

Date..... October 22, 2012

**APPROVING THE 6TH AVENUE STREETScape CONCEPT PLAN AND
AUTHORIZING STAFF TO PROCEED WITH DESIGN FOR A LIMITED PORTION OF
THE OVERALL PROJECT.**

WHEREAS, in recent years the 6th Avenue community has been considering streetscape improvements for the corridor; and,

WHEREAS, in a letter dated May 13, 2008, the River Bend Neighborhood Association formally requested that a streetscape plan be prepared for 6th Avenue; and

WHEREAS, the scope of the project has been identified as running along 6th Avenue from I-235 on the south to the Des Moines River Bridge on the north; and

WHEREAS, the 6th Avenue Streetscape Concept Plan has been developed through public involvement generated by a steering committee comprised of 6th Avenue businesses, property owners, and area neighborhood stakeholders, as well as City staff from various departments; and,

WHEREAS, the 6th Avenue Streetscape Concept Plan addresses the needs identified by the 6th Avenue community to increase safety by reducing the vehicle travel lanes from five (5) lanes to three (3) lanes and by installing wider sidewalks, bus stop improvements, pedestrian enhancements, street trees, and low-maintenance landscaping; and,

WHEREAS, the 6th Avenue Streetscape Concept Plan has been well received and supported by the 6th Avenue community and the River Bend Neighborhood Association; and,

WHEREAS, the 6th Avenue Corridor, Inc. has applied for and received grant funding from the State of Iowa in the amount of \$50,000 to be used for final design of the streetscape project;

(Continued)

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Date.....October 22, 2012

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NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Des Moines, Iowa that the 6th Avenue Streetscape Concept Plan, a copy of which is on file in the office of the City Engineer, be and is hereby approved and staff is authorized to proceed with design for a limited portion of the overall project.

MOVED by _____ to adopt.

FORM APPROVED:

(Council Communication No. 13-553)



 Michael Kelley
 Assistant City Attorney

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

6TH AVENUE Streetscape

Conceptual Design
18 October 2012



Approved by City of Des Moines City Council on 22 October 2012.
Roll Call number:



ACKNOWLEDGMENTS

Steering Committee

Mike Baldus, RBNA Board Member
Jordan Collins, Neighborhood Development Corporation
Tim Davis, Anawim Housing
Brian Douglas, RBNA Board Member
Alecia Kates, 6AC Executive Director
Regina Lloyd, St. Vincent DePaul
Aaron Todd, 6AC Board Member & RBNA Board Member
Terry Vorbrich, 6AC Board Member & City of Des Moines Economic Development Staff
Anne Wright, Mercy Hospital

Technical Committee

Bruce Braun, Street Maintenance Administrator
Gary Fox, City Traffic Engineer
Gary Hlavka, Sr. Civil Engineer
Darwin Larson, Engineering Design & Construction
Kyle Larson, City Planner
Dave Miller, Sewer Enterprise Administrator
Erin Olson-Douglas, Urban Designer
Mike Ring, Principal Traffic Engineer

