



Roll Call Number

Agenda Item Number

23

Date August 24, 2015

**RECEIVE AND FILE COMMUNICATION FROM THE PLAN AND ZONING COMMISSION
REGARDING APPROVAL OF A PRELIMINARY PLAT FOR "BRIDGE DISTRICT"
DEVELOPMENT ON PROPERTY LOCATED AT 711 AND 714 EAST 2ND STREET
AND 700 EAST 4TH STREET**

WHEREAS, on August 6, 2015, the City of Des Moines Plan and Zoning Commission voted 10-0-1 to **APPROVE** a request from Bridge District Verve, LLC and Bridge District Townhomes, LLC (developers), represented by Steve Niebuhr (officer), on property located at 711 and 714 East 2nd Street and 700 East 4th Street, to divide the subject property into 45 lots for row dwelling and multiple-family dwelling development, subject to compliance with all administrative review comments of the City's Permit and Development Center; and

WHEREAS, the final subdivision plat will be submitted for City Council approval when completed.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Moines, Iowa, that the attached communication from the City Plan and Zoning Commission is hereby received and filed.

FORM APPROVED:

Glenna K. Frank
Glenna K. Frank, Assistant City Attorney

MOVED BY _____ to receive and file.

(13-2015-1.31)

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GATTO				
GRAY				
HENSLEY				
MAHAFFEY				
MOORE				
TOTAL				

MOTION CARRIED

APPROVED

Mayor

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.

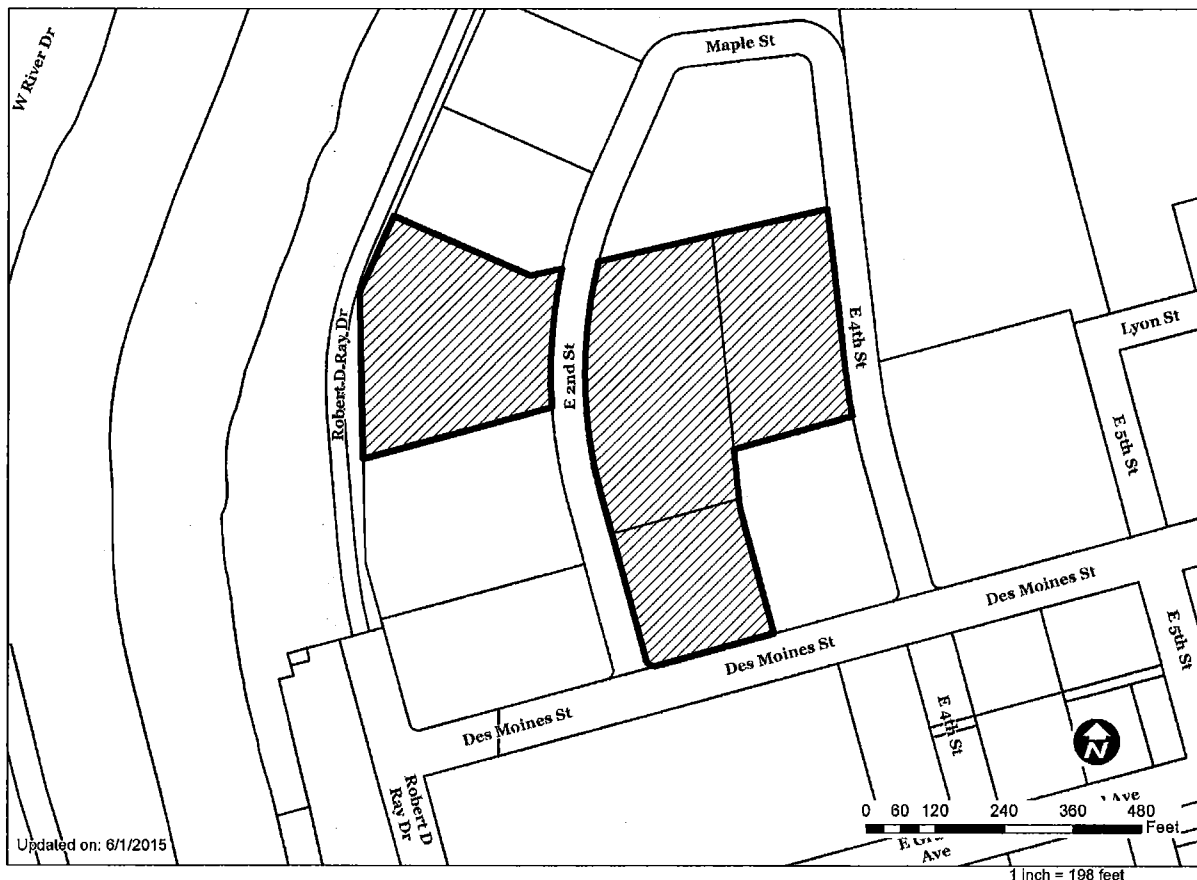
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

