



Roll Call Number

Agenda Item Number

19

Date March 19, 2018

RECEIVE AND FILE COMMUNICATION FROM THE PLAN AND ZONING COMMISSION REGARDING APPROVAL OF PRELIMINARY PLAT "BRIDGE DISTRICT PLAT 2" FOR PROPERTY LOCATED AT 727 AND 730 EAST 2ND STREET

WHEREAS, on March 1, 2018, the City of Des Moines Plan and Zoning Commission voted 9-0 to APPROVE a request from Hubbell Realty Company (developer), represented by Joe Pietruszynski (officer), on property located at 727 and 730 East 2nd Street, to allow subdivision of the property into 50 rowhouse lots and two common area outlots, subject to the conditions of (1) review and approval by the Planning Administrator of any adjustments to the plat layout that are necessary to comply with the conditions of the Site Plan approval, and (2) 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.

MOVED BY \_\_\_\_\_ to receive and file.

FORM APPROVED:

Glenna K. Frank (signature)

Glenna K. Frank, Assistant City Attorney

(13-2018-1.29)

Table with 5 columns: COUNCIL ACTION, YEAS, NAYS, PASS, ABSENT. Rows include COWNIE, BOESEN, COLEMAN, GATTO, GRAY, MANDELBAUM, WESTERGAARD, and 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: 2/27/2018

19

March 14, 2018

Honorable Mayor and City Council  
City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their meeting held March 1, 2018, the following action was taken regarding a request from Hubbell Realty Company (developer) represented by Joe Pietruszynski (officer) for the following items regarding property located at 727 and 730 East 2<sup>nd</sup> Street. The subject property is owned by Principal Mutual Life Insurance Company.

**COMMISSION ACTION:**

After public hearing, the members voted 9-0 as follows:

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

**APPROVAL** of submitted Preliminary Plat subject to the following conditions:

1. Review and approval of any adjustments to the plat layout that are necessary to comply with the conditions of the Site Plan approval by the Planning Administrator.
2. Compliance with all administrative review comments of the City's Permit and Development Center.

(13-2018-1.29)

## Written Responses

0 in Favor

0 in Opposition

## **RECOMMENDATION TO THE P&Z COMMISSION**

Staff recommends approval of the submitted Preliminary Plat subject to the following conditions:

1. Review and approval of any adjustments to the plat layout that are necessary to comply with the conditions of the Site Plan approval by the Planning Administrator.
2. Compliance with all administrative review comments of the City's Permit and Development Center.

## **STAFF REPORT TO THE PLANNING COMMISSION**

### **I. GENERAL INFORMATION**

1. **Purpose of Request:** The proposed Site Plan would allow the construction of 50 rowhouse units. The preliminary plat facilitates the division of the site into rowhouse parcels and commonly owned parcels.
2. **Size of Site:** 4.48 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 vacant land.  
South - "D-R": Use is rowhouse development (Bridge District Phase 1).  
East - "R-4": 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 residential and light industrial uses as well as vacant land. It 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 February 9, 2018 and the Final Agenda on February 23, 2018. Additionally, separate notifications of the hearing for the site plan were mailed on February 16, 2018 (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 Chris LoRang, P.O. Box 93904, Des Moines, IA 50393.

8. **Relevant Zoning History:** On December 20, 2017, 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.

August 6, 2015, the Plan and Zoning Commission approved the Site Plan and Preliminary Plat for the Bridge District Phase 1 project to the south.

9. **PlanDSM Creating Our Tomorrow Future Land Use Plan Designation:** Downtown Mixed Use.
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. Forty (40) of the units would have a third floor bonus room at the front of the unit. Five (5) of the units would have a third floor bonus room and a separate bedroom. The remaining five (5) units would have an architecturally integrated pergola structure at the front of the unit.*

- 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 15-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 Autobahn LED Series ATBO Street Light Fixtures 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 development would have frontage on Robert D. Ray Drive, East 2<sup>nd</sup> Street, Maple Street and East 4<sup>th</sup> Street. Most units that have street frontage would setback between 4 and 10 feet from the right-of-way. The units along East 4<sup>th</sup> Street would setback 44 feet due to a sewer easement. The East 4<sup>th</sup> Street units*

