



Date November 15, 2021

RESOLUTION SETTING HEARING ON REQUEST FROM SHIVE-HATTERY FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED RENOVATION OF THE WAVELAND TROLLEY LOOP AT 49TH AND UNIVERSITY, LOCATED IN THE 4900 BLOCK OF UNIVERSITY AVENUE

WHEREAS, on August 14, 2017, by roll call number 17- 1428, the City Council of the City of Des Moines, Iowa, approved the application of Des Moines Streetcar Friends, represented by Earl Short for the designation of the The Trolley Loop, located in the 4900 block of, Des Moines, Iowa, as a local landmark “The Trolley Loop”; and

WHEREAS, the local landmark “The Trolley Loop” has become locally known as and will hereinafter be referred to as “The Waveland Trolley Loop”; and

WHEREAS, Shive-Hattery (consultant) represented by Emily Naylor subsequently developed plans for a commemorative sculpture and interpretive site, and made application for the required Certificate of Appropriateness before commencement of alteration or construction of that landmark, pursuant to Des Moines Municipal Code Section 58-62; and

WHEREAS, the application for a Certificate of Appropriateness receives consideration of the Landmark Review Board, which may recommend approval of the application; recommend approval with modification; or recommendation disapproval of the application, all pursuant to the authority set forth in Des Moines Municipal Code Section Section 58-62(f); and

WHEREAS, on October 19, 2021, the Landmark Review Board met to consider this application and by a vote of 11-0 recommended **APPROVAL** of a Certificate of Appropriateness for the proposed renovation of The Waveland Trolley Loop; and

WHEREAS, Des Moines Municipal Code Section 58-62(f) provides that the recommendation of the Landmark Review Board is to be heard and considered in a public hearing before the City Council, to be set upon reasonable notice and with the opportunity for those interested both for and against to be heard; and

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

1. That the attached communications from the Landmark Review Board are hereby received and filed.
2. That the meeting of the City Council at which proposed application for a Certificate of Appropriateness for the proposed renovation of The Waveland Trolley Loop is to be considered, and at which time the City Council will hear both those who oppose and those who favor the proposal, shall be held at 5:00 p.m. on December 6, 2021, at the Council



Date November 15, 2021

Chambers, City Hall, 400 Robert D. Ray Drive, Des Moines, Iowa.

- 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.

Moved by _____ to adopt.

APPROVED AS TO FORM:

Judy K. Parks-Kruse

Judy K. Parks-Kruse
Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
BOESEN				
GATTO				
GRAY				
MANDELBAUM				
VOSS				
WESTERGAARD				
TOTAL				
MOTION CARRIED		APPROVED		
_____ Mayor				

CERTIFICATE

I, P. Kay Cmelik, 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

CITY OF DES MOINES LANDMARK REVIEW BOARD
STAFF REPORT AND RECOMMENDATION
Tuesday, October 19, 2021

AGENDA ITEM #1	20-2021-4.03
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Applicant: Shive-Hattery represented by Emily Naylor. The subject property is owned by the City of Des Moines

Location: 4900 block of University Avenue.

Requested Action: Approval of the “Waveland Trolley Loop” site plan.

I. GENERAL INFORMATION

The subject property is located on the south side of University Avenue immediately east of the entrance to the Waveland Golf Course. It contains the remnants of the 49th & University trolley turnaround that was a part of the Line #3 route that ran in the years from 1901 to 1947. According to the support documentation submitted with the nomination, this westernmost turnaround was situated by the Waveland Golf Course intentionally to facilitate use of the course. In a news article printed on February 2, 1902, the Waveland Golf Course was noted as being the third municipal golf course to be established in the United States. Detroit and Boston were the first and second cities to establish golf courses.

The Des Moines Streetcar Friends organization in partnership with the Des Moines Historic Society sought Landmark designation for the turnaround in recognition of its historical value to Des Moines. Upon recommendation from the Landmark Review Board, the subject property was designated as a Local Landmark by the City Council on August 14, 2017, by Roll Call Number 17-1428.

The Landmark Review Board is charged with reviewing proposed alterations to the exterior and site of locally designated landmarks and makes recommendations to the City Council. All Certificates of Appropriateness for local landmarks that are not located in a local historic district are issued by the City Council.

II. APPLICABLE DESIGN GUIDELINES

Secretary of the Interior’s Standards for Rehabilitation:

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
5. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
6. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Designated as a local landmark, the proposed Waveland Trolley Loop transforms the existing underutilized space into an interpretive site designed to commemorate the city's westernmost trolley line turnaround and further share the story of the streetcar in Des Moines. The site plan features a pedestrian walkway that delineates the path of the original rail line, which remains visible on the site today. At the center of the new park-like pedestrian space is an interactive streetcar sculpture constructed of Corten steel. An accessible ramp located behind the sculpture will allow visitors opportunities for photographs as though they were passengers on the trolley. The space will also feature benches and educational signage focused on the history of the turnaround and the role of the streetcar as an important means of transportation in Des Moines.