City Clerk

Bridge District Verve, LLC and Bridge District Townhomes, LLC (developers) represented by Steve Niebuhr (officer) for property located at 711 and 714 East 2nd Street and 700 East 4th Street. The subject property is owned by Principal Mutual Life Insurance Company.				File #
				13-2015-1.31
Description of Action	Approval of a Preliminary Plat for "Bridge District" to divide the subject property into 45 lots for row dwelling and multiple-family dwelling development subject to compliance with all administrative review comments of the City's Permit and Development Center.			
2020 Community Character Plan	Current: Downtown Support Commercial. Proposed: N/A.			
Mobilizing Tomorrow Transportation Plan	No planned improvements.			
Current Zoning District	"D-R" Downtown Riverfront District, "CDO" Capitol Dominance Overlay District (Area B), "GGP" Gambling Games Overlay District, "D-O" Downtown Overlay District, and "FSO" Freestanding Sign Overlay District.			
Proposed Zoning District	N/A.			
Consent Card Responses	In Favor	Not In Favor	Undetermined	% Opposition
Inside Area				
Outside Area				
Plan and Zoning Commission Action	Approval	7-0-4	Required 6/7 Vote of the City Council	Yes
	Denial			No X

Bridge District Verve, LLC & Bridge District Townhomes, LLC, 700 East 4th Street

13-2015-1.31



Date August 24, 2015Agenda Item 23

Roll Call # _____



August 18, 2015

Honorable Mayor and City Council
City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their meeting held August 6, 2015, the following action was taken regarding a request from Bridge District Verve, LLC and Bridge District Townhomes, LLC (developers) represented by Steve Niebuhr (officer) for review and approval of a Preliminary Plat for "Bridge District" to divide the subject property into 45 lots for row dwelling and multiple-family dwelling development on property located at 711 and 714 East 2nd Street and 700 East 4th Street. The subject property is owned by Principal Mutual Life Insurance Company.

COMMISSION RECOMMENDATION:

After public hearing, the members voted 7-0-4 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Dory Briles	X			
JoAnne Corigliano	X			
Jacqueline Easley	X			
Tim Fitzgerald	X			
Jann Freed	X			
John "Jack" Hilmes	X			
Greg Jones	X			
Sasha Kamper			X	
Brian Millard				X
William Page				X
Jonathan Rosenbloom			X	
Mike Simonson			X	
CJ Stephens				X
Greg Wattier			X	

APPROVAL of the submitted Preliminary Plat for "Bridge District" to divide the subject property into 45 lots for row dwelling and multiple-family dwelling development subject to compliance with all administrative review comments of the City's Permit and Development Center and **APPROVAL** of a Site Plan "Bridge District" under design guidelines in "D-R"

Districts and under design guidelines for multiple-family dwellings to allow development of 43 row dwellings subject to the following: (13-2015-1.31 & 10-2015-7.126)

1. Compliance with all administrative review comments of the City's Permit and Development Center.

(PDC comments include any requirements identified by the City Arborist and the City Traffic Engineer, as well as other City departments)

2. Review and approval of the finalized building elevations and materials by the Planning Administrator.
3. Provision of black KIM Archetype Street Light Fixtures.
4. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. Private light poles and pole mounted light fixtures are to be similar in style to a black KIM archetype light fixture or of other similar esthetic quality as approved by the Planning Administrator.
5. All rooftop mechanical equipment shall be screened with material that is architecturally compatible with the building to the satisfaction of the Planning Administrator.
6. All utility meters, transformers, ground-mounted equipment, and other utilities shall be placed alongside or rear facades that are internal to the site.
7. All services lines to buildings and all utility lines in the adjoining right-of-way shall be located underground.
8. Compliance with Chapter 42, Article X of the City Code.
9. Review and approval of the finalized landscape plan by the Planning Administrator.

By separate motion held at their July 16, 2015 meeting Commissioners recommended 8-0-3 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Dory Briles	X			
JoAnne Corigliano	X			
Jacqueline Easley	X			
Tim Fitzgerald	X			
Jann Freed	X			
John "Jack" Hilmes	X			
Greg Jones	X			
Sasha Kamper			X	
Brian Millard				X

1. Compliance with all administrative review comments of the City's Permit and Development Center.

(PDC comments include any requirements identified by the City Arborist and the City Traffic Engineer, as well as other City departments)

2. Review and approval of the finalized building elevations and materials by the Planning Administrator.
3. Provision of black KIM Archetype Street Light Fixtures.
4. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. Private light poles and pole mounted light fixtures are to be similar in style to a black KIM archetype light fixture or of other similar esthetic quality as approved by the Planning Administrator.
5. All rooftop mechanical equipment shall be screened with material that is architecturally compatible with the building to the satisfaction of the Planning Administrator.
6. All utility meters, transformers, ground-mounted equipment, and other utilities shall be placed alongside or rear facades that are internal to the site.
7. All services lines to buildings and all utility lines in the adjoining right-of-way shall be located underground.
8. Compliance with Chapter 42, Article X of the City Code.
9. Review and approval of the finalized landscape plan by the Planning Administrator.

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

1. **Purpose of Request:** The proposed site plan would allow the construction of 44 rowhouse units. The preliminary plat facilitates the division of the rowhouses and a previously approved multiple-family building into separate parcels.
2. **Size of Site:** 6.54 acres.
3. **Existing Zoning (site):** "D-R" Downtown Riverfront District, "D-O" Downtown Overlay District, "GGP" Gambling Games Prohibition Overlay District and "FSO" Freestanding Sign Overlay.
4. **Existing Land Use (site):** Vacant.

