Area Urban Renewal Plan



Map 3 - Recognized Neighborhoods

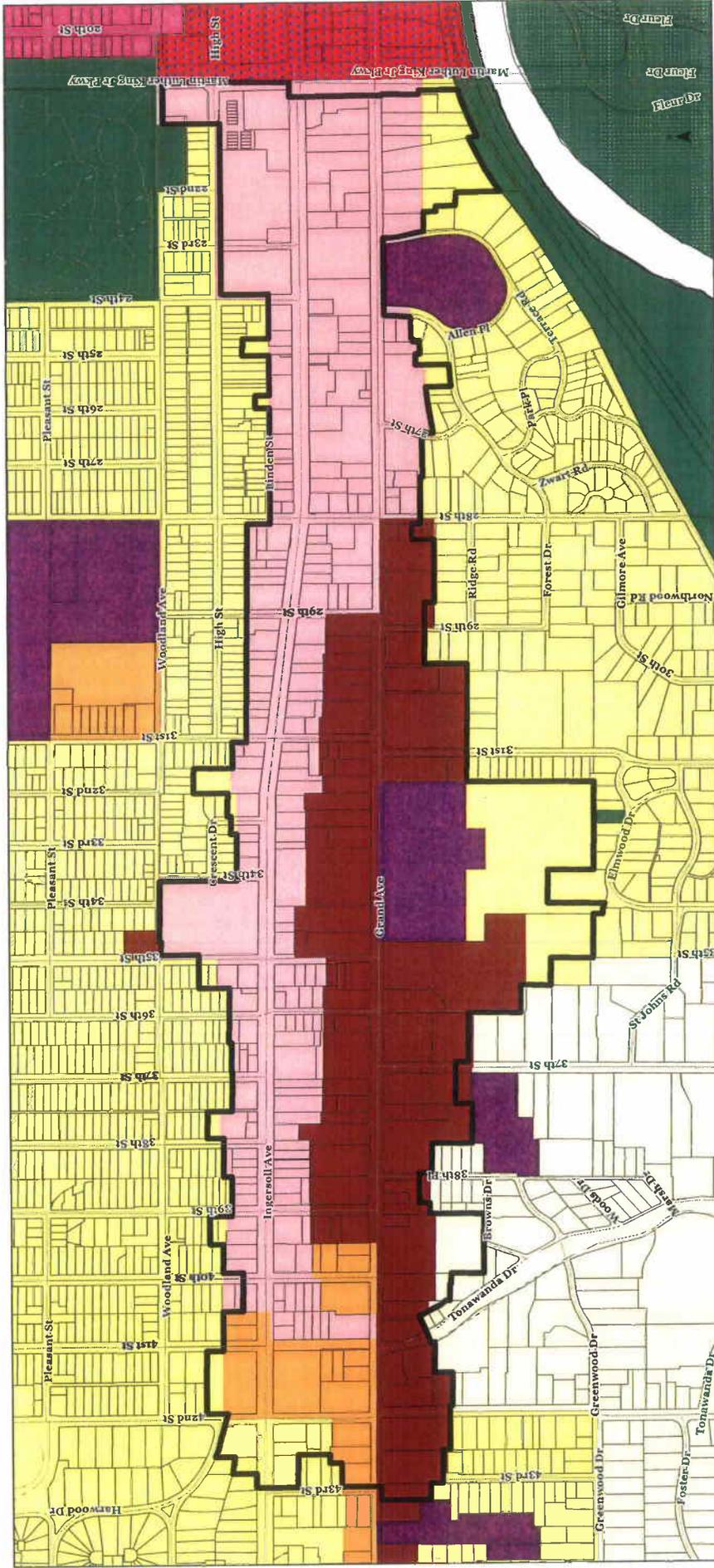
- Greenwood Historic
- Ingersoll Park
- North of Grand
- Salisbury Oaks
- Woodland Heights