*would not front the street. Staff understands the challenges the existing easement creates. However, some effort needs to be made to connect the units to the street. This could include reorienting the entrances to the units to the street, providing large patios and landscaped garden space for these units.*

- 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 enclosure.*

- 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 similar to existing rowhouses in Phase I of the development. The primary footprint of each unit would extend up two stories. Forty (40) of the units would have a third floor bonus room at the front of the unit. Five (5) of the units would have a third floor bonus room and a separate bedroom. The remaining five (5) units would have an architecturally integrated pergola structure at the front of the unit.

- 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. Forty (40) of the units would have a third floor bonus room at the front of the unit. Five (5) of the units would have a third floor bonus room and a separate bedroom. The remaining five (5) units would have an architecturally integrated pergola structure at the front of the unit.*

- 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 development would have frontage on Robert D. Ray Drive, East 2nd Street, Maple Street and East 4th Street. Most units that have street frontage would setback between 4 and 10 feet from the right-of-way. The units along East 4th Street would setback 44 feet due to a sewer easement. The East 4th Street units would not front the street. Staff understands the challenges the existing easement creates. However, some effort needs to be made to connect the units to the street. This could include reorienting the entrances to the units to the street, providing large patios and landscaped garden space for these units.

- 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 proposed rowhouses would be constructed with a mix of masonry, metal and cement fiberboard siding similar to Phase 1 of the development. The primary footprint of each unit would extend up two stories. Forty (40) of the units would have a third floor bonus room at the front of the unit. Five (5) of the units would have a third floor bonus room and a separate bedroom. The remaining five (5) units would have an architecturally integrated pergola structure at the front of the unit.*

*The development would have frontage on Robert D. Ray Drive, East 2nd Street, Maple Street and East 4th Street. Most units that have street frontage would setback between 4 and 10 feet from the right-of-way.*

*The units along East 4th Street would setback 44 feet due to a sewer easement. The East 4th Street units would not front the street. Staff understands the challenges the existing easement creates. However, some effort needs to be made to connect the units to the street. This could include reorienting the entrances to the units to the street, providing large patios and landscaped garden space for these units.*

*Staff is concerned by the views of serviced drives and parking that the proposed placement of the buildings along Robert D. Ray Drive would allow. Staff recommends that the southern group of Robert D. Ray Drive (Building 1) units shall be setback 5 feet from the south property line and that the gap between the buildings (Building 1 & 2) be adjusted so that it lines up with the sidewalk that runs through the green space to the east. This will likely require Building 1 to contain 3 units and Building 2 to contain 5 units. A sidewalk should be provided through this space.*

- 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.

*Vehicular access to the rowhouse units would come from shared service drives. This includes two connection points with the service drive network for Bridge District Phase 1 to the south.*

- 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 would include multiple green spaces.*

- 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. Forty (40) of the units would have a third floor bonus room at the front of the unit. Five (5) of the units would have a third floor bonus room and a separate bedroom. The remaining five (5) units would have an architecturally integrated pergola structure at the front of the unit.*

- 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 development would have frontage on Robert D. Ray Drive, East 2nd Street, Maple Street and East 4th Street. Most units that have street frontage would setback between 4 and 10 feet from the right-of-way. The units along East 4th Street would setback 44 feet due to a sewer easement. The East 4th Street units would not front the street. Staff understands the challenges the existing easement creates. However, some effort needs to be made to connect the units to the street. This could include reorienting the entrances to the units to the street, providing large patios and landscaped garden space for these units.*

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 4.48 acres. The proposal 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.

## II. ADDITIONAL APPLICABLE INFORMATION

1. **Natural Site Features:** Development of the site shall be in compliance with the City's Tree Removal and Mitigation Ordinance (Section 42-550 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. Additional parking is provided along portions of the private drives.
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.

**SUMMARY OF DISCUSSION**

Jason Van Essen stated that staff recommended Conditions #3 and #4 were revised based upon additional information that was provided by the applicant.

None were present or requested to speak.