5. Adjacent Land Use and Zoning:

North – “D-R”: Use is light industrial.

South - “D-R”: Use is light industrial.

East - “R-4” & “C-3B”: Uses are multiple-family residential.

West - “D-R”: Use is the Des Moines River and trail.

- 6. General Neighborhood/Area Land Uses:** The site is located at the northern periphery of the East Village Neighborhood. The immediate area consists of a mix of vacant land and light industrial uses and is generally bound by Interstate 235 to the north, East 4th Street to the east, Des Moines Street to the south and Robert D. Ray Drive to the west.

- 7. Applicable Recognized Neighborhood(s):** The subject property is located in the Historic East Village Neighborhood. The neighborhood was notified of the Commission meeting by mailing of the Preliminary Agenda on June 1, 2015. A Final Agenda for the June 18, 2015 meeting was mailed to the neighborhood association on June 12, 2015. A Final Agenda for the July 16, 2015 meeting was mailed on July 10, 2015. A Final Agenda for the August 6, 2015 meeting was mailed on July 31, 2015.

Additionally, separate notifications of the hearing for the site plan were mailed on June 8, 2015 (10 days prior to the hearing) to the neighborhood association and to the primary titleholder on file with the Polk County Assessor for every owner of property or condominium within 250 feet of the site. All agendas and notices are mailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division. The Historic East Village Neighborhood Association mailings were sent to Colleen MacRae, P.O. Box 93904, Des Moines, IA 50393.

- 8. Relevant Zoning History:** On May 27, 2015, the Zoning Board of Adjustment granted the applicant an Exception of 1 foot less than the minimum 8 feet of width required for 0-degree (parallel) parking spaces, an Exception of 6 feet less than the minimum 24 feet of maneuvering space required for 90-degree parking spaces within garages, and an Exception of 4 feet less than the minimum 20 feet of width required for driveways for two-way circulation.
- 9. 2020 Community Character Land Use Plan Designation:** Downtown Support Commercial
- 10. Applicable Regulations:** The Commission shall determine if the preliminary plat conforms to the standards and requirements outlined in Chapter 354 of the Iowa Code and consider the criteria set forth in Chapter 18B of the Iowa Code. The Commission shall also determine if it conforms to the City Subdivision Ordinance and shall approve, conditionally approve or reject such plat within 45 days after the date of submission to the City Permit and Development Center. Unless the applicant agrees in writing to an extension of time, the preliminary plat shall be deemed approved if the Commission does not act within such 45-day period. The Commission's action for approval or

conditional approval shall be null and void unless the final plat is submitted to the City Permit and Development Center within 270 days after the date of such action; provided, however, that the Permit and Development Administrator may grant, upon written request of the applicant, up to a 90-day extension for submittal of the final plat to the City Permit and Development Center.

In acting upon any site plan application for property located within the D-R downtown riverfront district or C-3B central business mixed-use district, the plan and zoning commission shall apply the design regulations in section 82-213 of this article and the design guidelines in Section 82-214.7, which are in consideration of the criteria set forth in Chapter 18B of the Iowa Code. The decision to approve, approve subject to conditions or disapprove a proposed site plan shall be based upon the conformance of the site plan with such design regulations and the following guidelines. These guidelines shall be applied to the entire site when a new building is constructed or an existing building is expanded by more than 50 percent of its gross floor area as of the time it became part of the D-R downtown riverfront district or C-3B central business mixed-use district. If a building is expanded by less than 50 percent of its gross floor area as of the time it became part of the D-R downtown riverfront district or C-3B central business mixed-use district, then these guidelines shall apply only to the expansion of the building.

- 1) *Building Heights.* Minimum height for all uses that are not built integral to the levee as part of the riverwalk redevelopment, should be the lesser of 36-feet or 3-stories.

The primary footprint of each unit would extend up two stories. Thirty-two of the units would have a third floor bonus room at the front of the unit. Eight of the units would have an architecturally integrated pergola structure at the front of the unit. Four of the units would have a third floor bonus room and a separate bedroom. The applicant has increased the number of units with a bonus room, added a third floor room to four of the units and enhanced the appearance of the pergola structures since the last staff report was prepared. In addition, the bonus rooms are now designed to be usable all year round instead of just three seasons. Staff recommends approval of the revised design.

- 2) *Riverfront setbacks:* Riverfront setbacks for all new construction (that is not built integral to the levee and as part of a riverfront park) should be a minimum of 100 (horizontal) feet from the high water mark of the river. Redevelopment adjacent to a riverfront park (not part of the levee reconstruction) should front a continuous public right-of-way. This could be either a road built to an urban standard, or an alternative profile of a minimum 20' width that clearly delineates a public right-of-way between new private development and the riverfront park.

The development would be separated from the levee by Robert D. Ray Drive.

- 3) *Lighting:* All new exterior lighting upon private property should be pedestrian in scale. The use of private overhead floodlighting is discouraged.

The site plan indicates that "all on site exterior lighting shall be low glare cut-off type fixtures" and that "wall mounted lighting packs must be shielded and under 20-foot mounted height." Staff believes that any pole mounted lighting along private walkways should not exceed 15 feet in height, and that private light poles and pole mounted light fixtures should be similar in style to a black KIM archetype light fixture or of equal esthetic quality.

