

Date September 26, 2016

**RESOLUTION SETTING HEARING ON REQUEST FROM
QUIK TRIP CORPORATION TO REZONE PROPERTY LOCATED AT
1515 EAST GRAND AVENUE AND 1522 CAPITOL AVENUE**

WHEREAS, the City Plan and Zoning Commission has advised that at a public hearing held on September 15, 2016, its members voted 7-4 in support of a motion to recommend **APPROVAL** of a request by Quik Trip Corporation (purchaser), represented by Mike Talcott (officer), to rezone property located at 1522 Capitol Avenue and owned by Quik Trip Corporation from "R1-60" One-Family Low-Density Residential District to Limited "C-2" General Retail and Highway Oriented Commercial District, and to rezone property located at 1515 East Grand Avenue from Limited "C-2" General Retail and Highway-Oriented Commercial District to amended Limited "C-2" General Retail and Highway-Oriented Commercial District, to allow for replacement of the existing convenience store with the new Quik Trip store prototype and to revise existing conditions upon the property (collectively known as "Property"), subject to the following conditions:

1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue; and
2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator; and

WHEREAS, the Property to be rezoned is legally described as follows:

East 40 feet of Lot 4 and all of Lots 5 and 6, Block 45 STEWART'S ADDITON, an Official Plat, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

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

1. That the attached communication from the Plan and Zoning Commission is hereby received and filed.
2. That the meeting of the City Council at which the proposed rezoning is to be considered shall be held at the Richard A. Clark Municipal Service Center (MSC), located at 1551 E. Martin Luther King, Jr. Parkway, Des Moines, Iowa, at 5:00 p.m. on October 10, 2016, at which time the City Council will hear both those who oppose and those who favor the proposal.
3. That the City Clerk is hereby authorized and directed to cause notice of said proposal in the accompanying form to be given by publication once, not less than seven (7) days and not more than twenty (20) days before the date of hearing, all as specified in Section 362.3 and Section 414.4 of the Iowa Code.

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Date September 26, 2016

MOVED BY _____ TO ADOPT.

FORM APPROVED:

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

(ZON2016-00100)

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

MOTION CARRIED APPROVED

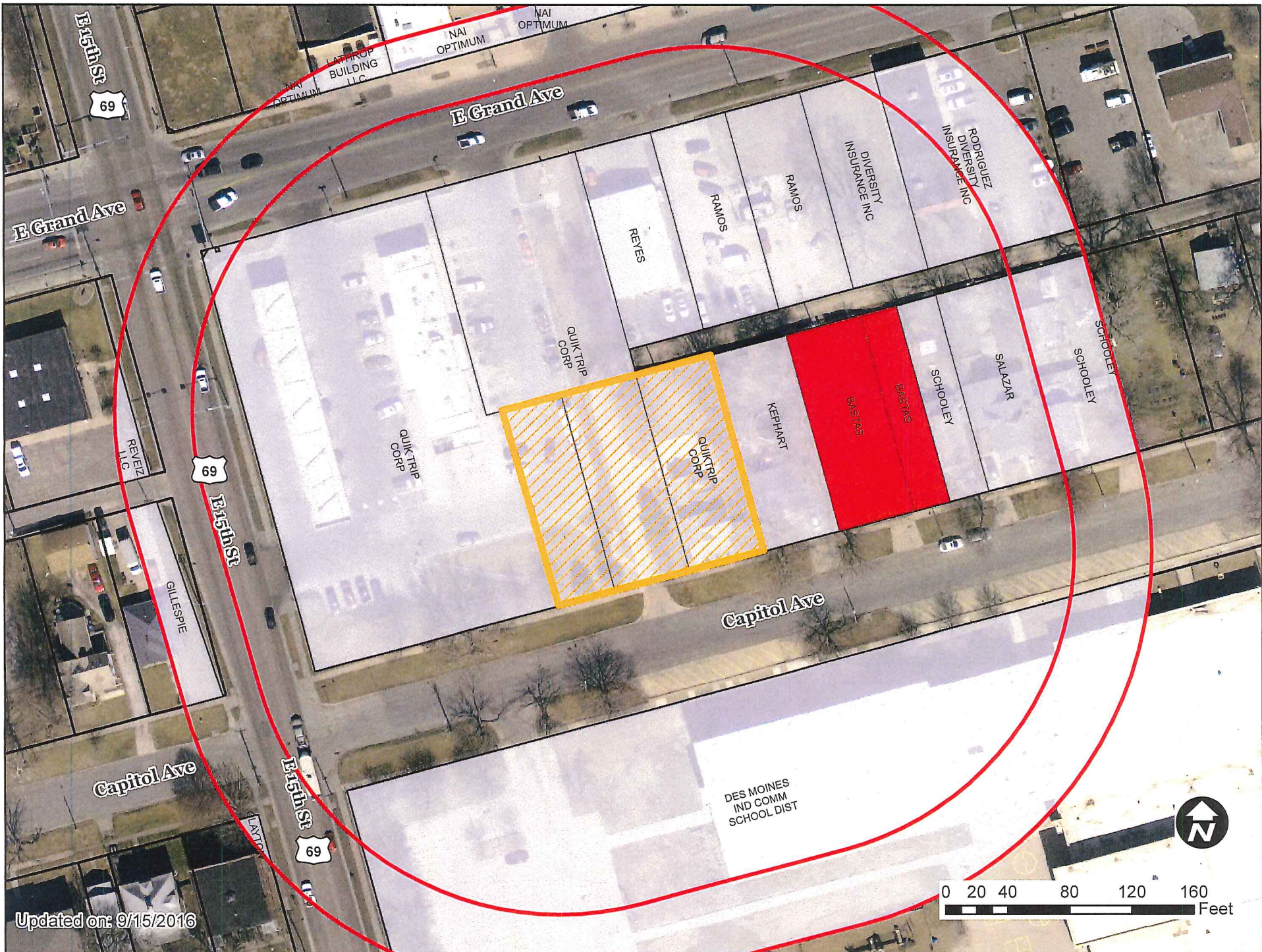
Mayor

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



Updated on: 9/15/2016

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September 22, 2016

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 September 15, 2016, the following actions were taken regarding requests from Quik Trip Corporation (owner) represented by Michael Talcott (officer) on property located at 1501 & 1515 East Grand Avenue and 1522 Capitol Avenue.

COMMISSION RECOMMENDATION:

After public hearing, the members voted 11-0 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus	X			
Dory Briles	X			
JoAnne Corigliano	X			
David Courard-Hauri	X			
Jacqueline Easley	X			
Jann Freed				X
John "Jack" Hilmes	X			
Carolyn Jenison	X			
Greg Jones	X			
William Page				X
Mike Simonson	X			
CJ Stephens				X
Steve Wallace	X			
Greg Wattier				X
Rocky Sposato	X			

APPROVAL of Part A) that the proposed rezoning be found **not** in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation for the property known as 1522 Capitol Avenue;



The Commission also voted 7-4 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus	X			
Dory Briles	X			
JoAnne Corigliano	X			
David Courard-Hauri		X		
Jacqueline Easley	X			
Jann Freed				X
John "Jack" Hilmes		X		
Carolyn Jenison	X			
Greg Jones		X		
William Page				X
Mike Simonson	X			
CJ Stephens				X
Steve Wallace	X			
Greg Wattier				X
Rocky Sposato		X		

APPROVAL of Part B) to amend the existing PlanDSM: Creating Our Tomorrow Plan future land use designation from Low Density Residential within a Neighborhood Node to Community Mixed Use within a Neighborhood Node. (21-2016-4.05)

****6/7th vote is required by the City Council as the land use amendment requires affirmative vote by 8 members of the Plan and Zoning Commission (2/3 of 11 members present).***

