



# Des Moines

## Zoning Ordinance Update Analysis and Project Direction Report

October 2016

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# Zoning Update Project

*On April 25, 2016, the Des Moines City Council unanimously approved a new comprehensive plan that will help guide future growth and development in the capital city for years to come. Council's approval of **PlanDSM** marked the culmination of months of visioning and goal-setting by elected and appointed officials, civic leaders, business owners and residents from every city neighborhood. The plan's approval also marks a turning point, as the city begins the on-going process of plan implementation through targeted public investments and activities such as development of a new transportation plan, an updated parks and recreation plan and the creation of new zoning regulations.*

## General Objectives

PlanDSM calls for a complete overhaul of the city's approach to zoning. The overarching goal of the zoning update is to better align development regulations with the plan's vision (see PlanDSM Land Use Goal 1 and Land Use Policy 1 [LU1]).

The last comprehensive zoning ordinance<sup>1</sup> update occurred in 1965, a very different era in the city's history. Since that time, the ordinance has been amended in piecemeal fashion hundreds of times. New overlay districts have been added. Site plan and design review procedures have been instituted, and substantive regulations have been revised.

The years of change and accretion have resulted in a regulatory structure that is sometimes redundant, other times inconsistent and nearly always difficult to use, understand and administer. Many of today's zoning regulations

are viewed as outdated and current review and approval procedures are sometimes criticized as unpredictable and inefficient. In short, the current ordinance is difficult to use and lacks essential tools for 21st century city building.

In order to advance PlanDSM goals and provide a more modern land use guidance system, Des Moines' new zoning ordinance will need to:

- Be easier to use, administer and enforce than its present-day counterpart;
- Promote walkable mixed-use development patterns and provide tools to support the plan's "nodes and corridors" policies;
- Support transit and alternative travel modes;
- Offer a variety of housing choices and lifestyle options for city residents;
- Respect and protect stable residential neighborhoods;
- Include updated design standards and new place-making tools; and
- Rely on predictable and efficient development

<sup>1</sup> Des Moines' zoning ordinance is codified in [Chapter 134](#) of the municipal code. Some of the "zoning-related" provisions in [Chapter 82](#) are also relevant to this project.

Source: PlanDSM, 2016



approval procedures.

## Key Advisors

### PlanDSM Steering Committee

The steering committee that oversaw creation of PlanDSM will also serve as a “sounding board” for the zoning ordinance project. As with the PlanDSM effort, the steering committee’s role in the zoning ordinance update will be to provide high-level guidance and oversight and to help ensure that various perspectives and opinions are considered.

### Technical Advisory Team

A staff-level technical advisory team has been convened to provide detailed input and feedback on draft work products. This group is comprised of representatives from several city departments, including Community Development, Legal, Economic Development and Engineering. The technical advisory team will be responsible for conducting detailed reviews of draft work products and for providing feedback to the consultants charged with drafting the new regulations.

### Ordinance User Groups

Individuals who are regular ordinance users and development process participants were invited to participate in small group listening sessions at the beginning of the project. By engaging in discussions with major property owners, builders, developers, civic leaders, neighborhood advocates and others, these listening sessions provided the consultant team with a first-hand account of the views of groups directly affected by existing and proposed zoning regulations.

### General Public

During the formulation of PlanDSM, the general public was engaged and asked to participate in a variety of ways. As a plan implementation

exercise, the zoning ordinance update demands more targeted and focused participation. Still, it is essential that the general public be informed about the project and its important linkage to the planning effort that was just concluded.

As with the comprehensive plan update, the PlanDSM website ([www.plandsm.org](http://www.plandsm.org)) will serve as a key portal for sharing information about the zoning ordinance project, including the posting of documents and announcements about project meetings and events. Once draft regulations are ready for review, city staff and the consultant team will conduct meetings to introduce a public review draft of the new zoning ordinance and zoning map.

### Plan and Zoning Commission

The Plan and Zoning Commission (P&Z) will have a formal role towards the end of the zoning ordinance update process. As with any proposed zoning ordinance text or map amendment, the P&Z will conduct public hearings and ultimately issue a recommendation to the City Council.

Beyond their formal role, the P&Z will have representation on the project steering committee. City staff and the consultant team will provide periodic project status updates as part of regular P&Z meetings.

### City Council

As with the Plan and Zoning Commission, the City Council will play a vital role in the adoption process and have final decision-making authority on all zoning ordinance text and map amendments.

### Consultant Team

The city has retained a team of consultants to prepare the new ordinance. The team includes Duncan Associates, CodaMetrics and The Lakota

Group.