Public Art

Greater Des Moines Public Art Foundation
Indigo Dawn

Graphics

Genus Landscape Architects

Transit

Elizabeth Presutti, DART

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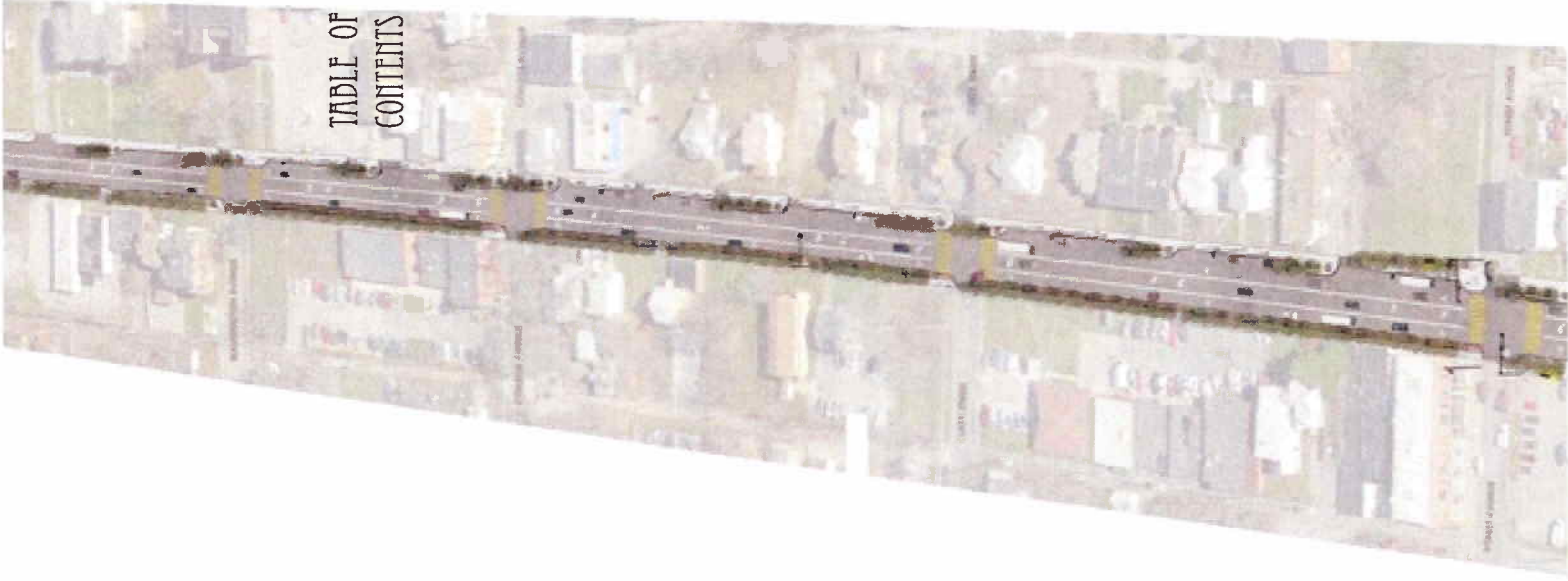
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I. PROCESS: Context

Project Overview & History

A revitalized streetscape has been a goal for 6th Avenue dating back to the 6th Avenue Revitalization Plan by RDG completed in 1995 and later updated in 2003. In August 2008, Aaron Todd and Brian Douglas conducted a visioning exercise on behalf of the Riverbend Neighborhood Association with various 6th Avenue and River Bend stakeholders, residents, and business owners. The visioning exercise established the following vision statement:

The 6th Avenue Corridor through the historic River Bend and Cheatom Park Neighborhoods is a vibrant, pedestrian-friendly, culturally diverse area that encourages all of Des Moines to socialize, work, shop, and play.

This visioning exercise also identified the following priorities of a revitalized 6th Avenue streetscape:

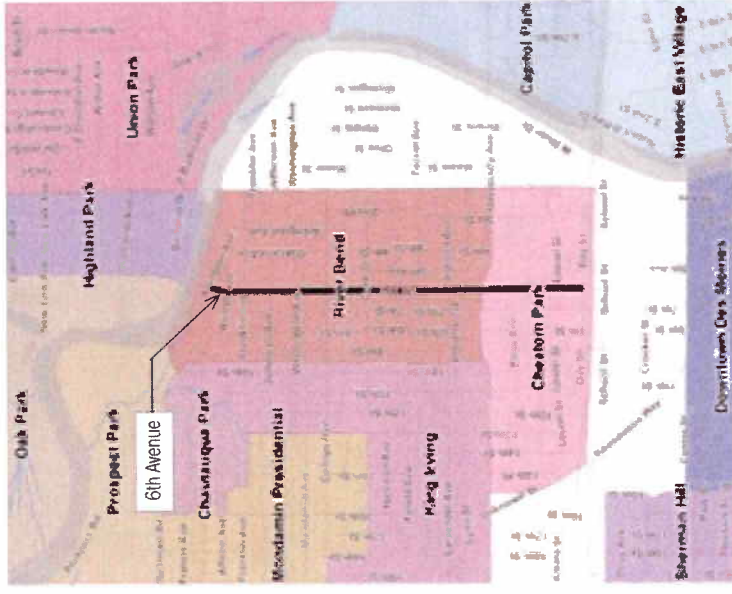
- Improvement of the pedestrian experience
- Improvement of the vehicular experience and traffic calming
- Improvement of residents' and visitors' experience
- Promotion of appropriate commercial development
- Improve water quality and drainage

In December 2008 the 6th Avenue Corridor in partnership with the River Bend and Cheatom Park Neighborhoods requested that the City of Des Moines initiate a conceptual streetscape

design process for the 6th Avenue corridor. The idea gained even greater traction following the designation of the 6th Avenue Corridor as an Urban Main Street by the IEDA in 2009. Utilizing the results of the recently completed visioning process, staff from the City's Community Development Department, with assistance from other City departments, began to work with a streetscape steering committee to develop the conceptual streetscape design, including project scope, design, and cost estimates.