The Landmark Ordinance indicates that alterations to landmarks should be reviewed against the Secretary of the Interior Standards for Rehabilitation, which are listed above. This project is largely interpretive and celebratory in nature, as little remains of the turnaround. Staff believes that the proposed improvements are appropriate and will enhance the historic resource.

III. STAFF RECOMMENDATION

Staff requests that the Landmark Review Board recommend approval of the requested Certificate of Appropriateness.

WAVELAND TROLLEY LOOP



Waveland Trolley Loop

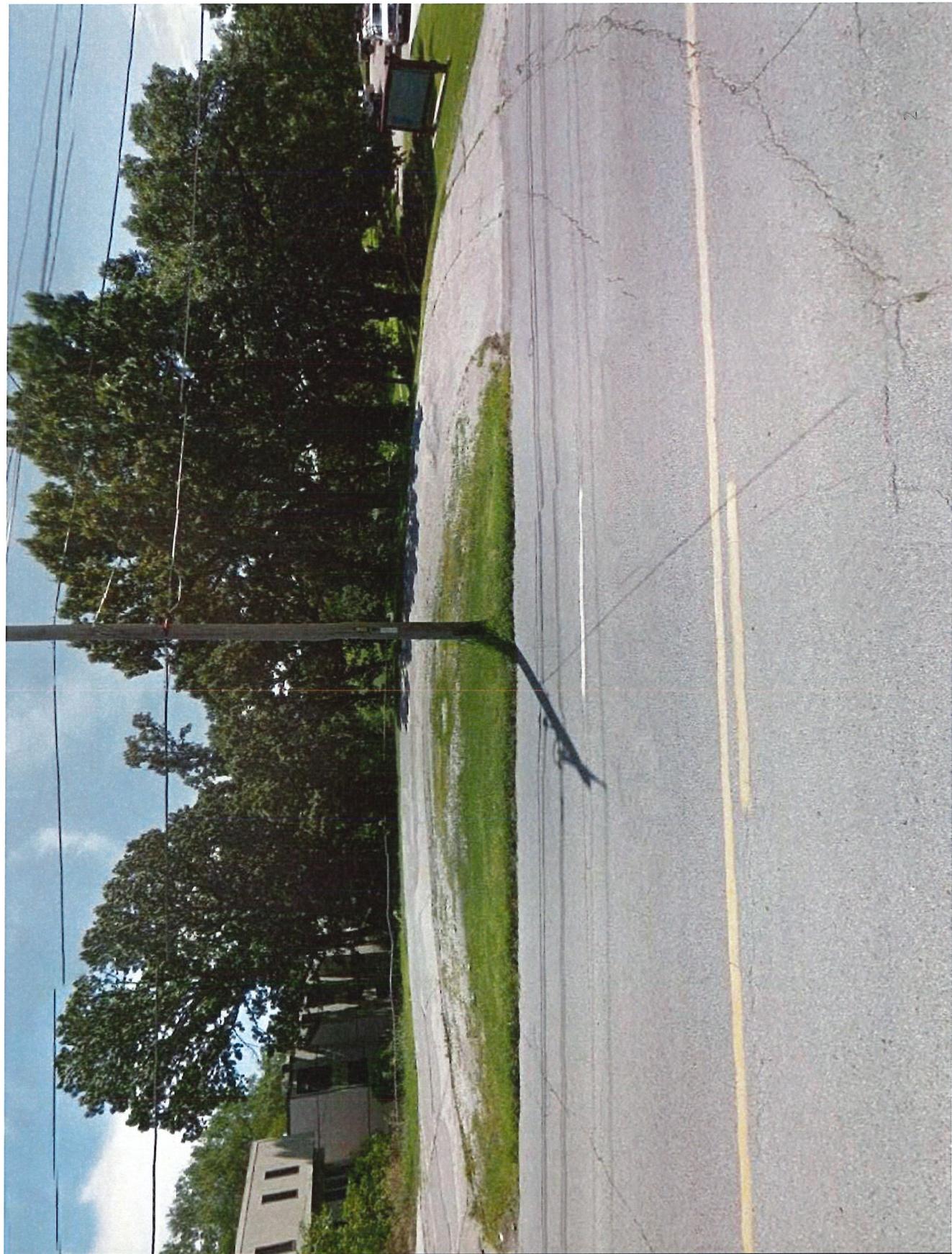
October 2021 | Presentation

SHIVEHATTERY
ARCHITECTURE+ENGINEERING



DES MOINES
STREETCAR FRIENDS





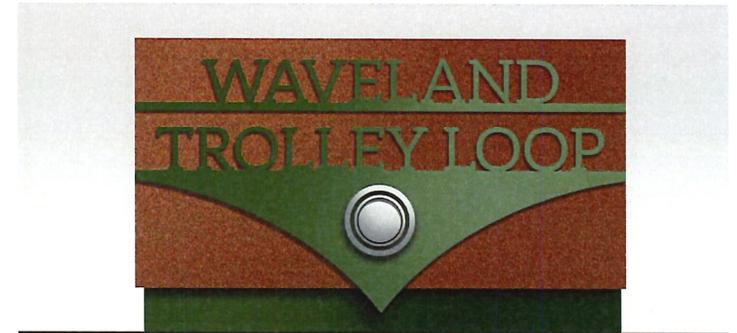
2



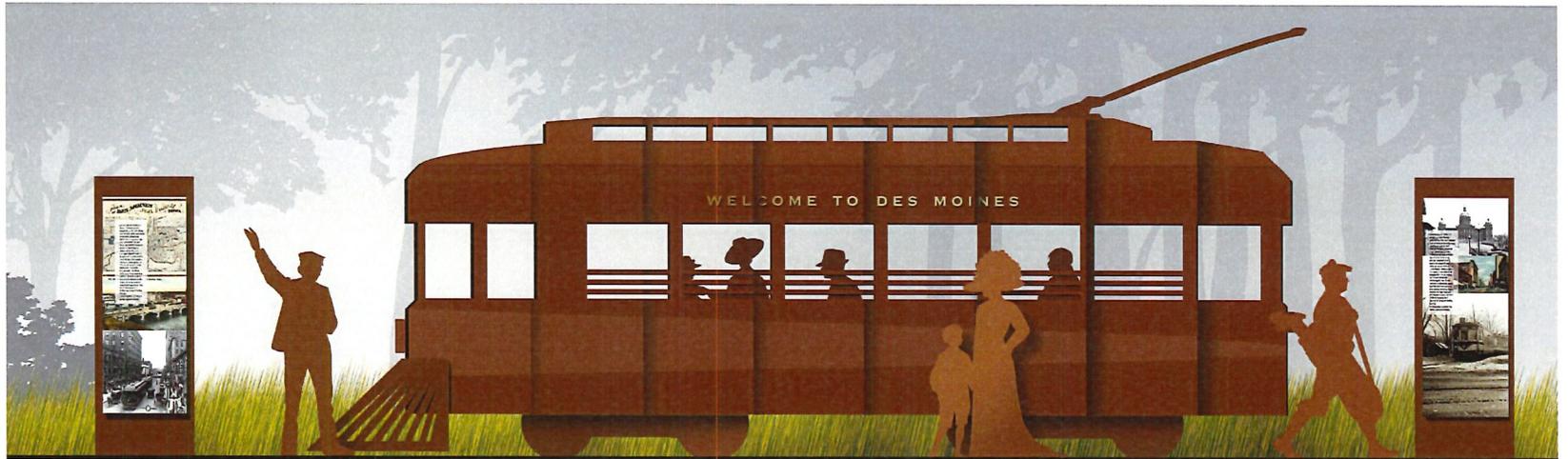
WAVELAND TROLLEY LOOP



HISTORIC IMAGERY



WAVELAND TROLLEY LOOP ENTRANCE SIGN

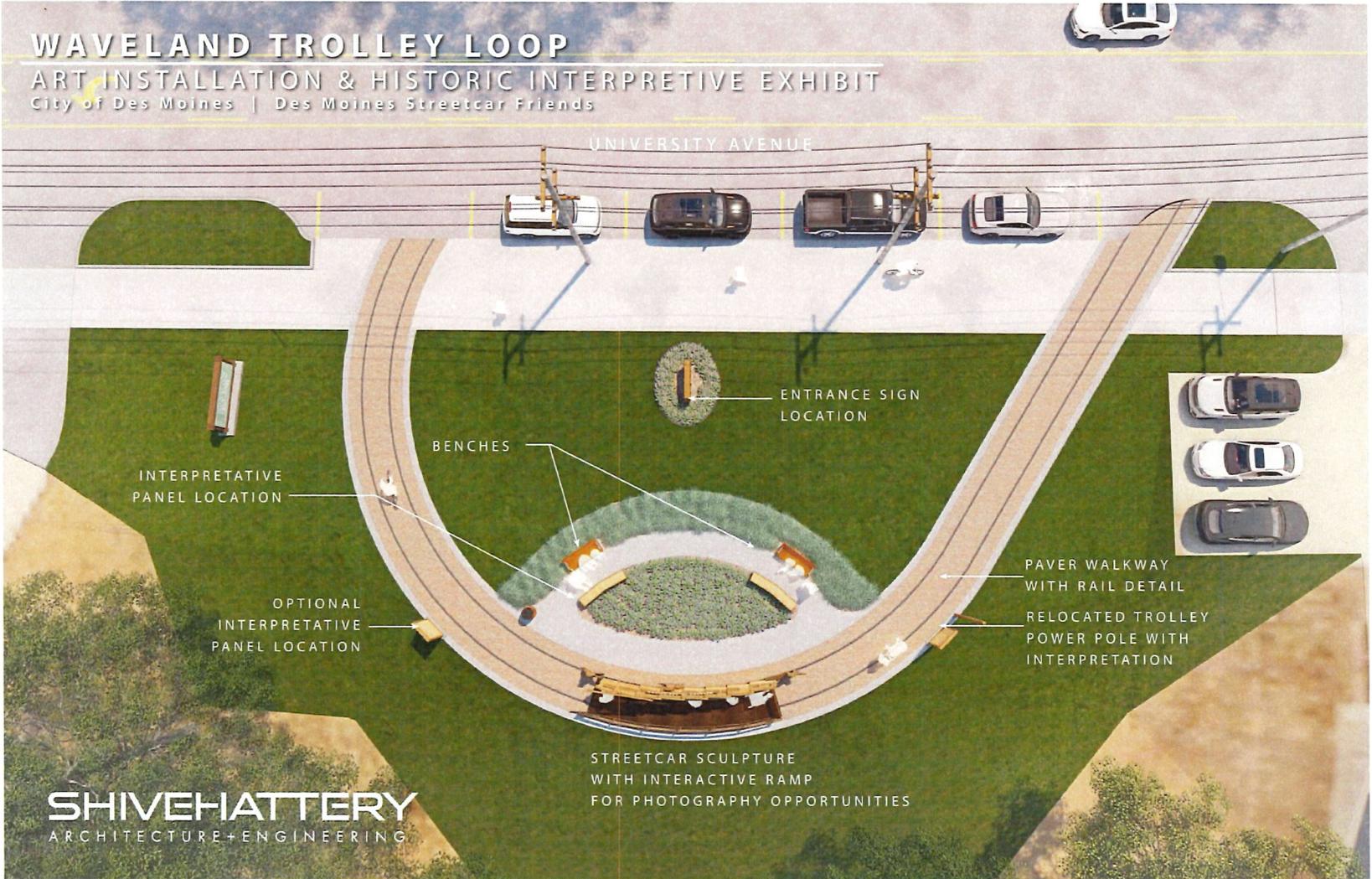


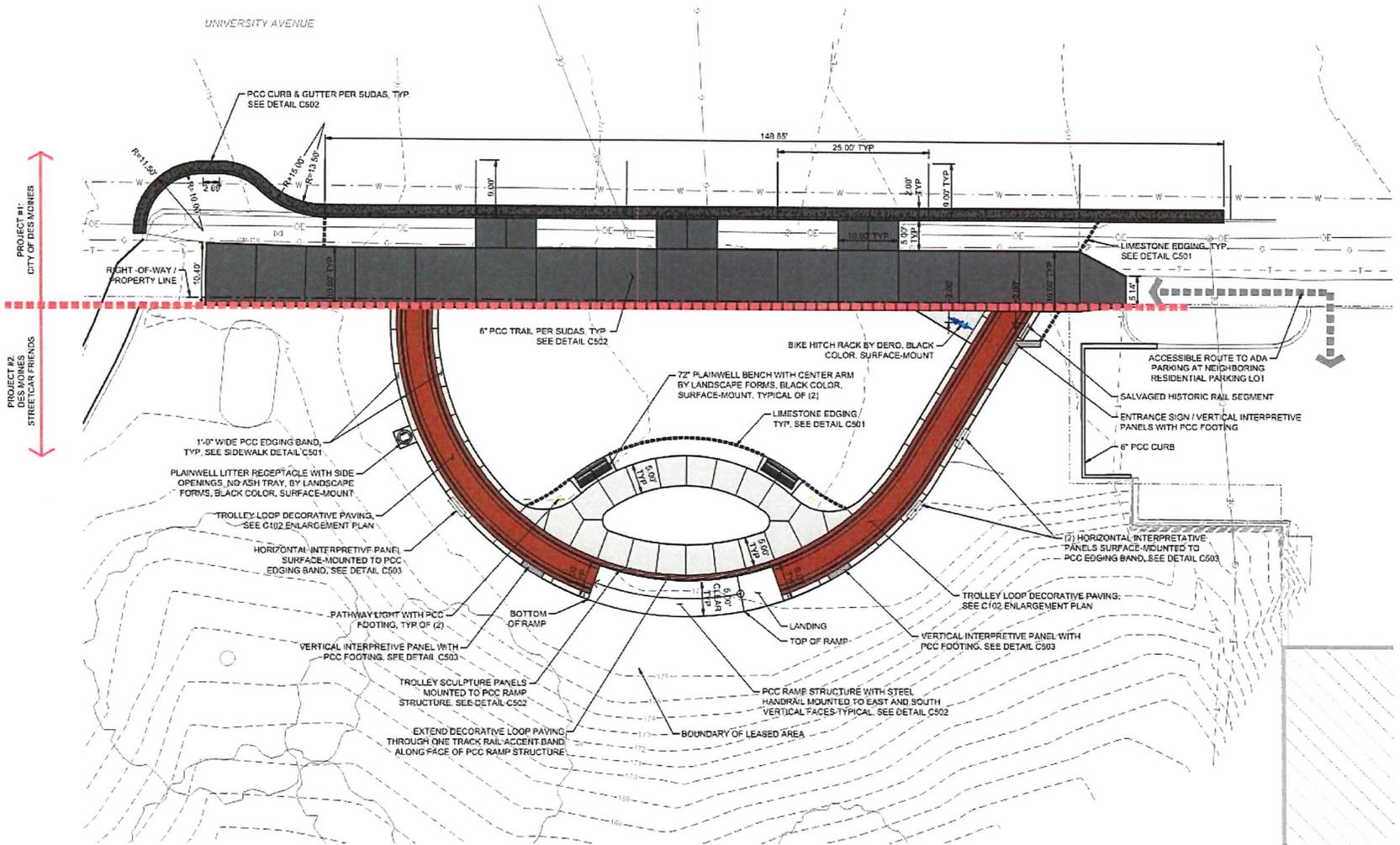