The Commission also voted 7-4 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus	X			
Dory Briles	X			
JoAnne Corigliano	X			
David Courard-Hauri		X		
Jacqueline Easley	X			
Jann Freed				X
John "Jack" Hilmes		X		
Carolyn Jenison	X			
Greg Jones		X		
William Page				X
Mike Simonson	X			
CJ Stephens				X
Steve Wallace	X			
Greg Wattier				X
Rocky Sposato		X		

APPROVAL of Part C) to rezone 1522 Capitol Avenue from "R1-60" One-Family Low-Density Residential District to "C-2" General Retail and Highway-Oriented Commercial District and rezone a portion of 1515 East Grand Avenue from Limited "C-2" General Retail

and Highway-Oriented Commercial District to revise the conditions to remove the condition prohibiting the commercial site development to Capitol Avenue, subject to the following conditions:

1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue.
2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator. (ZON2016-00100)

The Commission also voted 7-4 as follows:

APPROVAL of Part D) a Site Plan under design guidelines for gas stations and convenience stores on property located at 1501 & 1515 East Grand and 1522 Capitol Avenue, to allow demolition of the existing convenience store and pump island canopy and to construct a 5,773-square foot convenience store with a pump island canopy having 12 fueling locations expandable to 16 fueling locations and allowing commercial site development to access Capitol Avenue, subject to the following conditions:

1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue.
2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator. (10-2017-7.19)

STAFF RECOMMENDATION TO THE P&Z COMMISSION

Part A) Staff recommends that the proposed rezoning be found not in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation for the property known as 1522 Capitol Avenue.

Part B) Staff recommends denial of an amendment to the PlanDSM: Creating Our Tomorrow Plan to revise the future land use designation from Low Density Residential to Community Mixed Use for the property known as 1522 Capitol Avenue.

Part C) Staff recommends denial of the request to rezoning from "R1-60" District and Limited "C-2" District to a revised Limited "C-2" District.

Part D) Staff recommends denial of the submitted Site Plan.

Written Responses

0 In Favor

2 In Opposition

STAFF REPORT TO THE PLANNING COMMISSION

1. **Purpose of Request:** The subject parcels are owned in common with the parcel that contains the applicant's existing convenience store and fuel pumps. The applicant is

proposing to replace the existing convenience store with their new store prototype. To achieve their desired layout for the site, the portion of the site currently zoned Limited "C-2" District and "R1-60" District must be rezoned to "C-2" District.

These requests also propose to remove the existing east/west alley outlet to Capitol Avenue, which was created at the time of the previous expansion of the existing store. The submitted Site Plan proposes adding vehicular drive access directly to Capitol Avenue, which is currently prohibited by existing zoning conditions. Also prohibited by the zoning condition is direct commercial access from the site to the east/west alley. The request was notified to possibly remove this condition as a potential solution for providing an alternate egress from the alley.

2. **Size of Site:** The portion of the site proposed for rezoning measures 18,500 square feet. The entire site owned by Quik Trip measures 77,078 square feet or 1.77 acres.
3. **Existing Zoning (site):** Limited "C-2" General Retail and Highway-Oriented Commercial District, "R1-60" One-Family Low-Density Residential District and "FSO" Freestanding Signs Overlay District.
4. **Existing Land Use (site):** Parking lot, access drive for an alley, and single-family dwelling for the area to be rezoned. The remaining portion of the redevelopment site is developed with the existing 4,146-square foot Quik Trip convenience store with a pump island canopy having 10 fueling locations.
5. **Adjacent Land Use and Zoning:**
 - North** – "NPC"; Uses are pedestrian-oriented commercial center, Lathrop's carpet cleaning service, and vacant land.
 - South** – "R1-60"; Use is the Capitol View Elementary School property.
 - East** – "C-2" & "R1-60"; Uses are commercial building with bakery and photography studio tenants and single-family dwellings.
 - West** – "C-2"; Uses are a furniture store and single-family dwellings.
6. **General Neighborhood/Area Land Uses:** The subject site is located at the East 15th Street and East Grand Avenue intersection and is a part of the East Grand Avenue commercial corridor. The adjoining segment of East Grand Avenue corridor predominately consists of a traditional, walkable commercial district. Most buildings have minimal setbacks from the street. The building stock is a mix of historic commercial buildings and modern infill construction. The site is located in the Capitol East Neighborhood, which primarily consists of Victorian era single-family dwellings on small lots.
7. **Applicable Recognized Neighborhood(s):** The subject property is located in the Capitol East Neighborhood. All recognized neighborhoods were notified of the Commission meeting by mailing of the Preliminary Agenda on August 26, 2016. A Final Agenda was mailed to the neighborhood associations on September 9, 2016. Additionally, separate notifications of the hearing for this specific item were mailed on

August 26, 2016 (20 days prior to the hearing) and September 2, 2016 (13 days prior to the hearing due to the Labor Day holiday) to the Capitol East Neighborhood Association and to the primary titleholder on file with the Polk County Assessor for each property 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 Capitol East Neighborhood Association notices were mailed Jack Leachman, 1921 Hubbell Avenue, Des Moines, IA 50316. The applicant held a neighborhood meeting prior the consideration of the rezoning at the July 21, 2016 meeting of the Commission.

- 8. Relevant Zoning History:** On August 20, 2001, the City Council approved Ordinance Number 13,985 (Roll Call No. 01-2598) rezoning a portion of the applicant's site from "R1-60" District to a Limited "C-2" District. This portion of the site fronts Capitol Avenue and is comparable in width and depth to two single-family lots. The following zoning conditions are listed in Ordinance Number 13,985.

A. There shall be no direct vehicular access between the Property and Capitol Avenue. There shall be no direct vehicular access between the Property and the adjoining East/West alley. All vehicular access to the Property shall be provided through the adjoining land to East 15th Street and East Grand Avenue.

B. The following uses of land and structures shall not be permitted upon the Property:

- 1) Automobile, trailer, motorcycle, boat and farm implement establishments for display, hire, rental or sale.*
- 2) Taverns and nightclubs.*
- 3) Adult entertainment businesses.*

- 9. PlanDSM Creating Our Tomorrow:** The subject site is designated as "Community Mixed Use", "Low-Density Residential" all within a "Neighborhood Node" on the Future Land Use Map.

- 10. Applicable Regulations:** The Commission reviews all proposals to amend zoning boundaries or regulations within the City of Des Moines. Such amendments must be in conformance with the comprehensive plan for the City and designed to meet the criteria in 414.3 of the Iowa Code, and taking into consideration the criteria set forth in Chapter 18B of the Iowa Code. The Commission may make recommendations to the City Council on conditions to be made in addition to the existing regulations so long as the subject property owner agrees to them in writing. The recommendation of the Commission will be forwarded to the City Council.

In consideration of the criteria set forth in Chapter 18B of the Iowa Code, any Site Plan application which includes property used as a gas station or convenience store and for extension of parking shall be approved by the Plan and Zoning Commission if the proposed Site Plan conforms with the design regulations in Section 82-213 and the following additional design guidelines in Section 82-214.08 of the City Code, unless the commission determines that the construction and use of the site will have a significant detrimental impact on the use and enjoyment of adjoining residential uses. Section 82-

206(b)(2)(c) in the Site Plan Ordinance also requires that review of any Site Plan by the City shall consider the City's Comprehensive Plan. In this instance, approval of any Site Plan by the Commission shall be also be conditioned on approval of the requested rezoning by the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

1. **PlanDSM Creating Our Tomorrow:** The parcel that is zoned "R1-60" District is designated as "Low-Density Residential" on the Future Land Use Map. The balance of the applicant's site is designated as "Community Mixed Use." The entire site is located within the East Grand Avenue and East 15th Street "Neighborhood Node" on the Future Land Use Map. Rezoning the parcel that is currently zoned "R1-60" District to "C-2" District requires the Future Land Use Map to be amended from the "Low-Density Residential" designation to "Community Mixed Use" designation. The following land use designation descriptions are from Page 18 and Page 20 of PlanDSM: Creating Our Tomorrow.