- 4) *Residential building standards:* New residential buildings should also comply with the following guidelines:
 - a. Building front entrances should face public rights-of-ways. Those buildings with river frontage should be oriented towards the riverfront (except when located above street level retail).
 - b. At least one building entrance for the residential uses should directly access the street when located above street-level retail.
 - c. Buildings should have a building frontage on the principal street of not less than 70 percent of the lot frontage on the principal street.
 - d. Buildings should have a maximum setback of 15 feet from the public right-of-way.

The proposed development is designed to front a private drive that would be built to mimic a typical street including parallel parking and trees planted in a street tree rhythmic pattern. Most of the rowhouses would set back between 10 to 15 feet. Some of the rowhouses would front a green space and be substantially setback. Staff believes the proposed development meets the intent of these guidelines.

- e. Service entrances, waste disposal areas and other similar uses should be located adjacent to service lanes and away from major streets and the public right-of-way adjacent to the river.

The rowhouses would not have a shared trash enclosures.

- 5) *Commercial building standards:* New commercial buildings should also comply with the following guidelines:
 - a. Buildings should have a building frontage on the principal street of not less than 70 percent of the lot frontage on the principal street.
 - b. A minimum of 70 percent of the building frontage should be set within one foot of the front lot line.
 - c. Building entrances on new development sites that have river frontage (and are not integral to the levy), should be oriented both towards the riverfront and the primary street.
 - d. Service entrances, waste disposal areas and other similar uses should be located adjacent to service lanes and away from major streets and the public right-of-way adjacent to the river.
 - e. Restaurants may operate outdoor cafes on public sidewalks while maintaining pedestrian circulation subject to obtaining an areaway permit.

N/A.

- 6) Storage of any and all materials and equipment should take place within completely enclosed buildings. All open areas should be paved or landscaped, properly maintained and kept free from refuse and debris. All refuse collection containers and dumpsters should be enclosed on all sides by the use of a permanent wall of wood, brick, or masonry. The enclosure, including any gates for pedestrian and/or disposal truck access, should be constructed to provide at least a 75% opaque screen of the receptacle from any street.

Outdoor storage of materials or equipment is not proposed.

- 7) All open areas not used for off-street loading or parking should be landscaped in accordance with the Des Moines Landscape Standards.

See subparagraph 4 of Section II for landscaping information.

- 8) Access doors for any warehouse use and any loading docks should not front on any public street. That portion of a building fronting on a public street should be used in an office or other commercial use.

N/A.

The Plan and Zoning Commission reviews and approves site plans for multiple family dwellings, boarding houses or rooming-houses in accordance with the design standards in section 82-213 of the City Code, which are in consideration of the criteria set forth in Chapter 18B of the Iowa Code. The decision to approve, approve subject to conditions, or disapprove a proposed site plan shall be based upon the conformance of the site plan with the following design standards.

- 1) *Architectural character.* New developments and alterations to existing development in or adjacent to existing developed areas shall be compatible with the existing architectural character of such areas by using a compatible design. Compatibility may be achieved through techniques such as the repetition of roof lines, the use of similar proportions in building mass and outdoor spaces, similar relationships to the street, similar window and door patterns, and/or the use of building materials that have color shades and textures similar to those existing in the immediate area of the proposed development. Brick and stone masonry shall be considered compatible with wood framing and other materials.

The proposed rowhouses would be constructed with a mix of masonry, metal and cement fiberboard siding. The primary footprint of each unit would extend up two stories. Thirty-two of the units would have a third floor bonus room at the front of the unit. Eight of the units would have an architecturally integrated pergola structure at the front of the unit. Four of the units would have a third floor bonus room and a separate bedroom. The applicant has increased the number of units with a bonus room, added a third floor room to four of the units and enhanced the appearance of the pergola structures since the last staff report was prepared. In addition, the

bonus rooms are now designed to be usable all year round instead of just three seasons. Staff recommends approval of the revised design.

- 2) *Building height and mass.* Buildings shall be either similar in size and height, or if larger, shall be articulated, setback or subdivided into massing that is proportional to the mass and scale of other structures on the same block and adjoining blocks. Articulation may be achieved through variation of roof lines, setbacks, patterns of door and window placement, and the use of characteristic entry features. To the maximum extent feasible, the height, setback and width of new buildings and alterations to existing buildings should be similar to those of existing buildings on the same block. Taller buildings or portions of buildings should be located interior to the site. Buildings at the ends of blocks should be of similar height to buildings on the adjoining blocks.

The primary footprint of each unit would extend up two stories. Thirty-two of the units would have a third floor bonus room at the front of the unit. Eight of the units would have an architecturally integrated pergola structure at the front of the unit. Four of the units would have a third floor bonus room and a separate bedroom. The applicant has increased the number of units with a bonus room, added a third floor room to four of the units and enhanced the appearance of the pergola structures since the last staff report was prepared. In addition, the bonus rooms are now designed to be usable all year round instead of just three seasons. Staff recommends approval of the revised design.