STREETCAR SCULPTURE & INTERPRETATIVE EXHIBIT

WAVELAND TROLLEY LOOP

ART INSTALLATION & HISTORIC INTERPRETIVE EXHIBIT
City of Des Moines | Des Moines Streetcar Friends

SHIVEHATTERY
ARCHITECTURE+ENGINEERING





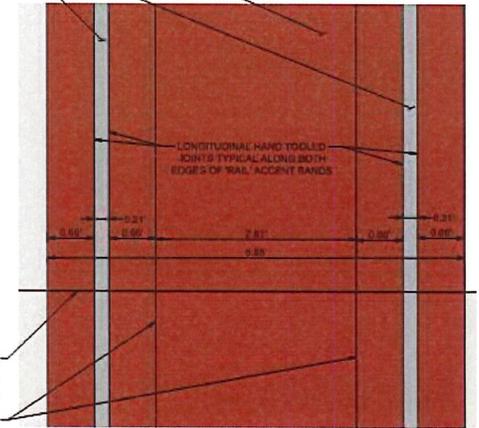


INTEGRAL COLOR PCC SIDEWALK PAVING, SEE DETAIL C501, ADMIXTURE COLOR TO BE SELECTED

INTEGRAL COLOR PCC SIDEWALK PAVING TRACK RAIL ACCENT BANDS, SEE DETAIL S01, ADMIXTURE COLOR TO BE SELECTED

INVERSE SAWCUT CONTROL JOINTS, EVENLY SPACED, TYPICAL