Community Mixed Use: Small- to medium-scale mixed use development, located on high capacity transit corridors or at the intersection of transportation corridors. Community mixed use areas include both a mix of medium density residential and a mix of retail and services establishment designed to attract customers from a large service area encompassing multiple neighborhood and may include specialty retail that attracts regional customers.

Node Overlay: Three overlay districts are also identified on the Future Land Use Map representing neighborhood, community and regional nodes. Not all characteristics of nodes exist today, but these areas represent opportunities to develop a mixture of uses to provide a variety of housing types, employment opportunities and services at greater concentrations than the surrounding area. Nodes are focal points in the community and do not represent a specific spatial area. Nodes exist today. However, they are largely auto-oriented places. Neighborhood, Community, and Regional nodes represent opportunities over time for the City to create mixed use areas that provide for increased housing and transportation choices, reduced infrastructure and maintenance expenditures, and the creation of vibrant places to serve neighborhoods and the City as a whole.

Neighborhood Node: These nodes are the smallest in size and offer services that provide for basic daily needs of the local population in the surrounding neighborhood. Residential development including low-medium and medium densities may occur.

In addition to the Future Land Use Map, Plan DSM: Creating Our Tomorrow includes the follow goals that should be considered when reviewing the applicant's request.

LU9: Identify new neighborhood nodes and proposed land uses considering the following criteria:

- *The ability to create a compact, walkable structure within the identified node;*
- *The capacity for employment and economic vitality;*

- *The ability to provide housing in close proximity to jobs; and*
- *Access via transit and other alternative modes of transportation.*

LU10: Prioritize new mixed use development and redevelopment along proposed high capacity transit corridors and nodes.

LU24: Provide safe and pleasant walking and biking routes to neighborhood features including commercial areas, public spaces, recreational facilities, and schools.

LU25: Require new development and redevelopment to be compatible with the existing neighborhood character.

T11: Design safe and accessible pedestrian ways connecting major destinations throughout the City including transit corridors.

ED14: Support the development of a complete multimodal transportation network for pedestrians, bicyclists, transit, and automobiles.

CCN5: Ensure infill development is sensitive to the existing character of the neighborhood.

CCN18: Promote compact, mixed-use development to provide adequate density to support neighborhood commercial viability.

CCN22: Encourage neighborhood nodes that are accessible by pedestrians, bicyclists, and transit users, as well as motorists.

The adjoining segment of the East Grand Avenue corridor predominately consists of a traditional, walkable commercial district. Most buildings have minimal setbacks from the street, particularly those that are the most recent to be developed. The building stock is a mix of historic commercial buildings and modern infill construction.

The applicant is proposing to redevelop the site with a new convenience store building and site improvements. The building would be located slightly to the east of the center of the site. It would be separated from the adjoining Rights-Of-Way by surface parking. The fuel pump island would be located to the west of the building along East 15th Street. The submitted Site Plan shows two driveways to East Grand Avenue, one driveway to East 15th Street and one driveway to Capitol Avenue. The Site Plan proposed to remove the existing access drive that provides ingress/egress from the west end of the alley to Capitol Avenue. The portion of the alley that used to extend through the site to East 15th Street was previously vacated and incorporated into the Quik Trip site. The alley is shown as a dead end at the east perimeter of the site, closed off with bollards.

The proposed layout consists of a standard, auto-oriented design. It does not support the existing pedestrian-oriented character of the East Grand Avenue corridor, nor does it comply with the goals of the City's Comprehensive Plan as listed above. Staff understands that achieving a mixed-use project at this site that includes a convenience store with fuel sales is not practical. However, the site should still be configured in a way that the building is located along East Grand Avenue, which would better fit the

existing character of the corridor, support greater pedestrian connectivity, and address the goals of PlanDSM. Staff has presented this option to the applicant.

2. Design Guidelines for Gas Station/Convenience Stores: Redevelopment of the site requires the consideration of the submitted Site Plan and building elevations for review by the Plan and Zoning Commission in accordance with the Design Guidelines for Gas Stations/Convenience Stores (Sec. 82-214.08).

1. Site Design.

A. The optimal layout of any individual site requires an in-depth understanding of local context and a thorough site analysis. The components of a gas station and convenience store to be considered in site design include, but are not limited to:

- (i) Primary structure/retail sales building/single or multiple tenant;
- (ii) Pump island, canopy structure, and lighting;
- (iii) Refuse, service and storage area;
- (iii) Circulation systems and parking;
- (iv) Service bays;
- (v) Ancillary uses such as car washes, drive through uses, ATMs and telephones.

The adjoining segment of East Grand Avenue corridor predominately consists of a traditional, walkable commercial district. Most buildings have minimal setbacks from the street. The building stock is a mix of historic commercial buildings and modern infill construction. The proposed layout consists of a standard, auto-oriented design with the building centered at the east, rear of the site centered between East Grand Avenue and Capitol Avenue. This configuration would not support the existing pedestrian-oriented character of the East Grand Avenue corridor, nor would it comply with the goals of the City's Comprehensive Plan.

B. Maximum size of site should not exceed two (2) acres without a rezoning to a PUD Planned Unit Development pursuant to Chapter 134, Division 13 of the Municipal Code of the City of Des Moines and site review under a Conceptual Plan approved by the Plan and Zoning Commission and City Council.

The proposed site area is 1.77 acres and would not be considered as a Planned Unit Development.

C. Minimum open space should be 20 percent (20%) of the site or 1,000 square feet per vehicle fueling location, whichever is greater.

The minimum open space requirement is 15,423 square feet based on the 20% minimum requirement being the greater calculation than 12,000 based on the number of proposed fueling locations. This would increase to a 16,000-square foot minimum at such time as the applicant would add the indicated additional 4 fueling locations. The proposed open space to be provided is 13,807 square feet. In either scenario the proposed open space is deficient and would require waiver of this design guideline as part of any Site Plan approval. A more pedestrian-oriented design could offset the typical needs for minimum open space.

D. All development proposals should show evidence of coordination with the Site Plan as well as arrangement of buildings and planning elements of neighboring properties by:

- (i) **Responding to local development patterns and the streetscape by use of consistent building setbacks, orientation and relationship of structures to the street and linkages to pedestrian facilities;**
- (ii) Seeking shared-access with adjoining commercial uses where feasible to minimize curb cuts and enhance pedestrian and vehicular circulation;
- (iii) Minimizing cross traffic conflicts within parking areas.

The adjoining segment of East Grand Avenue corridor predominately consists of a traditional, walkable commercial district. Most buildings have minimal setbacks from the street, many with a zero setback on the north side of East Grand Avenue.

The applicant is proposing to redevelop the site with a new convenience store building and site improvements. The building would be located on the eastern half of the site. It would be separated from the adjoining rights-of-way by parking. The fuel pump island would be located to the west of the building along East 15th Street. The submitted Site Plan shows two driveways to East Grand Avenue, one driveway to East 15th Street and one driveway to Capitol Avenue. The Site Plan includes removing the existing access drive that provides segregated egress from the west end of the alley to Capitol Avenue. The portion of the alley that used to extend through the site to East 15th Street was previously vacated and incorporated in the Quik Trip site. The submitted alley is shown as a dead end at the east perimeter of the site.