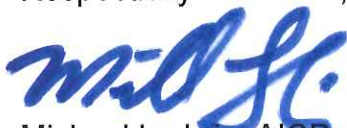
**COMMISSION ACTION:**

John "Jack" Hilmes made a motion to approve the submitted Preliminary Plat subject to the following conditions:

1. Review and approval of any adjustments to the plat layout that are necessary to comply with the conditions of the Site Plan approval by the Planning Administrator.
2. Compliance with all administrative review comments of the City's Permit and Development Center.

Motion passed 9-0

Respectfully submitted,



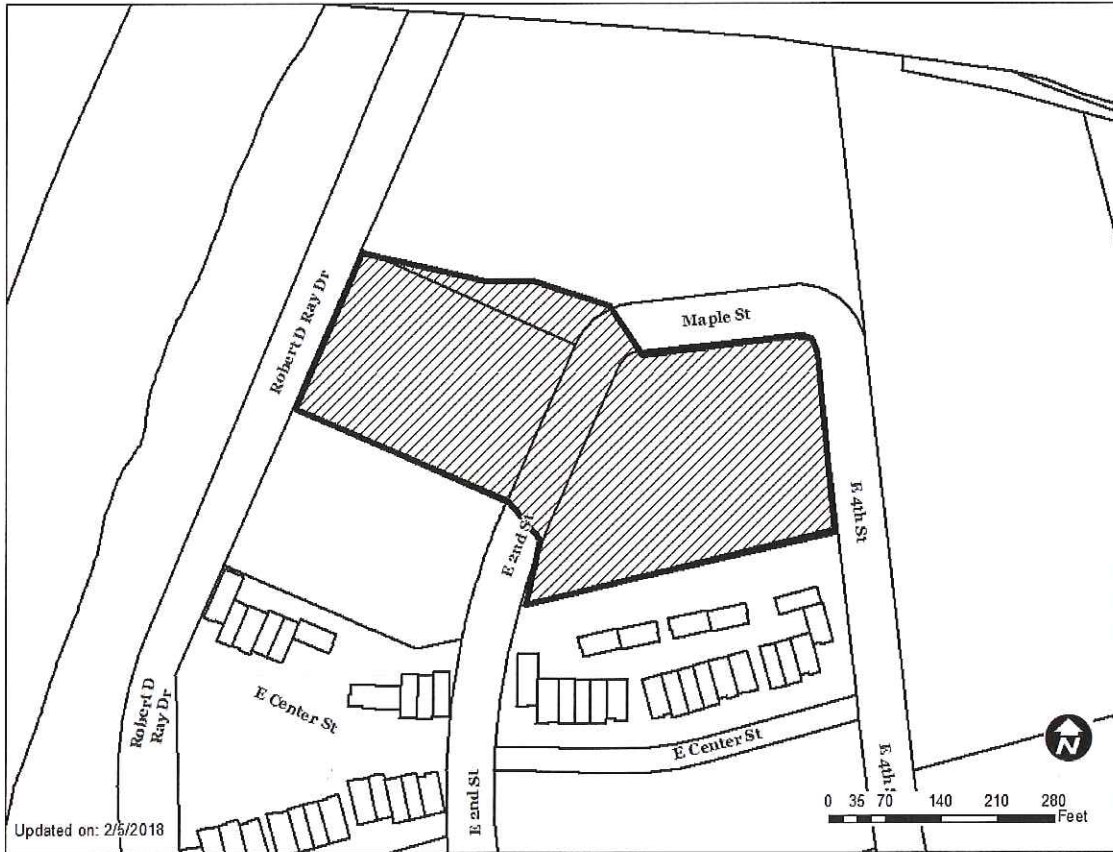
Michael Ludwig, AICP  
Planning Administrator