- 3) *Building orientation.* To the maximum extent feasible, primary facades and entries shall face the adjacent public street. A main entrance should face a connecting walkway with a direct pedestrian connection to the public street without requiring all pedestrians to walk through parking lots or across driveways.

The proposed development is designed to front a private drive that would be built to mimic a typical street including parallel parking and trees planted in a rhythmic street tree pattern. Staff believes the proposed development meets the intent of this guidelines.

- 4) *Garage access/location.* If the prominent character of garage access and/or location is located to the rear of the properties in the surrounding neighborhood, then new construction should be compatible with such character.

All garage doors would be oriented to a service drive.

- 5) *Rooftop/second story additions.* A rooftop or second floor addition, including but not limited to stairs and emergency egress, should not overhang the front or sidewalls of the existing building.

N/A.

- 6) *Emergency egress.* All stairs and means of emergency egress extending more than 15 feet above grade and visible from the adjoining street should be completely

enclosed with materials compatible in color and texture with the balance of the building.

All stairways and means of egress would be internal to the building.

- 7) *Parking.* Parking lots containing more than eight parking spaces should comply with the adopted landscape standards applicable to commercial development in the C-1 district.

See subparagraph 4 of Section II for landscaping information.

In acting upon any site plan application for development of property located within the Downtown Overlay District, the community development director (or plan and zoning commission if applicable) shall apply the regulations and design guidelines in Section 82-213 of the City Code, which are in consideration of the criteria set forth in Chapter 18B of the Iowa Code. The decision to approve, approve subject to conditions or disapprove a proposed site plan shall be based upon the conformance of the site plan with such design regulations and the following guidelines. These guidelines shall be applied to the entire site when a new building is constructed or when an existing building is cumulatively expanded by more than 50% of its gross floor area as of the time it became part of the downtown overlay district. If a building is cumulatively expanded by less than 50% of its gross floor area as of the time it became part of the downtown overlay district, then these guidelines shall apply only to the expansion of the building.

- A) Projects should demonstrate understanding of the micro and macro context for the project by offering place specific solutions for materiality, massing, uses, fabric and climate that are consistent with the vision of the "What's Next Downtown Plan". In most cases, corporate prototype architecture may not be an acceptable design.

The primary footprint of each unit would extend up two stories. Thirty-two of the units would have a third floor bonus room at the front of the unit. Eight of the units would have an architecturally integrated pergola structure at the front of the unit. Four of the units would have a third floor bonus room and a separate bedroom. The applicant has increased the number of units with a bonus room, added a third floor room to four of the units and enhanced the appearance of the pergola structures since the last staff report was prepared. In addition, the bonus rooms are now designed to be usable all year round instead of just three seasons. Staff recommends approval of the revised design.

- B) Low impact development techniques should be utilized which implement site water quality control solutions, using materials which are locally available and creating projects which minimize energy consumption.

The proposed stormwater management improvements include groundwater recharge pits. Staff is not aware of any additional low impact development techniques being utilized.

- C) Connectivity between adjacent properties should be provided or demonstrated for both pedestrian and vehicular circulation.

Access to the rowhouse units would come from shared service drives to the north and south of the buildings. The position of the drives would allow them to service future development to the north and south. The proposed private drive would act as an east-west street providing connectivity from Robert D. Ray Drive, East 2nd Street and East 4th Street. This provides a more natural downtown grid pattern to the area, which is necessary for pedestrian and vehicular circulation.

- D) The incorporation of 'soft (green) spaces' on site is encouraged.

- E) Where feasible, projects should provide outdoor spaces for people gathering.

The proposed development includes a large green space at the west end of the site that will include an art piece constructed from a salvaged metal bridge. Benches and extensive plantings would be provided throughout the development.

- F) If feasible, connections to adjoining bike paths or on-street bike facilities and on-site bike racks should be provided in close proximity to building entrances.

The development has been designed to provide access to the trail system along the Des Moines River.

- G) Building heights. Minimum height for all uses should be the lesser of 36 feet or three stories.

The primary footprint of each unit would extend up two stories. Thirty-two of the units would have a third floor bonus room at the front of the unit. Eight of the units would have an architecturally integrated pergola structure at the front of the unit. Four of the units would have a third floor bonus room and a separate bedroom. The applicant has increased the number of units with a bonus room, added a third floor room to four of the units and enhanced the appearance of the pergola structures since the last staff report was prepared. In addition, the bonus rooms are now designed to be usable all year round instead of just three seasons. Staff recommends approval of the revised design.

- H) Bulk standards, building setbacks, orientation, frontage and residential access:

1. All buildings with river frontage should orient towards the river and have building entrances that are oriented to the river and primary street(s).
2. All buildings without river frontage should have entrances oriented toward primary street(s).
3. All buildings should have frontage on principal street(s) of not less than 70 percent of the lot.

The proposed development is designed to front a private drive that would be built to mimic a typical street including parallel parking and trees planted in a street tree pattern. Most of the rowhouses would set back between 10 to 15 feet. Some of the rowhouses would front a green space and be substantially setback. Staff believes the proposed development meets the intent of these guidelines.

4. For commercial and mixed-use buildings, at least 70 percent of the building frontage should be within one foot of the property line.

N/A.