The proposed layout consists of a standard, auto-oriented design. It does not support the existing pedestrian-oriented character of the East Grand Avenue corridor, nor does it comply with the goals of the City's Comprehensive Plan as listed above. Staff understands that achieving a mixed-use project at this site that includes a convenience store with fuel sales is not practical. However, the site should be configured in a way that the building is located along East Grand Avenue to address the pedestrian-oriented corridor, which would better fit the existing character, support greater pedestrian connectivity, and address the goals of the PlanDSM Creating Our Tomorrow. Staff has presented this option to the applicant.

E. The Site Plan shall mitigate the negative impacts from site activities on adjoining uses as follows:

- (i) Service areas, storage areas and refuse enclosures should be oriented away from public view and screened from adjacent sites;
- (ii) Drive-through windows, menu boards and associated stacking lanes should be oriented away from residential areas or screened from public view;
- (iii) Auto repair bay openings and car-wash openings should be oriented away from residential uses;
- (iii) Lighting should be non-invasive to adjoining residential use.

The proposed air compressor station is located near the intersection within the front yard setback. This should be relocated to an area of the site tucked away from the street front yard setbacks. The proposed can crusher and refuse container enclosure is located right at the minimum setback along Capitol Avenue. To meet the intent of this provision it should be relocated more interior to the Site.

- F. **The Site Plan shall provide identifiable pedestrian access from adjoining public pedestrian routes through the site to the primary building** and from accessory functions within the site. This can be accomplished by use of special paving colors or textures and appropriately scaled lighting.

While the proposed Site Plan shows accessible routes to both East Grand Avenue and Capitol Avenue, the proposed overall layout consists of a standard, auto-oriented design. It does not support the existing pedestrian-oriented character of the East Grand Avenue corridor, nor does it comply with the goals of the City's Comprehensive Plan as listed above. Adjusting the building location up to East Grand Avenue would help achieve this intention to be more directly linked to the existing pedestrian-oriented corridor without passing through off-street parking and a drive aisle.

2. Architecture.

The following architectural guidelines encourage creative response to local and regional context and contribute to the aesthetic identity of the community.

- A. Building design should consider the unique qualities and character of the surrounding area and be consistent with the city's 2020 Character Area Plans. Where character is not defined by 2020 Community Character Plan, building design should be of a high quality with primary use of durable materials such as masonry, block, or stone.

The north, west and south facades of the proposed building would be sided with brick and porcelain tile and would have aluminum cornices and entrance canopies. The west rear façade would be sided with brick. Because of the site elevation, the rear side of the building will have exposure to westbound traffic on East Grand Avenue. Staff recommends that the elevations demonstrate significant architectural detailing on all four facades.

- B. A facility occupying a pad or portion of a building within a larger commercial center should be designed to reflect the design elements of that center.

N/A.

- C. Drive-through elements should be integrated into the building rather than appear to be applied or "stuck-on" to the building.

N/A.

- D. All sides of a building should express consistent architectural detail and character, with a primary use of durable materials such as brick, masonry block,

or in special instances a predominant material found in the surrounding commercial area. Columns should be designed to minimize visual impact.

The three primary facades of the proposed building would be sided with brick and porcelain tile and would have aluminum cornices and entrance canopies. The rear façade would be sided with brick with no other detail. Staff recommends that porcelain elements be provided on the rear façade along with cornice design to match the other three facades. This is based on the east side of the building being within public view of East Grand Avenue.

- E. Walls, pump island canopies and other outdoor covered areas should be compatible with the building, using similar material, color and detailing.

The proposed fuel pump island canopy would be sided with metal and supported by columns wrapped in brick to match the building.

- F. To encourage visually interesting roofs, variations in the roof line and treatments such as extended eaves and parapet walls with cornice treatments are encouraged.

The proposed building design includes wall plane variation and parapet wall height on the three street facing facades.

- G. Perceived height and bulk should be reduced by dividing the building mass into smaller-scaled components. Examples of treatments that could be used to avoid excessive bulk and height include:

- (i) Low-scale planters and site walls.
- (ii) Wainscot treatment.
- (iii) Clearly pronounced eaves or cornices.
- (iv) Subtle changes in material color and texture.
- (v) Variation in roof forms.
- (vi) Covered pedestrian frontages and recessed entries.
- (vii) Deeply set windows with mullions.

The proposed building design includes wall plane variation, material variety and varying parapet wall heights on the three street facing facades.

- H. Canopies:

- (i) Integration of materials on canopies that are similar or compatible to those used on the building or site walls is desirable (e.g., wrap the canopy columns with brick that matches the building). Multiple canopies or canopies that express differing masses are encouraged.

The proposed fuel pump island canopy would be sided with metal and supported by columns wrapped in brick to match the building. The double array of pump apparatus would minimize the expanse of the canopy appearance from all directions.

- (ii) Canopy height should not be less than 13'- 9" as measured from the finished grade to the lowest point on the canopy fascia. The overall height of canopies should not exceed 18'.

The submitted information indicates the total canopy height would range in height to from 18 feet - 6 inches to 23 feet. The height of the underside of the canopy would range from 15 feet to 19 feet. The grading plan indicates there would only be two-feet of grade difference across the extent of the canopy. This would not justify a canopy height greater than 20 feet overall when adjusting for the grade situation. Staff recommends that the overall height of the canopy be limited to 20 feet maximum. This should be sufficient for a 2-foot change in cross slope proposed for the canopy area based on the typical 18-foot maximum height.

- I. All display items for sale, excluding seasonal items (i.e., sand, salt, pop, firewood) should be located within the main building. All outdoor display of seasonal items shall be identified on the Site Plan and be located outside of any required setbacks. No display of seasonal items should exceed 5' in height.

There are display areas shown between pump apparatus underneath the canopy area.

3) Landscape Design.

- A. Landscaping is integral to the overall design concept and should be carefully planned to enhance the overall appearance and function of the site.
- B. Landscape buffers with screen fencing should mask the site from adjacent residential uses. Plantings that exceed the minimum Des Moines Landscaping Standards may be required.

The submitted Site Plan is deficient of plant material and screen fencing required for bufferyard minimums from the residential property directly to the east.

- C. Dense landscaping or architectural treatments should be provided to screen unattractive views and features such as storage areas, trash enclosures, utility cabinets and other similar elements.

The Site Plan is deficient of plant material to screen and buffer these areas from the residential property directly to the east and from the public street views.

- D. A site design for projects located at a street intersection should provide special landscape treatments, including by way of example perennial plant beds, site walls, native grasses, and decorative sign foundations and housing.

Staff does not believe the landscaping shown at the intersection locations of the site represent the intent of this provision. Specifically, a greater variety of plant materiel should be used and should integrate into the proposed monument signs at those locations.

- E. Proper maintenance and timely replacement of plant material is required and will be enforced based on the approved Site Plan.

The submitted site plan does not comply with the City's Landscaping Standards. Minimum open space should be 20% of the site or 1,000 square feet per vehicle fueling location, whichever is greater. The greater requirement in this case is the 20% provision or 15,424 square feet. The Site Plan proposes 13,807 square feet (17.9%) of open space. The pavement and/or building footprint would need to be reduced to meet this requirement. Additional open space could also be obtained by expanding interior planting islands throughout the site.

Currently portions of the required landscaping (open space, parking perimeter, interior lot, and bufferyard) are shown within the Right-Of-Way areas which would not comply. The requirements for these landscaping elements must be satisfied within the private property.

The Site Plan needs to be revised to provide a 10-foot bufferyard where adjacent to the residential use to the east. Minimum planting requirements for bufferyards are two (2) overstory tree and six (6) evergreen trees per 100 lineal feet of property line, in addition to the 6-foot screen. There is approximately 130 lineal feet of required bufferyard along the east property line demanding this requirement. Should the alley egress be provided in this location, the bufferyard should be between the alley and the existing residences.