## Work Plan

The project work plan is summarized below.

TASK 1: MOBILIZATION AND RECONNAISSANCE	
Task 1-1: Document Review and Data Collection	Review comprehensive plan, existing regulations and recent building/development trends
Task 1-2: Kick-Off Meeting	Meet with technical advisory team and begin field survey work
Task 1-3: Community Character	Conduct field surveys and other research to better understand building patterns and neighborhood character
Task 1-4: Listening Sessions	Meet with PlanDSM steering committee and conduct small group listening sessions with ordinance user groups
Task 1-5: Public Involvement Plan	Prepare public involvement plan
TASK 2: ANALYSIS AND PROJECT DIRECTION	
Task 2-1: Draft Assessment	Deliver report to technical advisory group and receive written comments/input
Task 2-2: Review	Revise report and present to PlanDSM steering committee and others
Task 2-3: Final Project Direction Report	Revise report in response to steering committee input; Post final report to project website
TASK 3: INITIAL DRAFT ZONING ORDINANCE AND MAP	
Task 3-1: Initial Draft Zoning Ordinance	Prepare draft ordinance in modules and present initial draft zoning map; Attend periodic meetings with PlanDSM steering committee and technical team to review draft ordinance modules and zoning map
Task 3-2: Initial Draft Zoning Map	
TASK 4: PUBLIC REVIEW DRAFT ZONING ORDINANCE AND MAP	
Task 4-1: Public Review Draft Zoning Ordinance	Prepare second draft ordinance incorporating revisions in response to steering committing and technical team input; Draft ordinance and map posted to project website
Task 4-2: Public Review Draft Zoning Map	
Task 4-3: Public Review Sessions	Conduct review sessions with ordinance user groups, general public, Plan and Zoning Commission and City Council
TASK 5: HEARING DRAFTS (ORDINANCE AND MAP)	
Task 5-1: Public Hearing Draft Zoning Ordinance	Prepare public hearing draft of new zoning ordinance incorporating changes and refinements based on public reviews, as applicable; hearing draft ordinance and map posted to project website
Task 5-2: Public Hearing Draft Zoning Map	
TASK 6: ADOPTION PROCESS	
Task 6-1: Public Hearing	Participate in Plan and Zoning Commission and City Council public hearings
Task 6-2: Training	Lead training sessions for city staff at time of public hearing visits
Task 6-3: Final Adopted Ordinance and Map	Prepare and deliver final version of ordinance and map, as adopted by City Council

## Des Moines Zoning Ordinance Update Timeline







Source: PlanDSM, 2016

# This Report

This report summarizes the consultant team's initial recommendations regarding the scope and direction of the Des Moines zoning ordinance update. The intent is to provide a sense of the general direction to be pursued in the update, not to identify the specifics of every needed or proposed change. After review and acceptance by the project steering committee, the report will serve as bridge between the city's "big picture" plans and creation of the new zoning ordinance and map.

In preparing the report, a variety of policy documents and regulations were reviewed to gain an understanding of the city's planning and regulatory framework. This office work was supplemented by time touring Des Moines and its many neighborhoods. This field work was invaluable in translating ordinance provisions and stakeholder comments into actual on-the-ground conditions.

The recommendations in the report represent broadly framed ideas for addressing identified inadequacies within the current zoning ordinance. They are intended to serve as the starting point for discussion, prior to beginning the ordinance drafting and map preparation work. Recommendations can and will be revised and tailored in response to local reviews and issues encountered as the project proceeds.

It is important to point out that any shortcomings stated or implied in the report are not intended to reflect poorly on previous ordinance authors or upon public officials and staff charged with administering them. The types of issues identified in this report are commonplace, as older ordinances are incrementally revised in response to ever-emerging issues.







# Zoning for PlanDSM

The comprehensive plan begins by establishing a vision of Des Moines in the year 2040.