MGL:tjh  
Attachments

Hubbell Realty Company (developer) represented by Joe Pietruszynski (officer) for property located at 727 and 730 East 2nd Street. The subject property is owned by Principal Mutual Life Insurance Company.				File #	
				13-2018-1.29	
Description of Action	Review and approval of a Preliminary Plat "Bridge District Plat 2", to allow subdivision of the subject property into 50 rowhouse lots and two common area outlots.				
PlanDSM Future Land Use	Current: Downtown Mixed Use. Proposed: N/A.				
Mobilizing Tomorrow Transportation Plan	No planned improvements.				
Current Zoning District	D-R" Downtown Riverfront District, "CDO" Capitol Dominance Overlay District, "GGP" Gambling Games Prohibition Overlay District, "D-O" Downtown Overlay District and "FSO" Freestanding Signs Overlay District.				
Proposed Zoning District	N/A.				
Consent Card Responses	In Favor	Not In Favor	Undetermined	% Opposition	
Subject Property	0	0			
Outside Area (200 feet)					
Plan and Zoning Commission Action	Approval	X	Required 6/7 Vote of the City Council		Yes
	Denial				No X

Hubbell Realty Company, Bridge District 2, 727 and 730 East 2nd Street

10-2018-7.77



1 inch = 139 feet



February 19, 2018

Doug Saltgaver  
ERG  
2413 Grand Avenue  
Des Moines, IA 50312

RE: 727 & 730 E. 2<sup>nd</sup> Street, Bridge District Plat 2 Preliminary Plat  
13-18-1.29

Dear Doug:

We have reviewed the first (1st) submittal of the Major Preliminary Plat for Bridge District Plat 2, located at 727 & 730 E. 2<sup>nd</sup> Street in Des Moines, and have determined that the following conditions must be satisfied before plan approval can be granted.

#### Engineering

1. Provide a general note stating that all work in the city right-of-way requires a right-of-way permit.
2. Modify a sheet such that the full property boundary is displayed with bearings and distances for both properties.
3. All existing easements should be listed with a book and page number.
4. Show / label all roof drain outlet locations.
5. A standalone parking facility that does not serve a specific building or buildings must meet accessibility requirements for parking. Given the total number of parking stalls throughout the plat areas, at least two handicap parking stalls should be provided. Show enough horizontal dimension and elevation detail to ensure that ADAAG requirements are met. Show the locations of the required HC parking stall signage. Show all required pavement markings.
6. If the total height of any retaining wall(s) as measured from base of footing to top of wall exceeds four feet, a separate building permit is required with a design and certification by a licensed professional engineer accompanied by structural calculations. Retaining walls that meet this criterion should be called out as requiring a separate a building permit in plan view.
7. Please provide public improvement plans and private construction contract documents for the proposed public improvements. Contact Adam Prilipp [apprilipp@dmgov.org](mailto:apprilipp@dmgov.org) for questions regarding the plans and Ron DeGroot [rdegroot@dmgov.org](mailto:rdegroot@dmgov.org) for questions regarding the contract documents. More information can be found at the City website here:

[http://www.dmgov.org/Departments/Engineering/PDF/Insurance%20Requirements%20for%20Construction%20Projects%202017%20\(effective%204-3-2017\).pdf](http://www.dmgov.org/Departments/Engineering/PDF/Insurance%20Requirements%20for%20Construction%20Projects%202017%20(effective%204-3-2017).pdf)

8. Intake #W-2 detail indicates a 1" drilled hole at elevation 22.06' in the weir structure. This contradicts what is listed in the table as a ¾" hole. The weir elevation of this structure (shown as 22.05') should be higher than the water quality outlet elevation. To gain depth, it may be necessary to connect this storm sewer to the storm sewer manhole on the east side of E 2<sup>nd</sup> Street.
9. The stormwater calculations indicate that the water quality volume governs in all four underground basins. However, the large storm detention volumes were calculated assuming the water quality orifices do not exist. During a large storm, the internal weirs would overtop with peak flows that exceed the calculated allowable release rates. To account for this, a second weir should be added to each structure for large storm detention or the outlet pipe should be sized for a full-flow CFS that is equivalent to the allowable release rate.
10. The private intakes along the west side of E 2<sup>nd</sup> Street should be designed such that stormwater from the 100-yr event does not bypass to the street. Either provide a minimum 6" elevation difference between the intake rim elevation and the public sidewalk elevation or provide intake capacity calculations that warrant a smaller elevation difference.
11. Along with submitting one signed paper copy, please e-mail a PDF copy of the Stormwater Management Report for this project to: [apprilipp@dmgov.org](mailto:apprilipp@dmgov.org)
12. A Grading Permit will be required prior to commencement of site work. Per City Code Sec. 42-182, a Certificate of Completion will be required to be completed by the applicant's engineer to certify the grading work on site. You may download the application at the city web site: <https://www.dmgov.org/Departments/CommunityDevelopment/PDF/Grading%20Permit%20Application.pdf>
13. A paper copy of the SWPPP with proof of IDNR permit authorization was submitted. The SWPPP will be approved once signed owner / contractor certifications are provided. Please submit an electronic copy of the SWPPP.
14. The north property line on the west tract does not match our GIS records. Verify linework or indicate / label as new lot line. This should be completed as part of the new plat.
15. Private storm sewer that crosses the property line to the north will need an easement / agreement from the adjacent property owner.