Perimeter lot plantings are required within the minimum 10-foot paving setback along all street side property lines of parking lots. Currently the setbacks are shown at 5.5 feet along some portions of Capitol Avenue and 7.93 feet along portions of East Grand Avenue and do not comply. All perimeter lot setbacks shall have a minimum 10-foot setback based on the amount of paving.

The interior parking lot minimum plantings require one (1) overstory deciduous tree and three (3) shrubs for every 20 parking spaces provided. They shall be within planter beds of no less than nine (9) by seventeen (17) or 153 square feet. The plans identify the islands with trees but no shrubs have been provided.

To meet the intent of PlanDSM by tying into the existing pedestrian corridor, staff recommends providing parkway planting requirements. This would call for one overstory tree per 30 lineal feet within the Right-Of-Way in 5-foot by 15-foot planters, 1 foot back of curb within the sidewalk along East Grand Avenue, with a 6-foot dedicated walk width.

To meet the design guideline for enhancing the overall appearance, staff recommends providing a minimum 42-inch tall decorative black metal fence around the perimeter of the site along East Grand Avenue and East 15th Street. This would not have to be continuous but could be broken up with other landscape features. Shrub landscaping that is indicated on the landscape plan is located on the outside, or street facing side of the fence.

Based upon the above landscape revisions required or recommend, a revised calculation of the total number of required plant materials would need to be evaluated.

- F. Monument signs are encouraged and are required when the site adjoins a residential district.

The site plan proposes two monument sign locations, one at the northwest corner of the site at the intersection of East 15th Street and East Grand Avenue and one at the southwest corner of the site at the intersection of East 15th Street and Capitol Avenue. All freestanding signs are subject to the following regulations when permits are requested by licensed sign contractors:

Sec. 134-1276. General regulations.

- (p) *Sign exceptions.* The regulations applicable to signage in this chapter, including the district regulations, shall be subject to the following exceptions:

(4) *FSO Freestanding sign overlay district.* The intent of the FSO freestanding sign overlay district is to decrease visual clutter along city corridors, streetscapes, and throughout the entirety of the city by requiring height restrictions for freestanding signs and encouraging the use of monument signs. The FSO freestanding sign overlay district applies to all land within the city or hereafter annexed into the city. The following regulations supersede any less restrictive regulations established in the district regulations:

(a) Pole signs are prohibited.

(b) Any on-premises advertising sign that is a freestanding sign shall be a monument sign, and shall comply with the following height restrictions measured from grade to the highest point on the sign:

- (1) If located at or within 25 feet from the front lot line, the sign shall be no more than 8 feet in height.
- (2) If located more than 25 feet from the front lot line, the sign shall be no more than 15 feet in height.

Sec. 134-3. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Sign, freestanding means a sign not attached to any building and is further defined as follows:

- (2) *Sign, monument* means a sign affixed to a structure built on grade, having a solid opaque base, constructed of brick, stone, concrete block or other durable material matching the exterior of the primary building and extending from grade to the bottom of the sign face across the entire width of the sign face. The height of the sign base must be not less than the larger of 2 feet or 25 percent

of the total sign height. Monument signs are sometimes referred to in this chapter as monumental signs.

4). Lighting.

- A. Lighting of gas stations and convenience stores should enhance safety and provide light levels appropriate to the visual task with minimal glare, light trespass and excess site brightness. Lighting should not be a nuisance or a hazard.
- B. Direct light trespass beyond property lines is prohibited. The maximum horizontal illuminance at grade and the maximum vertical illuminance at five feet above grade measured at the property line should not exceed Illuminating Engineering Society of North America (IESNA) recommended practices for light trespass. (0.5 footcandles for residential, 2.0 footcandles for commercial). The Site Plan must contain illuminance models showing light levels throughout the site.

The site is surrounded by commercial and civic uses except residential property to the east. The submitted photometric plan indicates compliance with these requirements except a couple locations along the east property line would slightly exceed the 0.5 footcandles that would be required for adjacency to residential use.

- C. Light fixtures mounted under canopies should be completely recessed into the canopy with flat lenses that are translucent and completely flush with the bottom surface (ceiling) of the canopy. Generally, lights shall not be mounted on the top or sides (fascia) of the canopy and internally illuminated/entirely translucent canopies should be prohibited. However, accent lighting on the sides (fascia) of the canopy may be permitted.

The submitted drawings indicate the fuel pump island canopy would have recessed lights with lenses that are flush with the bottom surface of the canopy.

D. Parking Lot and Site Lighting:

- (i) All luminaries should be of full cut-off design, aimed downward and away from the property line;
- (ii) Maximum pole heights should not exceed 20'.

The photometric plan indicates all pole mounted fixtures would have a maximum height of 20 feet. The plan does not note if all fixtures would be full cut-off design.

E. Building-Mounted Lighting:

- (i) All luminaries should be a full cut-off design and aimed downward.
- (ii) All luminaries should be recessed or shielded so the light source is not directly visible from the property line.

The photometric plan does not indicate if the building mounted fixtures would be full-cut off design.

3. **Natural Site Features:** The submitted Site Plan indicates removal of 18 trees varying between 12-inch and 48-inch caliper. Based on the mitigation table, 40 new tree plantings are required on site. The proposed planting schedule indicates the plan to provide 42 overstory and evergreen trees. This may be revised based on recommendations for perimeter lot and parkway planting. However, there should be at least 40 tree plantings to comply with the mitigation requirement. Because East 15th Street is also US Highway 69, street trees are not proposed within that Right-Of-Way.
4. **Access & Traffic:** A traffic study was prepared and submitted for review by the City's Traffic and Transportation Division. Initial concerns regarding the dead ending of the alley and the provision of a driveway to Capitol Avenue have been identified by staff and communicated to the applicant. Public Works staff has indicated a preference for relocating the east/west alley egress to Capitol Avenue further to the east to accommodate the proposed detention improvements. If this becomes infeasible, Public Works staff have indicate a connection of the east/west alley to the site with a public ingress/egress easement provided to a public drive entrance. This solution would require the zoning condition prohibiting this to be removed and will required release of the existing easement on 1518 Capitol Avenue by the City Council. Public works has further indicated that the alley is routinely maintained and plowed.

Traffic Engineering has reviewed the submitted traffic study and has made the following comments related to development of the site:

- A) The existing east/west alley that runs between Capitol Avenue and East 16th Street is proposed to include a dead end just east of the site. Design accommodation should be made to maintain this connection.
- B) Traffic Engineering does not support the addition of an access point on Capitol Avenue. The submitted report states that the proposed access point on Capitol would be very low usage and primarily in place for local neighborhood traffic. The report also stated that the majority of the trips to and from the site would be vehicular and that the number of pedestrians/cyclists/transit trip ends was considered negligible and would have no outcome on the proposed development.

Due to the proximity of the Capitol View Elementary School, as well as current neighborhood planning efforts, Traffic Engineering disagrees with this statement and believes that introducing a commercial access point on Capitol Avenue would be contrary to efforts to prioritize walkability in the vicinity of schools in Des Moines. Capitol Avenue is on the designated school walk route for Capitol View Elementary and is used by parents, students, and school buses to access the school.

A sidewalk connection from the new QT to Capitol Avenue should be provided.

Additional response from Traffic Engineering to the submitted traffic study included:

- A) The report recommended investigating the addition of traffic signal heads for the northbound approach of East 15th Street and East Grand Avenue to potentially address crash trends at the intersection. The City will investigate further.
- B) The report included a discussion about the crashes happening along East Grand Avenue, east of East 15th Street and suggested that a center turn lane may help to address the left turn and failure to yield from driveway crashes. There were only two reported crashes in the studied time period that may have involved motorists exiting the QT site on East Grand Avenue, therefore no significant trend currently exists that would necessitate immediate changes in association with the site redevelopment. The City will investigate the possibility of a center left turn lane on East Grand Avenue in conjunction with the results of the Walkability Study later in 2017.