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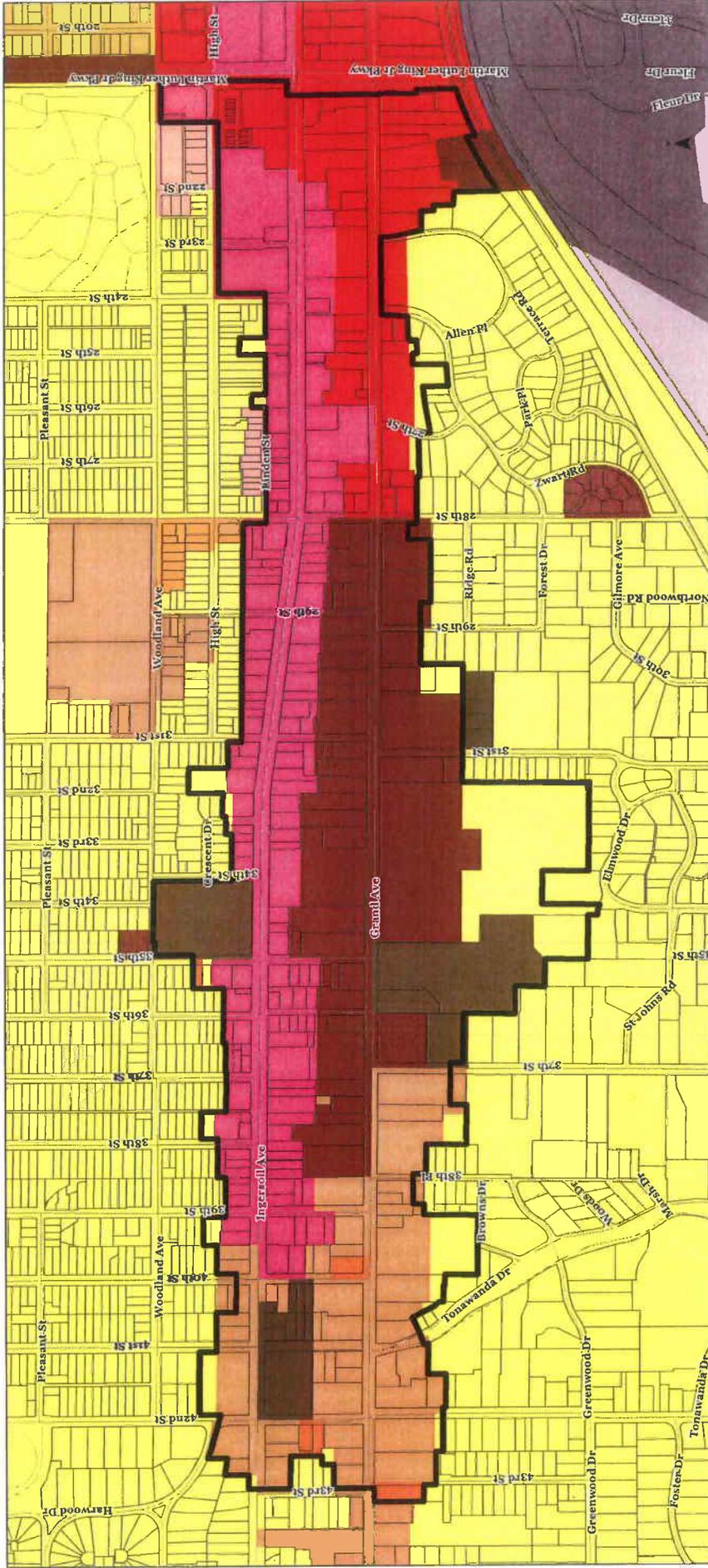
Map 4 - Des Moines' 2020 Community Character Plan

- Intown Estates Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Commercial: Pedestrian-Oriented Commercial Corridor
- Public/Semi-Public



Map prepared by:
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Ingersoll-Grand Commercial Area Urban Renewal Plan



Map 5 - Existing Zoning

- "R1-80" One-Family Residential
- "R-3" Multiple-Family Residential
- "R-4" Multiple-Family Residential
- "PUD" Planned Unit Development
- "C-0" Commercial-Residential
- "C-1" Neighborhood Retail Commercial
- "NPC" Neighborhood Pedestrian Commercial
- "C-2" General Retail and Highway-Oriented Commercial



Map prepared by:
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APPENDIX C - FINANCIAL CONDITION REPORT
INGERSOLL-GRAND COMMERCIAL AREA URBAN RENEWAL PROJECT

A. Introduction

This report has been prepared as part of the City of Des Moines Ingersoll-Grand Commercial Urban Renewal Plan. The Code of Iowa, Chapter 403-Urban Renewal, requires cities to undertake consultation with other governmental entities receiving property tax revenues from an urban renewal area that utilizes tax increment financing (TIF) when the urban renewal plan is created or amended. The information in this report is provided to assist in that consultation process.