Project Area

The scope of the 6th Avenue streetscape project focuses on the 6th Avenue corridor, specifically the public right-of-way along 6th Avenue. The 6th Avenue corridor is a two mile corridor through the near north side of Des Moines and serves as a key gateway into and out of Downtown. The project area begins at the Des Moines River near the Hickman Avenue/Arlington Avenue intersection and proceeds south to the intersection with Interstate 235.





east side of 6th Ave. near Arlington/Hickman and Des Moines River this northern area is mainly residential with multifamily housing and historic homes in the Riverview Park Plat National Historic District



looking south on the east side of 6th Avenue between Franklin and Jefferson Avenues. River Trace Apartments are in the foreground; the downtown skyline is visible from here



looking north along the east side of 6th Avenue near College Avenue. the Wherry Buildings on the west side of the street were restored / built by the Neighborhood Development Corporation (NDC) in 2005-2008



looking north along the west side of 6th Avenue. the corridor has narrow sidewalks with utility poles blocking the walkway and a wide, 5-lane roadway



looking north along the east side of 6th Avenue between Indiana and Forest Avenues. The restored Temple Block Building is at the NW corner of 6th and Forest Avenues



looking north along the east side of 6th Avenue. this section of the corridor has a number of restored single family homes. the Bethel Mission is on the west side of the street



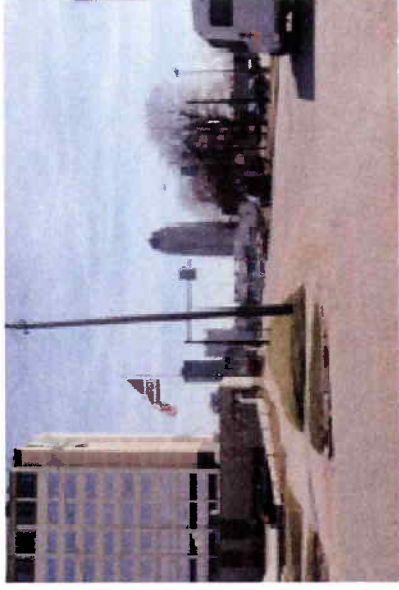
looking south along the east side of 6th Avenue near University Avenue. A small QuikTrip is located at the NE corner. The Biomat USA Plasma Donor Center is in the foreground



looking north along the west side of 6th Avenue near University Avenue and across the street from Mercy Hospital. 6th Avenue is one of the most heavily used transit routes in the DART system.



looking north along the east side of 6th Avenue. this section of the corridor shares 1-way traffic with 7th Street, splitting from 1-way to 2-way just north of Laurel Street



looking south along the west side of 7th Street near I-235 with the downtown skyline in view. 7th Street shares 1-way traffic with 6th Avenue in this area. The Holiday Inn is in the foreground

PROCESS: Site Analysis

Right-of-way Constraints

Public right-of-way along 6th Avenue varies from 60' to 66' wide along the length of the project area. The right-of-way between University Avenue and Clark Street measures 60' in width. While the right-of-way from Clark Street north to the Des Moines River measures 66' wide. This is a very narrow right-of-way width to serve a commercial corridor such as 6th Avenue. Opportunities to expand the right-of-way were considered early in the planning process but were found to not be feasible to pursue.

Sidewalk Conditions

The majority of the corridor is served by sidewalk with sidewalk conditions varying from block to block. The sidewalk dimension for the corridor tends to be four feet wide with sidewalk on both sides of the street. This is inadequate for a commercial corridor such as 6th Avenue. Pedestrian usage of the sidewalk along 6th Avenue is very high with the presence of the DART transit line, as well as many non-profit service providers having facilities on 6th Avenue. It is recommended that sidewalk along 6th

Avenue should at a minimum be five to six feet wide to serve the current and future demands. At intersections, curb ramps and crosswalks need to be updated to meet current Americans with Disabilities Act (ADA) standards.