- 5. **Parking:** A minimum of 20 off-street parking spaces are required for the proposed 5,773-square foot building (1 per 300 square feet). The applicant is proposing 62 parking spaces. The PlanDSM seeks to minimize off-street parking area. In this instance the submitted plan provided over three times the required minimum. Based on this staff believes that reducing the number of parking spaces to revise the building location could be accomplished without compromising necessary parking.
- 6. **Drainage/Grading:** The submitted Site Plan indicates storm water management being handled by a surface detention basin at the eastern end of the site. This may need to be redesigned depending on the solution provided for egress of the east/west alley.
- 7. **Beer and Wine Permit/Liquor License:** The existing store sells beer and wine only. For beer and wine sales, the site would be required to maintain a 150 foot separation from a church, park, school, or licensed day care use. This proposed site would not currently meet those requirements with only 80 feet of separation from Capitol View Elementary School. However, if the applicant does not surrender a valid beer and wine permit for the property and keeps it valid during the development of a new convenience store, there would not be a loss of legal non-conforming rights to the existing separations. Convenience stores do not require a Conditional Use Permit for the sale of beer and wine only.
- 8. **Staff Rationale:** Based on review of the proposed rezoning, which must be found in accordance with PlanDSM: Creating Our Tomorrow, staff does not believe the development concept reinforced with the submitted Site Plan meets the intent of the City's Comprehensive Plan. Therefore, staff recommends denial of the requested

amendment to the PlanDSM future land use designation, as well as denial of the requested rezoning. Traffic Engineering recommends not allowing the proposed drive connection to Capitol Avenue and the additional land is not currently proposed for adjusting the alley egress drive location.

Based on recommendations of denial for the proposed Comprehensive Plan amendment and rezoning tied to preferred configuration of the site, consideration of the submitted Site Plan becomes moot. Should the Commission believe that the proposed rezoning and site redevelopment be in conformance with PlanDSM: Creating Our Tomorrow as proposed, then staff would recommend that the Commission continue the matter of the Site Plan consideration to all formulation specific recommendations based on the proposed development configuration.

Should the Commission recommend denial based on the staff recommendation, the proposed PlanDSM future land use amendment and requested rezoning would carry forward to the City Council for hearing consideration. The applicant could also add an appeal to the Site Plan denial to the City Council's consideration.

SUMMARY OF DISCUSSION

Erik Lundy presented the staff report and recommendation.

Ben Bruner 699 Walnut, Dickinson Law Firm, discussed the redevelopment plan for the new generation QuikTrip Store stating it will be expanding and visually pleasing. He noted that it would be a new larger store with improved functionality from a traffic and operations stand point, and will offer an expanded line of products with a QT kitchen. It will be similar to other new stores on 6th and University, Hubbell, and near the Iowa State Fair Ground. This model is new and improved and will be a great asset for this neighborhood.

There are two requests on file for discussion that have become intermingled to an extent between rezoning and site plan design. The request to rezone should focus on the use and whether it is an appropriate use. He did not believe there was an objection to the use, rather issues with the site plan design. Among the issue he sees with site plan, comments are directed to the northeast corner of the East Grand area. Landscape and green space are deficient, but he stated those are typically administrative items that they will work with the staff post approval to meet those requirements. The key item appears to be positioning of the building. Quik Trip has done this for 50 years and the corporate model presented works best from a safety standpoint, functionality stand point, and has expanded access areas trying to engage the street ways. It includes marked pedestrian pathways from Grand to the north entrance and to the south entrance from Capitol Avenue. It is an upgrade of the existing site that should not go unnoticed. Currently they have a successful model that has worked at this location and ultimately if they cannot go forward with the proposed improvements, it's tough for them green light this location internally. He stated Mike Talcott from QuikTrip was available to answer additional questions as well.

Greg Jones asked why the alley that is currently behind the store has to be closed going onto Capitol Avenue.

Ben Bruner stated they were open to solutions

Mike Talcott with QuikTrip Corp., 5725 Fox Ridge Dr., Mission, KS, stated when they originally modeled the current store they bought the property, moved the alley, and gave the city the easement. On this plan they modeled it similar initially, but after consulting with city representatives and the Real Estate Department, they learned that all homes on Capitol Avenue have access to their driveways from the street and the alley is not necessary for them to gain access to their property driveways. The consensus was that the residents did not need this alley, but they were certainly open to a solutions.

CHAIRPERSON OPENED THE PUBLIC HEARING

Jean Schooley 1554 Capitol Avenue, member of Capitol East Neighborhood Association stated that the alley is needed as people use this alley to take and pick up children from the school located on the other side of Capitol Avenue. It is necessary as 15th Street is one-way in front of school.

Mike Simonson inquired if the neighborhood association had taken a vote.

Jean Schooley stated they did not.

Mike Talcott stated that he had attended the neighborhood meeting on September 14, and felt that the neighborhood supported the new store and were excited to have it in their area. He also noted their long history in this neighborhood and how they had initially come in and purchased a dilapidated building and cleaned up the street. They have been successful in serving this neighborhood and wish to improve and continue on in this area.

Mike Simonson wanted an explanation on zoning from staff as to how this compares to Dahl's on Ingersoll where they were required to bring their building up to the street, and then the new QuikTrip store on Keo Way. What was that zoning and why was that required, and how is this site different or the same? What is the mechanism triggering the comment for the requirement to pull this building forward?

Mike Ludwig explained at the time Dahl's C-Store on Ingersoll was part of a rezoning to PUD and was part of the PUD negotiation. The store on Keo did not get pulled up to the corner, rather it was approved by City Council despite the recommendation of staff and the Planning Commission. It was also considered prior to the adoption of Plan DSM. In light of the new Plan DSM Comprehensive Plan being adopted, staff is trying to do their best to implement the goals and visions of that plan with the existing codes. Just like other Comprehensive Plans adopted in the past, such as the Community Character 2020 Plan, we implemented those plans with the existing code that was originally adopted in 1965. We have probably had three different Comprehensive Plans that we have tried to implement with the existing code, so implementing Plan DSM with existing code is really nothing new. We are trying to write a new code, which may mandate building placement rather than utilize design guidelines. We are making staff recommendations in light of our new comprehensive plan. We have given latitude to other projects such as SW 9th and Army Post Road, but they have a different character of the surroundings and are not currently a pedestrian corridors. The store on MLK and Hickman does not carry the same opportunity for redevelopment as the area we are currently considering. We must consider the personality or character of each area. Staff feels strongly that this area along East Grand needs to have at the least the end of the store up to the street along Grand Avenue. We have done a significant amount of work contributing to the NPC character along this

corridor. Also, State Code, Chapter 18B, requires that site plans, zonings, or any decisions made by the city, be consistent with our Comprehensive Plan.

Ben Bruner interjected in regards to the Keo Way project that he believed there was a downtown overlay district that had certain design guidelines in addition to the regular design guidelines. This was the impetus as far as that store was concerned getting approval from council. He went on to note in his opinion as an outsider, that this is a disjointed period with what the codes say and ultimately what it is going to say along with the current Comprehensive Plan that was passed. In noting the guidelines in the current code for C-Stores, there is still express reference to the 2020 Community Character Plan and it is disjointed. At this point he feels that city is trying to dictate certain design guidelines right now based on general guidelines of the new comprehensive plan which is a general guideline. Whereas the express design requirements will come in the code rewrite that will fully implement, explain, and fully integrate the comprehensive plan as it meant to and supposed to be. This is the disjointedness they are dealing with and from a legal code compliance reconciliation stand point, it is really a challenging time trying to reconcile.