*In 2040, Des Moines will have...*

- *Vibrant, healthy, and walkable neighborhoods with a mixture of housing, recreational opportunities, public spaces, schools, and mixed-use commercial centers.*
- *Housing that offers a diversity of choices in housing styles and affordability that meets the needs of residents throughout their lives.*
- *A complete transportation system providing safe and efficient infrastructure for walking, bicycling, mass transit, and automobiles.*
- *A resilient economy with a robust job environment and the provision of necessary land and infrastructure for business development.*
- *Protected natural resources and sensitive ecosystems, and clean air and water.*
- *Enhanced opportunities for urban agriculture.*
- *Compassion and inclusion for the physically, intellectually, and economically disadvantaged through programs to ensure accessibility to City services and facilities that are available to the public.*
- *Sustainable governance recognizing that policies and decisions have environmental, social, and economic impacts on the overall quality of life.*
- *A vibrant and creative cultural and recreational environment that inspires us as a community, educates us, promotes health and wellness, and is available for all residents.*
- *A strong and supporting environment for global residents from all heritages. Investment in the youth of the City to ensure equal opportunities for education and job training.*

The nine plan elements that follow the vision statement contain a series of goals and policies that will help the city achieve that vision. Many of the plan's policies provide clear direction for needed zoning ordinance changes and provide a policy foundation for the zoning update project. This section provides a general overview of the types of ordinance amendments and zoning policy shifts that will help ensure consistency with and implementation of PlanDSM.

## Character and Design

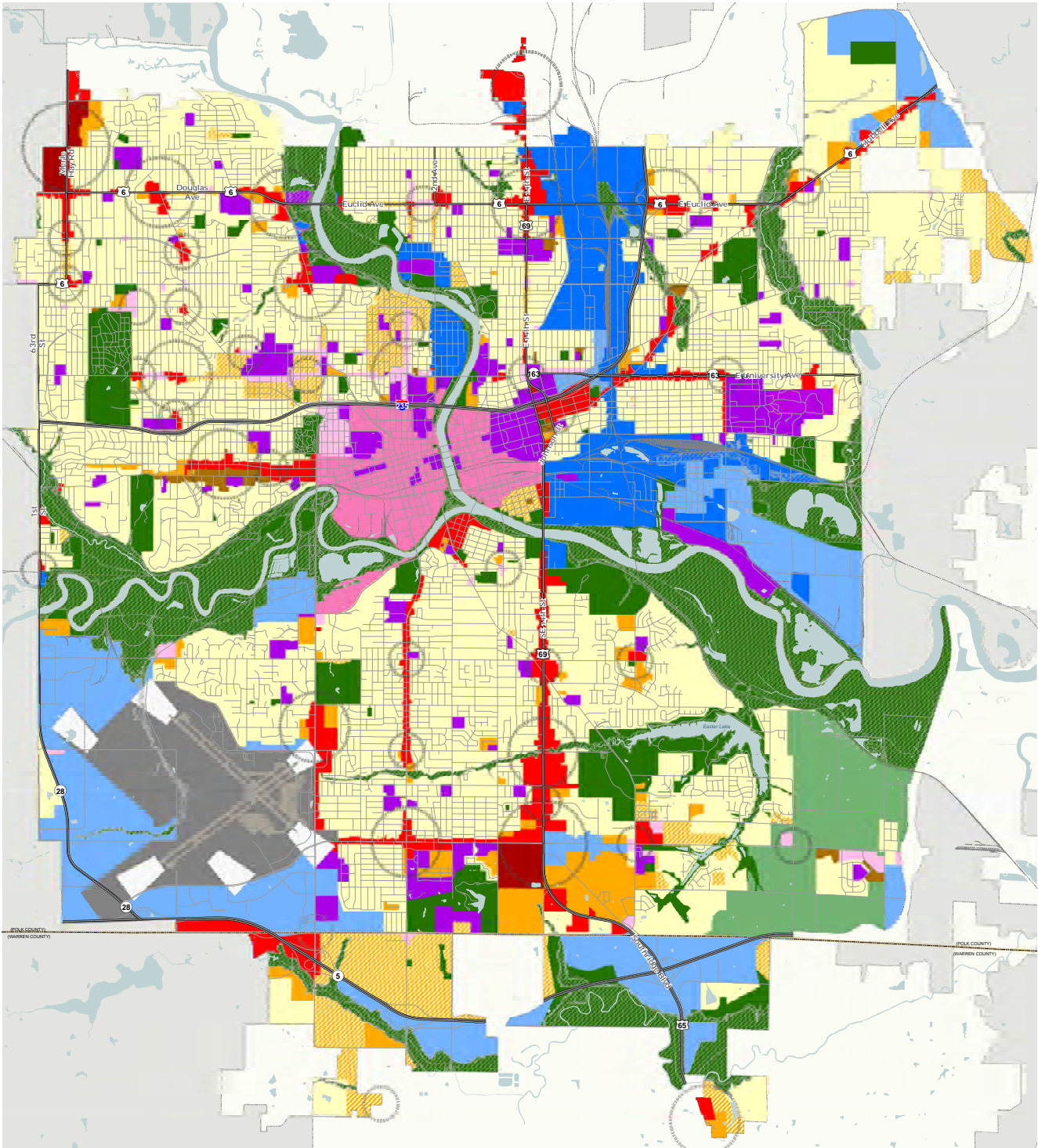
### 1. Develop Context-Sensitive Residential Zoning Regulations

Even though Des Moines' neighborhoods are quite varied, the zoning pattern that applies in those neighborhoods is not. Only one zoning district—R1—applies to most neighborhoods. The R1 district is varied only in its required minimum lot width (R1-60 = 60 feet, R1-80 = 80 feet, etc.).