B. General Background

Urban renewal was created by the federal government in the 1950s to assist cities in "renewing" their older downtown central areas by removing slum and blight. In many cases, the federal government provided significant financial assistance with the costs associated with acquisition, demolition and construction of new streets and utility lines. In 1959, Des Moines created the River Hills Urban Renewal Area, the first urban renewal area in Iowa. Since that date, additional urban renewal areas have been created in the downtown, neighborhood and industrial areas.

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 very limited redevelopment opportunities, urban renewal is an important way to link the public and private sectors.

In Iowa, a city may designate an "urban renewal area" by following the requirements specified in Chapter 403, Code of Iowa which requires the area to contain one or more of the following conditions:

- Slum and/or Blighted conditions within the area.
- The area qualifies as an Economic Development area due to its appropriateness for commercial and industrial enterprises.

The Ingersoll-Grand Commercial Urban Renewal Area has been determined to be an area appropriate for commercial enterprises and designation as an urban renewal area.

As part of the designation of an urban renewal area, the City Council must adopt an urban renewal plan. The plan must be sufficiently complete to indicate the real property located in the urban renewal area to be acquired for the proposed development, redevelopment, improvement, or rehabilitation, and to indicate any zoning district changes, existing and future land uses, and the local objectives respecting development, redevelopment, improvement, or rehabilitation related to the future land uses plan, and need for improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements within the urban renewal area.

C. Tax Increment Financing

The Ingersoll-Grand Commercial Urban Renewal Area is intended to be designated as a Tax Increment Financing (TIF) district concurrently with the adoption of this urban renewal plan. Tax increment financing is only available in designated urban renewal areas. A tax increment is basically the property tax revenue generated by the cumulative general ad valorem tax levy (less certain statutorily protected levies) on the difference between the taxable value of all property in the TIF district at the base valuation date and the taxable value of the properties in any subsequent year. The base valuation date is January 1 of the calendar year immediately preceding the calendar year that the City first certifies an indebtedness to be paid by the tax increment revenue.

The City can use the revenue created by the tax increment for financing projects identified in the urban renewal plan. The TIF designation for this urban renewal area is limited to tax collections for twenty fiscal years beginning with the second fiscal year after the year in which the City first certifies to the county auditor the amount of any loans, advances, indebtedness, or bonds which qualify for payment from the division of the revenue in connection with the project.

On March 24, 1997, the City Council adopted a policy that the City may expend no more than 75% of the annual aggregated tax increment revenues from all TIF areas generated after January 1, 1996. Any unexpended tax increment revenues will be available for distribution to the various property taxing entities.

D. Current TIF Bonding and Outstanding Indebtedness

Overall, the City of Des Moines has approximately \$360.7 million in general obligation debt. Of this debt, approximately \$110.4 million is being serviced with tax increment revenues from specific urban renewal areas. The State of Iowa Constitutional debt-ceiling limit for general debt obligations by the City of Des Moines is about \$558.2 million. No bonds have been issued by the City for the financing of any urban renewal projects in the Ingersoll-Grand Commercial Urban Renewal Area.

E. Property Tax Assessments and Revenues

It is anticipated that prior to December 1, 2012, the City will certify to the Polk County Auditor an advance or indebtedness for payment from the property taxes collected within the Ingersoll-Grand Commercial Urban Renewal Area TIF district in fiscal year 2013/14. That certification will establish the base valuation for the urban renewal area at an amount equal to the taxable valuation of all property within the urban renewal area as of January 1, 2011, which was \$208,876,780 according to the available information from the Polk County Assessor's Office.

The Polk County Assessor's Office reports that the total taxable valuation of all property within the urban renewal area as of January 1, 2012, was approximately \$209,623,680, representing an increment growth in the total taxable property valuation of approximately \$746,900 over the

base existing on January 1, 2011. The actual total taxable valuation is subject to change as any pending assessment appeals are finalized.

F. Future Financial Condition

It is anticipated that property values within the Ingersoll-Grand Commercial Urban Renewal Area will increase due to new redevelopment, economic assistance projects, streetscape enhancement efforts on Ingersoll Avenue and the overall appreciation of real estate. The City will undertake future projects in cooperation with the private sector to enhance this area.