LONGITUDINAL SAWCUT CONTROL JOINTS, TYPICAL

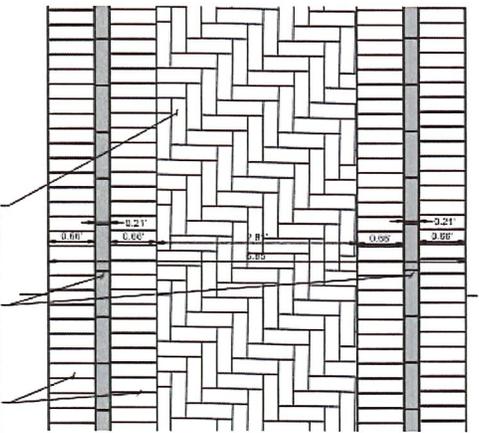


2 BID ALTERNATE LOOP DECORATIVE PAVING - DECORATIVE PCC
1' - 1'

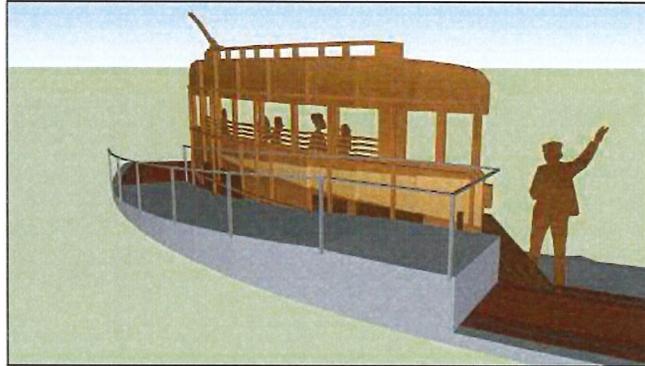
CENTER INFILL: TYPE 2 PCC UNIT PAVER ON GRANULAR SETTING BED, SEE DETAIL C501
PRODUCT: UNILOCK COPPTHORNE
COLOR: OLD OAK
PATTERN: HERRINGBONE

TRACK RAIL ACCENT BAND: TYPE 1 PCC UNIT PAVER ON GRANULAR SETTING BED, SEE DETAIL C501
PRODUCT: UNILOCK COPPTHORNE
COLOR: BLACK/BASALT
PATTERN: RUNNING BOND