#### Planning

16. As this project will go to the Plan and Zoning Commission, provide the meeting date and conditions of approval in note format on the plat.
17. Provide the certification of an Iowa Licensed Land Surveyor and Iowa Licensed Engineer on the plat.

19



18. Note the dimension and show sidewalks throughout the development along the right-of-way.
19. Once all easements have been satisfactorily determined, we will need a pdf copy of the easement diagram and associated easement agreements to be submitted for City legal review. The legal documents should will be required at final plat. This may include pedestrian way easements, maintenance agreements, cross-connection easements, etc.
20. See the attached document for lot addressing which need to be added to the plat.

Please submit **four (4) review copies and a PDF copy** of the revised plat 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 please contact me @ **283-4746** or by email @ [jgalcivar@dmgov.org](mailto:jgalcivar@dmgov.org).

Sincerely,

Johnny Alcivar  
Assistant City Planner



CITY OF DES MOINES

**PERMIT AND DEVELOPMENT CENTER  
SUBDIVISION PLAT REVIEW TRANSMITTAL**

602 ROBERT D. RAY DRIVE, DES MOINES, IOWA 50309  
PHONE (515) 283-4746 \*FAX (515) 283-4270,  
E-MAIL: [JGALCIVAR@DMGOV.ORG](mailto:JGALCIVAR@DMGOV.ORG)

- TO:
- JOHNNY ALCIVAR, PDC PLANNING
  - ADAM PRILIPP, PDC ENGINEERING
  - JORDAN HUTCHENS, PDC ENGINEERING
  - PATRICK PHELAN, FIRE DEPARTMENT
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  - LUKE HAYWORTH, CENTURY LINK
  - LINDSEY BAUGHMAN, WARREN COUNTY PLANNING & ZONING
  - DAN PRITCHARD, STORM WATER
  - JORDAN SCUPIEN, POLK COUNTY AUDITOR'S OFFICE
  - STEPHANIE BRANDT, US POST OFFICE ADDRESS MANAGEMENT

FROM: JOHNNY ALCIVAR – PERMIT & DEVELOPMENT CENTER

DATE: FEBRUARY 1, 2018

RE: 727 & 730 E 2<sup>ND</sup> STREET – BRIDGE DISTRICT PHASE II

Attached is a preliminary plat that was submitted to the Permit and Development Center on February 1, 2018.

Please review this document as a  1<sup>st</sup> Submittal or a  resubmittal and return your findings and recommendations to PDC Assistant City Planner, Johnny Alcivar, on or before noon of February 15, 2018. If you have questions related to this submittal, you may me at (515) 283-4746 or via e-mail, [jgalcivar@dmgov.org](mailto:jgalcivar@dmgov.org).

In the event we do not receive comments from you within the noted deadline, this office will assume your department has no objections or comments to the proposed project.

PLAT FILE #: 13-18-1.29

ENGINEERING REVIEWER: PRILIPP 1<sup>st</sup> SUBMITTAL

REFER TO SITE PLAN COMMENTS  
- APP 2/19/18



## Permit and Development Center

# Preliminary Plat Submittal Checklist

### Major Plats and Subdivisions

The following list represents items that must be included with the submittal of a preliminary plat, as required by section 24-22 (b) of the City of Des Moines Subdivision Ordinance. The items check below represent items we believe were included with this submittal.