5. At least one building entrance for residential uses should directly access the street when a residential use is located above street-level retail or commercial uses.

N/A.

6. For residential buildings, a maximum setback of 15 feet from the public right-of-way is permitted unless superseded by bulk regulations of the underlying zoning district (i.e. R-HD Residential Historic District, R1-60 Low Density Residential District, etc.).

The proposed development is designed to front a private drive that would be built to mimic a typical street including parallel parking and trees planted in a street tree pattern. Most of the rowhouses would set back between 10 to 15 feet. Some of the rowhouses would front a green space and be substantially setback. Staff believes the proposed development meets the intent of these guidelines.

- I) Storage of all materials and equipment should take place within completely enclosed buildings.

No outdoor storage of materials and equipment is proposed.

- J) All refuse collection containers and dumpsters should be enclosed on all sides by the use of a permanent wall of wood, brick or masonry and steel gates which are compatible in design with the principal structure.

Trash enclosures are not proposed.

- K) All open areas not used for off-street loading or parking should be landscaped in accordance with the Des Moines Landscape Standards for C-3 districts.

See subparagraph 4 of Section II for landscaping information.

- L) Access doors for any warehouse use and any loading docks should not front on any public street.

N/A.

- M) Gas stations/convenience stores should be limited to no more than six pumps and allow no more than 12 vehicles to be fueled at one time.

N/A.

- N) Gas station / convenience stores and canopies, drive-thru facilities for restaurants, banks, parking garages and other auto-dominant uses should not front or have vehicular access on or to a pedestrian corridor as designated in the downtown pedestrian corridor map on file in the office of the city clerk as approved by city council resolution.

N/A.

- O) Existing curb cuts should be consolidated to the minimum number necessary and be located as directed by the city traffic engineer and community development director.

Staff believes the proposed number of curb cuts is the minimum number necessary to adequately serve the development.

- P) Parcels proposed for development that are greater than two acres should be rezoned to a planned unit development (PUD) zoning classification.

The site measures 6.54 acres. The proposals is subject to several sets of design guidelines ("D-R" District, "D-O" District and Multiple-Family Residential) that provide a level of review similar to "PUD" zoning.

- Q) Auto-dominant uses as described in guideline "N" above should be located in a mixed use commercial center and with buildings possessing a unified commercial design.

N/A.

- R) Parking ramps should either include ground floor retail or commercial space, be designed for conversion to retail or commercial space, or have significant architectural detail.

N/A.

I. ADDITIONAL APPLICABLE INFORMATION

- 1. Natural Features:** A tree protection and mitigation plan is required to be submitted for administrative review by City staff pursuant to Chapter 42, Article X of the City Code.
- 2. Drainage/Grading:** All grading is subject to an approved grading permit and soil erosion control plan. The applicant is required to demonstrate compliance with the City's Stormwater Management requirements to the satisfaction of the City's Permit and

Development Center. The proposed stormwater management improvements include groundwater recharge pits.

3. **Parking:** Off-street parking is not required in the "D-R" District. Each rowhouse unit contains an attached garage. Four of the rowhouse units would have a three-car garage. The remaining units would have two-car garages. Additional parking is provided along the private drive.
4. **Landscaping:** The applicable landscaping standards include the following:
 - 1 overstory street tree per 30 lineal feet of frontage.
 - 1 overstory tree and 10 shrubs per 40 lineal feet of parking lot perimeter.
 - 1 overstory tree and 3 shrubs per 25 parking stalls of parking lot interior.
 - 1 overstory tree, 1 evergreen tree and 1 shrub per 2,500 square feet of required open space.

The submitted site plan includes a total of 200 overstory trees, 33 ornamental trees and 7 evergreen trees. An extensive list of shrubs and other plantings are listed by the exact totals and placement is not noted. Staff recommends approval subject to the review of the final planting plan by the Planning Administrator.

5. **Additional Information:** At the July 16, 2015 meeting the Commission requested that staff confirm the comments of the City Traffic Engineer and City Arborist. In addition, the Commission requested staff to contact the Des Moines School District regarding the proposed project. A response has not been received from the School District. The City Arborist requested that the Amur Maple tree species be replaced as it is an invasive species. The City Traffic Engineer has requested a traffic study to determine if any intersection improvements will be necessary at Robert D. Ray Drive and Des Moines Street, at Robert D. Ray Drive and East Grand Avenue, at East 4th Street and Des Moines Street, and at East 4th Street and East Grand Avenue.

SUMMARY OF DISCUSSION

Greg Jones asked if anyone was present to speak on this item. None were present or requested to speak.