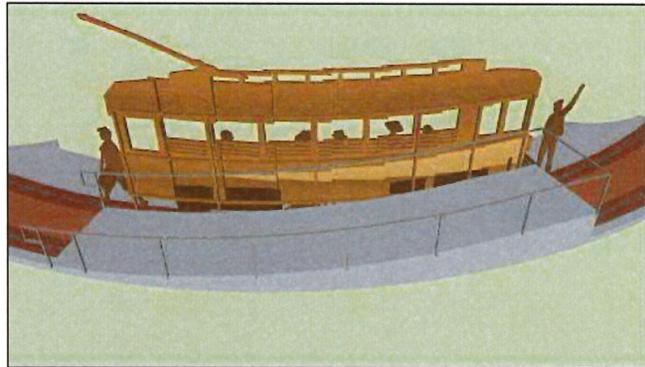
TRACK FRAME: TYPE 2 PCC UNIT PAVER ON GRANULAR SETTING BED, SEE DETAIL C501
PRODUCT: UNILOCK COPPTHORNE
COLOR: OLD OAK
PATTERN: SOLDIER COURSE



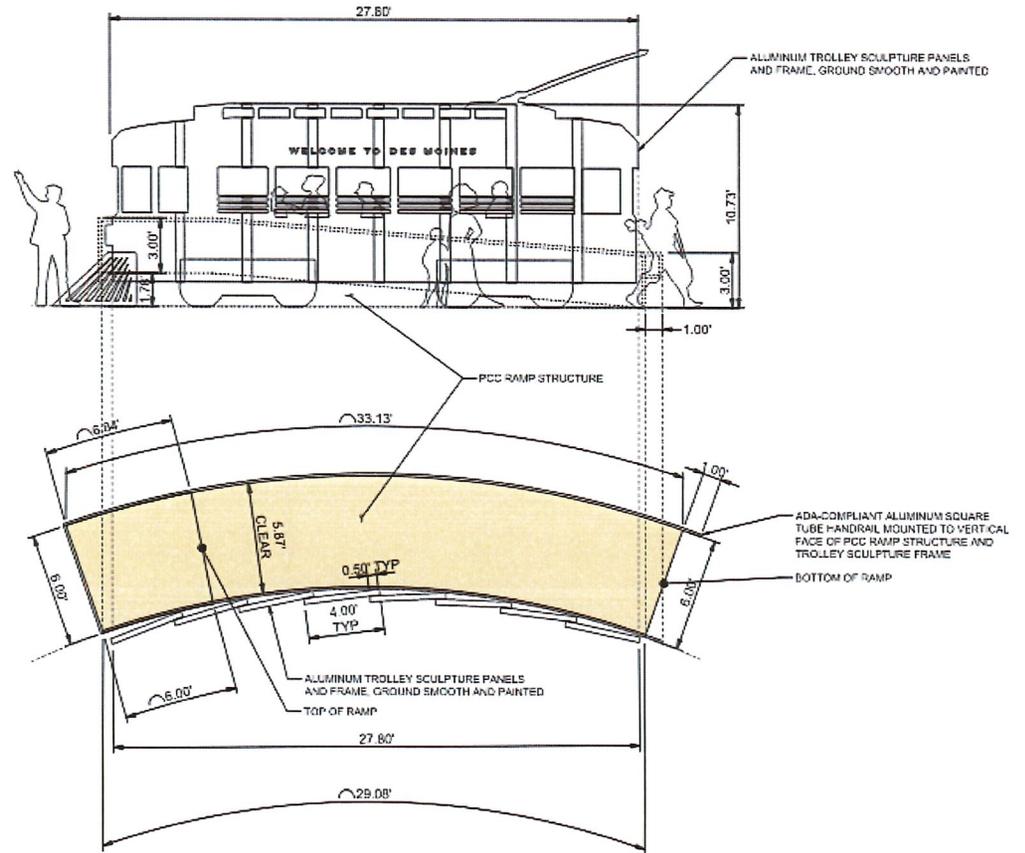
3 BASE BID LOOP DECORATIVE PAVING - UNIT PAVERS
1' - 1'



A2 TROLLEY SCULPTURE RAMP STRUCTURE 3D VISUALIZATION
NOT TO SCALE



A3 TROLLEY SCULPTURE RAMP STRUCTURE 3D VISUALIZATION
NOT TO SCALE

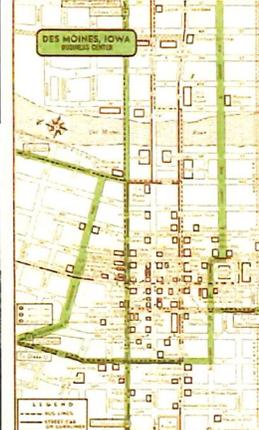
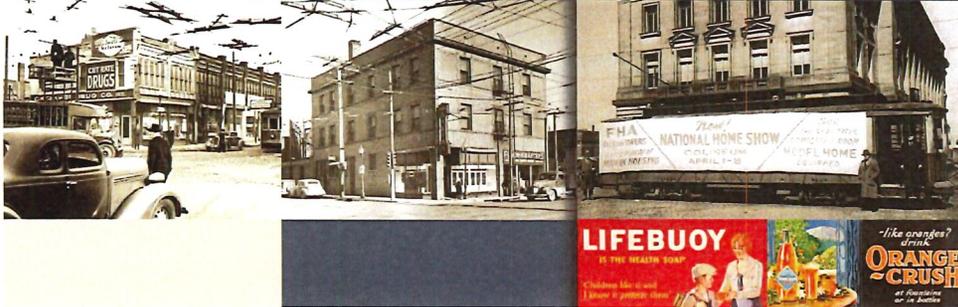