Glenna Frank stated that we do have two issues at play here with the rezoning aspect along with the site plan. The zoning cannot occur unless it is consistent with the current comprehensive plan.

John "Jack" Hilmes stated that the city has a good working relationship with QuikTrip and this has been continued twice. Asked Mike Ludwig, how does QuikTrip get to a point on this site where you say the proposed rezoning can be found in conformance and you could recommend an amendment to Plan DSM? Is there a way to do that given the way things have been submitted to you? How would they get over the hurdle to get what they want in the city staff recommendation?

Mike Ludwig stated the applicant elected to bundle their applications. Staff concerns are relative to the placement of the building. From staff perspective QuikTrip was presented two options 1) Truly putting the building out to the corner, which they were adamantly opposed to and then 2) not reconfiguring where the gas canopies are located, but sliding the end of the building so there is a direct frontage along Grand Avenue. It does eliminate some parking and changes the traffic circulation. It would possibly add more green space as well. Staff believes our recommendation has merit and to date, no changes to the site plan have been presented.

John "Jack" Hilmes restated if they move the building towards the street close enough, then staff would recommend approval of the rezoning?

Mike Ludwig affirmed.

John "Jack" Hilmes wondered why applicant would not do this.

Ben Bruner stated that putting the building on the NW corner was not feasible or practical for their design flow. He believed the option to move the building to the north was only a new development that they had just learned of.

John "Jack" Hilmes asked if this was a new solution, should we be voting or should you continue talking.

Ben Bruner stated he does not agree. This is a corporate decision and what they have works. They have considered every option and what they have is what they need. They believe they are improving it from a pedestrian stand point by adding the walkway and not going through the driveway entrance. There is a consideration of the internal site functionality and safety. This is a unique site in the sense you have the pedestrian pathway on Grand and then highway oriented on E.15th. It's tough to say it's in the middle of a neighborhood that they need to fully integrate it to the street frontage. From a practical stand point, it's somewhat a corporate impossibility to do too much with it. From a procedural stand point, Erik noted if the rezoning is approved, the request from staff is to continue the site plan. Their request is for a decision on the site plan and not a continuance at this point. This is a project that QuikTrip is ready to green light or possible park.

Mike Talcott added reasons not to anchor store to the north sidewalk. Their new design segregates gas customers from store customers. Moving the store disrupts their flow taking away store parking and forcing people to fight for parking along with gas customers when only coming to the store for merchandise. In essence, they have created a separate parking area for customers and this will set them back not to have it this way. They have improved pedestrian access, they are pre-certified ADA complainant and the site plan will reveal this much safer and functional. Corporate hopes they can consider the site plan as it has been presented as the best option for this location.

Mike Simonson believes there are other things they could do to create a street presence if they absolutely cannot move the building such as brick piers or a trellis. He is frustrated that his is not hearing anything further to benefit the streetscape.

Mike Talcott responded that this is something that they have worked with on other locations and they are willing to consider items like this to create that edge. As of now, with what he has been presented, staff recommendation is not considering anything other than moving the building.

Mike Simonson stated there is a reason staff wants the building moved, but if you cannot do it, are there other ideas that would help mitigate their concerns?

Mike Talcott stated they are absolutely willing to work on the streetscape.

Rocky Sposato asked if what QuikTrip is proposing now is compliant with the current codes or are we tying it to future codes that have not been written yet?

Mike Ludwig stated that staff recommends that the proposed site plan is not compliant with the existing code when the design criteria, which are very subjective criteria, are viewed in light of PlanDSM.

CHAIRPERSON CLOSED THE PUBLIC HEARING

Greg Jones stated that he believes we have discovered that our current ordinance for C-Stores does not match our new comprehensive plan. He is not sure if that if all C-Stores are unwilling to put their building face along a pedestrian corridor that we are ever going to mate the two. They all do the same thing wanting parking around their building. Even

though he appreciates that there may be other things they could do, there is no substitution for big gas canopy or a building set back 70 feet as opposed to a building set on the street in a pedestrian corridor. We are left in a conundrum with no answer and there is nothing we can do other than what staff is doing. He contended that no matter what is decided tonight, they will take it to Council and get them to approve it, just as they did with the Keosauqua Way location. He believes we have to come up with the best solution, whatever it is. He feels that not showing the alley going through is extremely wrong and he would vote it down solely base on that. The neighborhood wants it and they should have drawn it on their plan. It seems that they pushing the envelope because they can. He is frustrated that QT is normally a good corporate citizen and in this case they are not being a good and not even trying. He is voting for staff recommendation tonight knowing full well they will probably find a way to get Council to approve it.

David Courard-Hauri is not willing to accept that there is no way that corporate requires that there be a parking lot between a sidewalk and a store. There a number of examples where we have found ways to remove that parking lot and put it in a different place. He does not wish to set a precedent that accepts that it can't be done.

Mike Simonson stated he assumed Council was wanting a motion that supports this project. He moved for approval of the rezoning and the site plan with the following conditions: 1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue; and 2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator. (Items such as masonry work, brick piers, trellis, benches...etc.)

Jacqueline Easley asked for clarification on the alley way.

Mike Simonson stated they will move it to the east and the alley must connect to Capitol Avenue.

Greg Jones stated the votes must be addressed in four parts.

Erik Lundy wanted to clarify that part C would be allowing a C-store drive connection to Capitol Avenue

Dave Courard-Hauri stated we are not doing our job if we are saying let's assume we know what City Council is going to do and make our decisions based on that guess. The Commission should vote as we feel and discouraged making assumptions on what the Council is thinking.

Greg Jones agreed with statement, but we need to be aware that there's a chance it could happen

Jacqueline Easley stated it doesn't have to be based on past history.

Glenna Frank questioned if the motion would apply solely to the site plan or to the rezoning or both.

Greg Jones suggested both.

Glenna Frank agreed it should be both.

COMMISSION ACTION:

Mike Simonson moved staff recommendation that the proposed rezoning be found not in conformance with the existing PlanDSM Creating Our Tomorrow future land use designation for the property known as 1522 Capitol Avenue.

THE VOTE: 11-0

Mike Simonson moved approval to amend the existing PlanDSM: Creating Our Tomorrow Plan future land use designation from Low Density Residential within a Neighborhood Node to Community Mixed Use within a Neighborhood Node.

THE VOTE : 7-4 (Mike Simonson, Jaqueline Easley, Steve Wallace, JoAnne Corigliano, Carolyn Jenison, Francis Boggus, and Dory Briles voted in favor. David Courard-Hauri, John "Jack" Hilmes, Greg Jones, and Rocky Sposato voted in opposition).

****6/7of vote is required by the council as the land use plan amendment requires affirmative vote by 8 members of P&Z (2/3 of 11 members present)***

Mike Simonson moved approval of the request to rezone 1522 Capitol Avenue from "R1-60" One-Family Low-Density Residential District to "C-2" General Retail and Highway-Oriented Commercial District and rezone a portion of 1515 East Grand Avenue from Limited "C-2" General Retail and Highway-Oriented Commercial District to revise the conditions to remove the condition prohibiting the commercial site development to access Capitol Avenue, subject to the following conditions:

1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue.
2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator.

THE VOTE: 7-4 (Mike Simonson, Jaqueline Easley, Steve Wallace, JoAnne Corigliano, Carolyn Jenison, Francis Boggus, and Dory Briles voted in favor. David Courard-Hauri, John "Jack" Hilmes, Greg Jones, and Rocky Sposato voted in opposition).