COMMISSION ACTION:

Will Page moved staff recommendation Part A) for approval of the submitted Preliminary Plat subject to compliance with all administrative review comments of the City's Permit and Development Center, and Part B) for approval of the submitted Site Plan subject to the following:

1. Compliance with all administrative review comments of the City's Permit and Development Center.

(PDC comments include any requirements identified by the City Arborist and the City Traffic Engineer, as well as other City departments)

2. Review and approval of the finalized building elevations and materials by the Planning Administrator.
3. Provision of black KIM Archetype Street Light Fixtures.
4. All site lighting shall be directed downward and shielded from adjoining properties. Any pole mounted lighting along private walkways shall not exceed 15 feet in height and any pole mounted lighting in a parking area shall not exceed 20 feet in height. Private light poles and pole mounted light fixtures are to be similar in style to a black KIM archetype light fixture or of other similar esthetic quality as approved by the Planning Administrator.
5. All rooftop mechanical equipment shall be screened with material that is architecturally compatible with the building to the satisfaction of the Planning Administrator.
6. All utility meters, transformers, ground-mounted equipment, and other utilities shall be placed alongside or rear facades that are internal to the site.
7. All services lines to buildings and all utility lines in the adjoining right-of-way shall be located underground.
8. Compliance with Chapter 42, Article X of the City Code.
9. Review and approval of the finalized landscape plan by the Planning Administrator.

Motion passed 7-0-4. (Mike Simonson, Greg Wattier, Jonathan Rosenbloom and Sasha Kamper abstained).

Respectfully submitted,



Michael Ludwig, AIOP
Planning Administrator

MGL:clw

Attachment



June 12th, 2015

**Doug Saltsgaver
ERG, Inc.
2413 Grand Avenue
Des Moines, IA 50312**

RE: 711 E. 2nd Street, The Bridge District Phase I

10-15-7.126

Dear Doug:

We have reviewed the first (1st) submittal of the site plan for The Bridge District Phase I, generally located in the vicinity of 711 E. 2nd Street in Des Moines, and have determined that the following conditions must be satisfied before plan approval can be granted.

Engineering

1. Add a sheet index to sheet SP1.
2. Provide a drawing to show bearings and distances of the boundary lines of the east portion or add a sheet to include the entire site.
3. Show roof drain outlet locations on the Grading Plan sheets.
4. Provide the required striped access aisle at the parallel ADA parking stalls.
5. A Sidewalk and Driveway Approach Permit will be required of the developer or contractor.
6. The small 0.29 acre drainage area of the west tract will like be a chronic maintenance problem due to the ¼ inch control orifice. Was consideration given to trying to surface drain or pipe that area to the water shed to the south? Please call Charles Lepak (283-4095) to discuss options to eliminate the small detention facility.
7. For the Stormwater Calculations overview, provide a matrix of the various outlets/basins with detention volumes, water quality discharge rates and 100-year discharge rates.

8. The calculated design discharge rate for the 10-year storms may exceed the flow capacity of the public sewers in Robert D Ray Drive and East 2nd Street. Please estimate total anticipated flow to the public sewers in both streets and check slope, size and capacity of the sewer mains.
9. Specify the pipe material for the 8" private sanitary (plumbing code compliant).
10. The pipe slope is insufficient on the two segments of sanitary sewer that serve the eight townhouse units in the very southwest corner. The preferred slope for a private line with such few connections is 2.0% or as close to that as possible.
11. Private Construction Contract documents will be required for the sewer structures.
12. The impacted area of the project exceeds one acre and therefore the owner/developer must apply for a NPDES General Permit No. 2 through the IDNR.
13. Additionally, submit the SWPPP and a copy of the NPDES documents to the City of Des Moines for review and acceptance.
14. A Grading Permit application and a calculated fee of \$190.00 is required.
15. At project completion, the Grading Permit applicant must submit a certification from their design professional that the detention basin was constructed as per the approved plan.
16. Modify the Stormwater Management Facilities Plan as follows:
 - a) Remove all the construction related notes.
 - b) For clarity, remove pavement markings.
 - c) Show all storm sewer piping with structure number and pipe size labels.
 - d) Show building and pavement lines as "background" information.
 - e) Add detention basin horizontal dimensions and bottom elevation information.

Traffic

17. Traffic and Transportation does not support the proposed bump out along Robert D. Ray Drive. The roadway is already narrow and dead ends to the north, so it shouldn't be a difficult pedestrian crossing to make without the bump-out installed. It would also increase long term maintenance and street cleaning needs.
18. No pavement markings shall be provided for on-street parking within the inset areas shown.
19. The "District" signage should not be placed in public street rights-of-way.
20. The property owner is responsible for coordinating any street lighting removal/replacement necessary with Mid-American Energy. Black streetlight pole with archetype fixtures are required in the downtown area. The property owner is responsible for the cost to "buy down" this pole/fixture to the wood/pole overhead

rate. Any relocation of street lighting may require a plan for the new layout and evaluation of lighting levels.

21. Before traffic signs are impacted, contact City Traffic and Transportation (283-4973).
22. Depending on the results and review of the traffic analysis, additional impacts may need to be considered.