WAVELAND TROLLEY LOOP

Competition for "eyeballs"

All the blank spaces on a streetcar were chances to put advertising in front of people who had plenty of free time to read it. The craft of advertising put artists to work creating colorful and engaging images!



Getting Across Town

When you boarded a streetcar, you paid to be able to ride to your destination. Sometimes you needed to switch from one trolley to another trolley route and you needed a Transfer Ticket to let the next operator know you had already paid. The ticket was good only for a specific day so no one could cheat the operator.

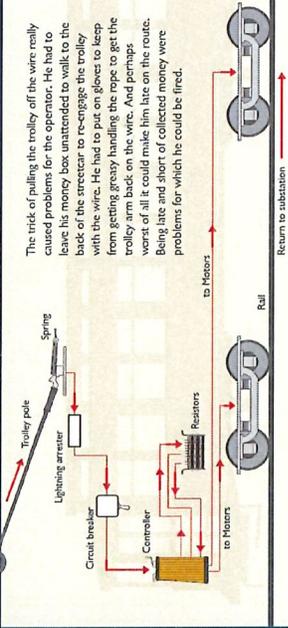
Tickets please!



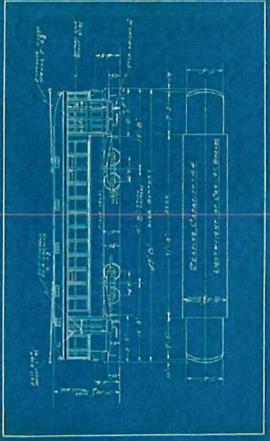
A2 HORIZONTAL INTERPRETIVE PANEL - TENTATIVE
NOT TO SCALE

WAVELAND TROLLEY LOOP

Overhead trolley wire from 600 on DC substation



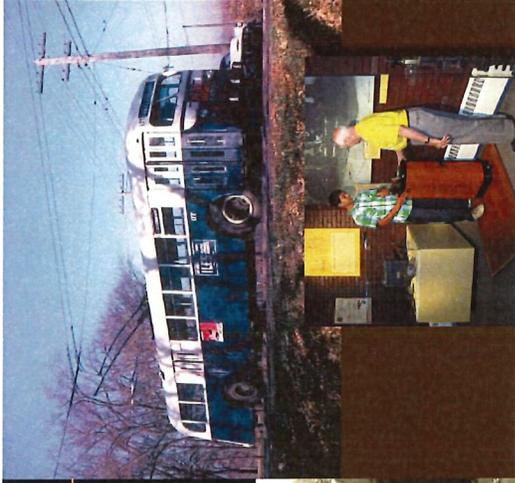
The trick of pulling the trolley off the wire really caused problems for the operator. He had to leave his money box unattended to walk to the back of the streetcar to re-engage the trolley with the wire. He had to put on gloves to keep from getting greasy handling the rope to get the trolley arm back on the wire. And perhaps the worst of all it could make him late on the route. Being late and short of collected money were problems for which he could be fired.



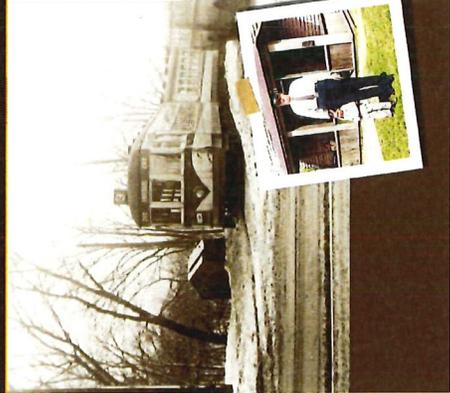
Crashers buses had a safety feature to help prevent it from moving forward until the passengers were completely off the steps in back. A switch on the steps kept the door open and even if the "go" pedal was pressed by the operator no power would flow to the motor. Skilled operators learned how to keep to the time schedule and would have the go pedal pressed before the door was released so it would be ready to engage as soon as the door closed.