- 1. Title and complete legal description of the tract of land to be subdivided.
- 2. North Point
- 3. Scale. Not less than one inch to 100 feet.
- 4. Date of plan
- 5. Certification by a registered professional engineer licensed in the state of Iowa
- 6. Certification by a registered land surveyor licensed in the state of Iowa
- 7. Certification by surveyor staking the lots
- 8. Name address and telephone number of property owner(s)
- 9. Name address and telephone number of Subdivider(s)
- 10. Name address and telephone number of Surveyor/Engineer
- 11. Existing and proposed contour intervals of not more than two feet with a minimum of two contours. Unless no grade changes are proposed, of which a statement must be provided on the submitted plat indicating such.
- 12. Location of all property lines.
- 13. Location of all existing and proposed easements.
- 14. Location of all existing buildings, railways, utilities, watercourses, trees over six inches in diameter and similar features that affect development.
- 15. Location and size of all existing and proposed subsurface features such as storm and sanitary sewers, water mains, culverts, gas mains, underground electric lines or cables, and pipe drains.
- 16. A vicinity sketch or key map at a scale of not more than 500 feet to the inch, showing existing streets, alleys, neighboring subdivisions or undeveloped property.
- 17. All existing adjacent subdivisions, streets and tract lines of acreage parcels together with the names of record owners of unsubdivided parcels of land immediately adjoining the proposed subdivision, and between it and the nearest streets.
- 18. The sites proposed for streets, alleys, parks, opens areas, school property, other area of public use and outlot areas set aside for future development all assigned a progressive letter with the proposed use clearly designated.
- 19. Zoning district classifications(s) of the land to be subdivided.
- 20. Proposed street paving widths, radii of curvature of streets, maximum grades for streets, and changes in grades of streets in accordance with applicable standards and specifications.
- 21. A soils report for the tract of land to be subdivided, prepared by a registered professional engineer licensed in the state of Iowa and experienced in soils investigations. This report must show general soils conditions and include recommendations as to the adaptability of such soils for the proposed development.
- 22. Location of all established floodway or floodfringe encroachments limits.
- 23. A drainage report prepared by a registered professional engineer licensed in the state of Iowa and developed in accordance with the design standards of the subdivision ordinance.
- 24. The number address of each proposed lot assigned pursuant to subchapter 23 of the Des Moines Municipal Code.

**Project Name:** *Bridge District*

**Date Received:** *2-1-18*

**Reviewer:** *Janney*

**Status:**  Accepted for submittal  
 Conditionally Accepted for submittal  
 Not complete to schedule for review or P & Z meeting.

**Comments:**

*Provide addresses*

RECEIVED

FEB 5 2018

PUBLIC WORKS DEPT  
CITY OF DES MOINES

CITY OF DES MOINES

PERMIT AND DEVELOPMENT CENTER

SUBDIVISION PLAT REVIEW TRANSMITTAL

602 ROBERT D. RAY DRIVE, DES MOINES, IOWA 50309  
PHONE (515) 283-4746 \*FAX (515) 283-4270,  
E-MAIL: JGALCIVAR@DMGOV.ORG

Handwritten initials and dates: AF, AS, JS, CC 2-8-2018, AD 2/15/18

- TO:
- JOHNNY ALCIVAR, PDC PLANNING
  - ADAM PRILIPP, PDC ENGINEERING
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FROM: JOHNNY ALCIVAR – PERMIT & DEVELOPMENT CENTER

DATE: FEBRUARY 1, 2018

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ENGINEERING REVIEWER: \_\_\_\_\_ 1<sup>st</sup> SUBMITTAL



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  - E  TOM FISHER, LEGAL DEPARTMENT
  - E  BRYAN POLLPETER, DMWW
  - (E)  CHAD ERNST, MEDIACOM (email)
  - (C)  ~~DEREK DEGEN~~, MIDAMERICAN ENERGY HUGH STEPHENS
  - STEVE PARKER / ANGIE KISLING CENTURY LINK ✓
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