Fire

23. In accordance with IFC Section 508.5.1; where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided (Exception: R-3, U & sprinklered buildings shall be 600 ft). These hydrants must be on approved fire apparatus access roads. *Submitted plans did not clearly indicate conformance with this requirement.*
24. FIRE APPARATUS ACCESS ROADS: A fire apparatus access road shall extend to within 150 feet of all portions of the first story of the building as measured by an approved route around the exterior of the building. IFC 503.1.1. Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be of a continuous hard surface such as concrete, asphalt, rock, or other continuous hard surface material so as to provide all-weather maintenance and driving capabilities. Grass pavers or similar type products that are not readily distinguishable as a road surface shall not be used. City of Des Moines Fire Prevention Code Section 46 – 68. Fire apparatus access roads shall have a minimum unobstructed width of 20 feet and 26 feet where a hydrant is located on the access road. IFC 503.2.1 A minimum vertical clearance of 13 feet 6 inches shall be provided for the apparatus access roads. IFC 503.2.1

Planning

25. Separate the preliminary plat and site plan on future submittals. It is acknowledged that some sheets (grading/utility) may be duplicated.
26. Dimension actual building setbacks to property lines on the site plan.
27. Provide building elevations with proposed building materials for all townhome units within the project.
28. Provide the total number of dwelling units (between rowhomes and apartments) in note format on the site plan.
29. Note the total proposed building heights for the rowhomes on the site plan.
30. Show the zoning of surrounding properties on the site plan.

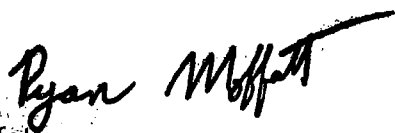
31. Label or identify what the series of rectangles indicate along E. 4th Street, north of the private street.
32. Dimension the parking stalls, drive aisles and maneuvering spaces for the parking located within the apartment buildings.
33. Verify that the 16 ft. width of the proposed alleys will allow adequate and compliant maneuvering space for the garages within the townhomes granted by the Zoning Board of Adjustment (18 ft.).
34. Add the date and decision and order number of the Zoning Board of Adjustment's relief on the site plan (ZON2015-00081, May 27th, 2015).
35. Dimension the typical width and length of parking stalls on the "west layout plan".
36. Show label PCC curbing locations on the site plan.
37. Addressing of the rowhome units, apartments and naming of the private street will be forthcoming.
38. A Public Access Easement will be required to be recorded to allow access through the private street for trash removal services and other public need. A copy of the easement has been provided for your use.
39. The proposed height of the district signs shown on the plan will require Zoning Board of Adjustment relief, as they exceed 8 ft. in height.
40. Provide more information on the proposed street light types along the private street.
41. In accordance with D-R design guidelines, light fixtures shall be of a pedestrian scale and not exceed 15 ft. in height (including base) for areas outside of parking lots. Pole-mounted lighting in parking areas shall not exceed 20 ft. in height (including base). Provide the light fixture product cut sheet on a detail sheet of the site plan.
42. Label the trash enclosure locations on the site plan. A dumpster enclosure diagram needs to be shown on the site plan, including elevations, and building materials. In accordance with City Code, trash enclosures should have adequate room to allow for recycling containers to be placed within them in all multi-family projects.
43. Provide a separate pedestrian entrance to the trash enclosure, which should be reflected on the site plan and/or detail diagram of the dumpster enclosures.
44. Add bike racks near the apartment buildings. Show the location of the bike racks, and provide a detail of the racks that are proposed. If applicable, if bike rack quantities are provided which exceed or are equivalent to 10% of the required parking, you may use this to satisfy 1 of 4 necessary tax abatement sustainability criteria.

45. Show utility meter locations on the site plan and building elevations. The meters shall be located on sides of buildings not oriented towards public (and private) streets. The mechanical housing of meters shall be painted to match the building.
46. The landscaping plan provided does not appear to match up with the parking lot layouts and setbacks indicated elsewhere in the site plan. Can the layout plan be used as the base layer for the submittal of future landscape plans for accuracy?
47. Shrub landscaping did not show up on the landscape plan.
48. At the request of the Municipal Arborist, remove and replace the Amur Maple from the landscape plan, as the species is considered evasive. Substitute with another species of tree.
49. Provide a chart on the landscape plan or demo plan outlining the number and size of trees removed for mitigation purposes, as well as the appropriate ratio of replacement trees needed to meet the City's tree mitigation ordinance.
50. Complete the open space and impervious surface area totals on sheet 1 of the plan.
51. Provide shrub or ornamental grass landscaping to help screen the proposed transformers south of the apartment building from view of public streets.
52. Add the following notes to the site plan:
- The required landscaping, both existing and proposed, shall be maintained for the life of the Certificate of Occupancy.
 - All disturbed areas should be restored by seeding or sodding.
53. All new exterior signs are reviewed separately and must be approved with Zoning Enforcement (283-4200) before sign permits can be issued. This note is for your information only and requires no formal addressing on the future submittal.
54. The final copy of the landscape plan will need to be signed and dated by an architect, landscape architect, or certified nurseryman. The final copy of the site plan must have the preparer's certification statement signed and dated.
55. A reminder that all new water services 2 inches in diameter or larger require SEPARATE submittals for review by the Des Moines Water Works Engineering Department.
56. If approved by the Plan and Zoning Commission on June 18th, 2015, add the following note to the site plan: "Site plan approved by the Plan and Zoning Commission on June 18th, 2015 and in conformance with D-R district and Multi-Family Design Guidelines."

Please submit **four (4) review copies** of the revised plan satisfying the above listed items. Failure to resubmit such amended plan within 90 days from the date of this letter shall cause the application to lapse, and will require the payment of a new application fee to resume the application process.

If you have any questions contact me @ 283-4975 or email @ rlmoffatt@dmgov.org.

Sincerely,



Ryan Moffatt
Senior City Planner