Mike Simonson moved approval of a Site Plan under design guidelines for gas stations and convenience stores on property located at 1501 & 1515 East Grand and 1522 Capitol Avenue, to allow demolition of the existing convenience store and pump island canopy and to construct a 5,773-square foot convenience store with a pump island canopy having 12 fueling locations expandable to 16 fueling locations and allowing commercial site development to access Capitol Avenue, subject to the following conditions:

1. The public alley within the Property shall not be truncated and shall be connected to Capitol Avenue.
2. The applicant shall work with City staff to create an urban edge for the north streetscape (Grand Avenue frontage), to the approval of the Planning Administrator.

THE VOTE: 7-4 (Mike Simonson, Jaqueline Easley, Steve Wallace, JoAnne Corigliano, Carolyn Jenison, Francis Boggus, and Dory Briles voted in favor. David Courard-Hauri, John "Jack" Hilmes, Greg Jones, and Rocky Sposato voted in opposition).

Respectfully submitted,



Michael Ludwig, AICP
Planning Administrator

MGL:mgl

Attachment

ZON2016-00100

Item _____

Date

6-15-16

I (am) (am not) favor of the request.

Received after 6/16/16 meeting

COMMUNITY DEVELOPMENT
(Circle One)

Print Name

RENEE + KOSTA BASTAS

JUN 17 2016

Signature

Renee Bastas

DEPARTMENT

Address

1532 Capitol Ave.;

Des Moines

Reason for opposing or approving this request may be listed below:

we do not want the
alley closed permanently
we use the alley to access
our home.

ZON2016-00100 R

25

Item QUIR TRIP Date 9-8-16

(am) (am not) in favor of the request.

RECEIVED
COMMUNITY DEVELOPMENT

Print Name John C. Carlson

Signature John C. Carlson

Address 2307 S.W. 35th ST. ARLINGTON, VA 22203

Reason for opposing or approving this request may be listed below:

ZON2016-00100

Item 1522 CAPITOL AVE Date June 10-2016

(am) (am not) in favor of the request.

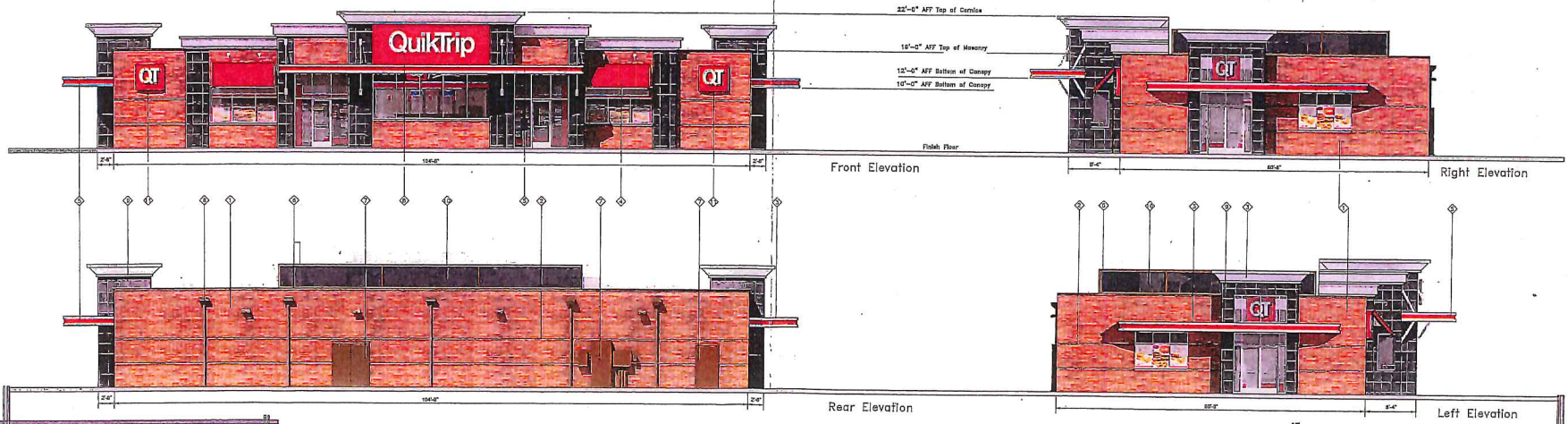
RECEIVED
COMMUNITY DEVELOPMENT

Print Name John C. Carlson

Signature John C. Carlson

Address ~~no address~~

Reason for opposing or approving this request may be listed below:



4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 5475
Tulsa, OK 74101-5475
(918) 915-7700

Store # 0535 Flat Entry Building Elevations

Address: 1501 E Grand Ave

City, State: Des Moines, IA

Serial # 04-0535-BFTI

Scale: 1/8"=1'-0"

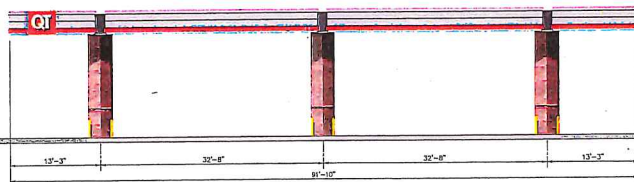
Issue Date: 05.10.16

Drawn By: JK

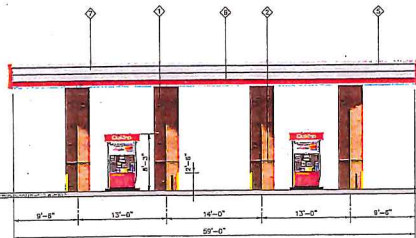
Rev/Notes:

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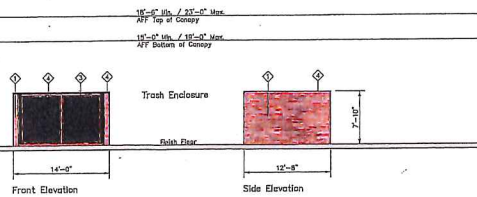
Q	FINISH	MANUFACTURER	SPECIFICATION
1	CONCRETE	INTERSTATE BRICK	1/2" x 3/4" x 8" BRICK
2	CONCRETE	INTERSTATE BRICK	1 1/2" x 3/4" x 8" BRICK
3	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
4	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
5	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
6	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
7	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
8	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
9	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
10	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
11	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS
12	GLASS	ALUMINUM	1/2" x 3/4" x 8" GLASS



Front Elevation

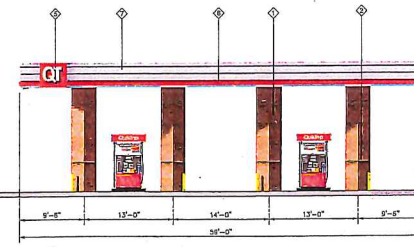


Left Elevation



Front Elevation

Side Elevation



Right Elevation



QuikTrip.

4700 South 120th East Ave.
Tulsa, OK 74114-7000
P.O. Box 5472
Tulsa, OK 74101-5472
(918) 813-7700

Store # 0535 Double Stack 6 Canopy Elevations
Serial # 04-0535-GD06
Scale: 1/8" = 1'-0"

Address: 1501 E Grand Ave
City, State: Des Moines, IA
Issue Date: 05.10.16
Drawn By: JK

Rev/Notes:

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Q	FINISH	MANUFACTURER	SPECIFICATION
1	CONCRETE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	WOOD PANEL	INTERSTATE BRICK	4" X 6" S&G BRICK
3	PAINT	DAHLBOFF PAINTS	DAHLBOFF S&G BR
4	GLASS	GLASS	GLASS
5	PAINT	DAHLBOFF PAINTS	DAHLBOFF S&G BR
6	PAINT	DAHLBOFF PAINTS	DAHLBOFF S&G BR
7	PAINT	DAHLBOFF PAINTS	DAHLBOFF S&G BR