WAVELAND TROLLEY LOOP

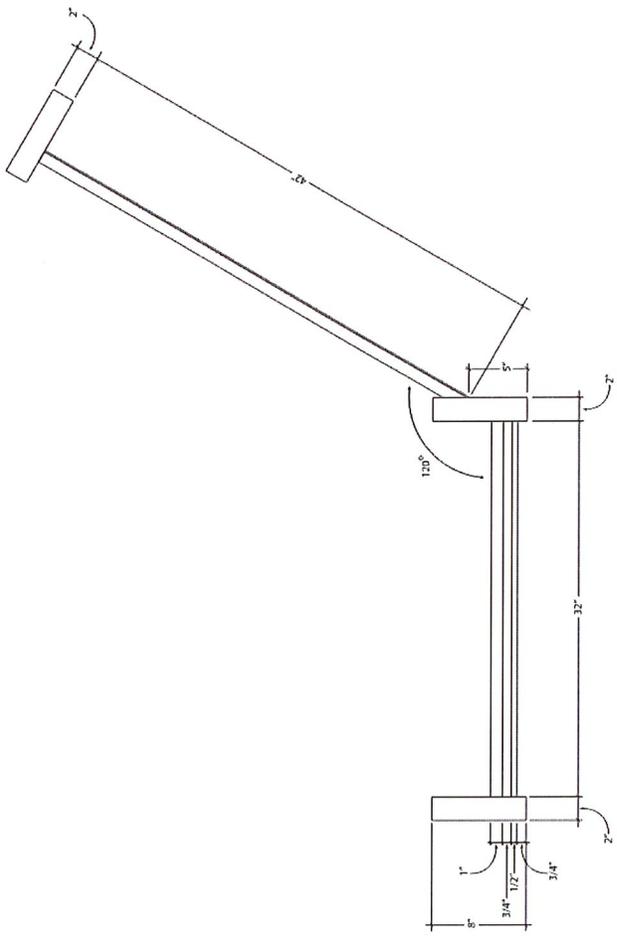
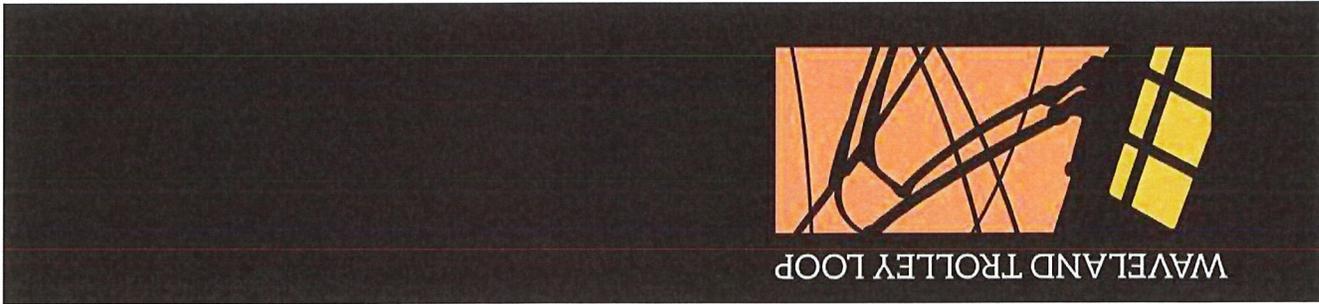
Earl remembered stories from his father and collected stories and experiences from the last remaining streetcar operators during the 2010s. He generously shared the memorabilia, photos, and stories from his father and many others that helped shape this small park as a tribute to Des Moines' streetcar history.

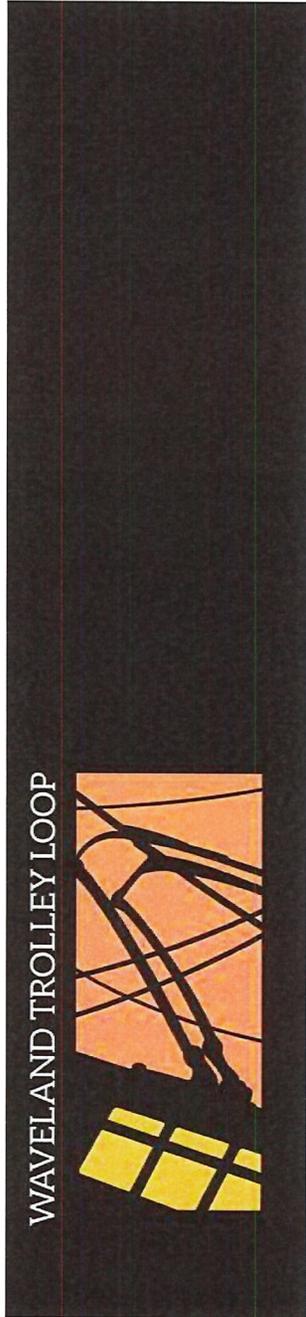


Earl Short, son of a trolley motorman/operator, grew up riding the Waveland trolley loop three times a week to church. Earl, the youngest of 8 children, loved riding with his father who was an operator for both the Waveland trolley loop and later the Interurban.



WAVELAND TROLLEY LOOP





[Link to Trolley Loop Project
Microsite](#)

[Link to Rendered YouTube Video of
the Trolley Loop Project](#)