Shown below is a table that projects estimated incremental property tax revenues available to fund qualified urban renewal projects within the Ingersoll-Grand Commercial Urban Renewal Area in the next 20 years, based on:

- a 1.0% annual growth rate in the assessed values of land and buildings after real estate tax abatements and their expirations are taken into account.
- a \$38.00/\$1,000 levy rate (estimated amount after the Code of Iowa “protected” certified debt service levy is subtracted).
- Following City Council policy adopted March 24, 1997 that allows the City to expend no more than 75% of the annual aggregated tax increment revenues from all TIF areas generated after January 1, 1996.
- Certification to the Polk County Auditor by December 1, 2012, of an advance or debt for payment from the Ingersoll-Grand Commercial Urban Renewal Area TIF district.

Table C-1. Projected Tax Increment Financing (TIF) Expenditure

Fiscal Year	Total Adjusted Taxable Valuation	Projected Increment (above base value)	Total Amount of TIF Revenue Generated	TIF Revenue Expenditure (75% of generated amount)
1-1-2011 Base	\$208,876,780			
FY2013/2014	\$209,623,680	\$746,900	\$28,382	\$21,287
FY2014/2015	\$211,719,917	\$2,843,137	\$108,039	\$81,029
FY2015/2016	\$213,837,116	\$4,960,336	\$188,493	\$141,370
FY2016/2017	\$215,975,487	\$7,098,707	\$269,751	\$202,313
FY2017/2018	\$218,135,242	\$9,258,462	\$351,822	\$263,866
FY2018/2019	\$220,316,594	\$11,439,814	\$434,713	\$326,035
FY2019/2020	\$222,519,760	\$13,642,980	\$518,433	\$388,825
FY2020/2021	\$224,744,958	\$15,868,178	\$602,991	\$452,243
FY2021/2022	\$226,992,408	\$18,115,628	\$688,394	\$516,295
FY2022/2023	\$229,262,332	\$20,385,552	\$774,651	\$580,988
FY2023/2024	\$231,554,955	\$22,678,175	\$861,771	\$646,328
FY2024/2025	\$233,870,504	\$24,993,724	\$949,762	\$712,321
FY2025/2026	\$236,209,210	\$27,332,430	\$1,038,632	\$778,974

FY2026/2027	\$238,571,302	\$29,694,522	\$1,128,392	\$846,294
FY2027/2028	\$240,957,015	\$32,080,235	\$1,219,049	\$914,287
FY2028/2029	\$243,366,585	\$34,489,805	\$1,310,613	\$982,959
FY2029/2030	\$245,800,251	\$36,923,471	\$1,403,092	\$1,052,319
FY2030/2031	\$248,258,253	\$39,381,473	\$1,496,496	\$1,122,372
FY2031/2032	\$250,740,836	\$41,864,056	\$1,590,834	\$1,193,126
FY2032/2033	\$253,248,244	\$44,371,464	\$1,686,116	\$1,264,587

G. Ingersoll-Grand Commercial Area Urban Renewal Project

The Ingersoll-Grand Commercial Area urban renewal project will provide public funds, through the use of tax increment financing and other available funds, to provide the funding to undertake the following activities in the urban renewal area:

- encourage economic development to leverage new private investment in this area;
- construct appropriate public infrastructure that is needed;
- construct or aid in construction of public improvements that will serve as public amenities that will improve and enhance the appearance and functioning of the Ingersoll-Grand Commercial Area; and
- other projects as described in this urban renewal plan and authorized by the City Council.

It is anticipated that the City will use up to 75% of the annual tax incremental revenues generated by the Ingersoll-Grand Commercial Urban Renewal Area to fund urban renewal projects undertaken by the City of Des Moines in conformance with the Ingersoll-Grand Commercial Urban Renewal Plan.

The use of tax increment revenues for the provision of public improvements related to housing and residential development is not anticipated or authorized by this urban renewal plan.

H. Plan Amendment

The City Council may, by subsequent amendment to the urban renewal plan, provide for additional funding for other undertakings not addressed in the urban renewal plan to carry out the objectives of the plan.

Future projects may be subject to the urban renewal amendment process. The City Council and other taxing entities must review each amendment as directed by the Code of Iowa, Chapter 403.