An analysis of established neighborhood character was conducted as part of the consultant team's early work. It reveals a fairly clear set of building and site design elements that help define the distinctive characteristics of Des Moines' many neighborhoods. Please refer to the "Neighborhood Character" section of this report (p. 23).

An comparison of the zoning map with existing lot patterns also reveals a significant disconnect between the zoning ordinance's minimum lot width requirements and the typical lot width's found in many neighborhoods. Hundreds if not thousands of existing lots have widths that are far lower than required by R1 zoning that applies to

## Zoning for PlanDSM



Source: PlanDSM, 2016

- Low Density Residential
- Low/Medium Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Downtown Mixed Use

- Business Park
- Industrial
- Public/Semi Public
- Park/Open Space
- Airport
- Development Control Zone
- Development Reserve

- Neighborhood Node
- Community Node
- Regional Node



such lots (often 10 feet or more). Despite the ordinance's "lot of record" provisions (Sec. 134-1296), such ill-fitting regulations make these older narrower lots difficult to develop and work to create practical barriers to new infill development. It will be very important to address this issue in the updated ordinance. (See the Residential Lot Widths Map in Appendix 3)

The updated zoning ordinance should include regulations based on existing neighborhood context. Existing zoning regulations that address context, such as front yard setback averaging, will likely be continued in the new ordinance, unless simpler processes can be identified. The new ordinance can address the design elements that help to define character and context in one of two ways.

- A new set of zoning districts could be developed based upon the neighborhood types outlined in the Neighborhood Character section (page 23). Each district would include a range of building form requirements organized by building type. The level of detail and types of requirements would vary by district and depend on the clarity and consistency of existing neighborhood character, as well as the level of support for preserving the current forms and existing context.
- An alternative approach to context-based regulations would be to retain the current conventional zoning districts, make limited modifications (including adjustments to required minimum lot widths, as noted above), and develop an optional overlay system. The overlays would reflect the different neighborhood types and would allow neighborhoods to choose whether they desire the additional requirements to be applied.

**Supporting PlanDSM policies:** LU3, LU25, CCN2, CCN4, CCN5.

## 2. Focus on Form and Character

Though expressed in different ways and in varying contexts, many of the individuals who have offered suggestions for the

new ordinance have expressed a desire for additional emphasis on the "form" of new buildings and the degree to which development positively contributes to the existing or desired character of the city's many neighborhoods and places.

Some of the newer provisions of Des Moines' regulatory regime include provisions intended to promote desirable urban form and high-quality place-making. Such provisions tend to employ design *guidelines* and discretionary review *processes* as a way to promote high-quality urban design. Reliance on such techniques has resulted in a sometimes unpredictable and occasionally lengthy review time-frames.

In order to promote PlanDSM priorities, such as infill compatibility, neighborhood character preservation, walkability, and transit-orientation, the updated zoning ordinance will need to include additional provisions addressing urban form and community character. To the maximum extent possible, these new character and design regulations should consist of *objective, measurable criteria*, thereby enabling a determination of compliance through an efficient, administrative site plan review process.

**Supporting PlanDSM policies:** LU3, LU25, CCN2, CCN4, CCN5.

## Nodes and Corridors

### 3. Create New Zoning for Mixed-use Nodes

One of PlanDSM's major themes is its call for promotion of walkable, mixed-use development patterns at key development nodes throughout the city. According to the plan, these designated 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."

As part of the consultant team's early analysis work, the mixed-use nodes identified on PlanDSM's Future Land Use Map were further categorized according to the type



of development that might reasonably be anticipated to occur. Six different types were identified, depending on three key factors:

1. The presence of commercial storefronts;
2. The amount of residential or office currently in place or likely to occur in the near to mid-term future; and
3. The extent of auto-oriented (car washes, service stations) or larger-scaled (“big box”) uses anticipated.

This analysis is presented in the “Nodes and Corridors” section (page 47).

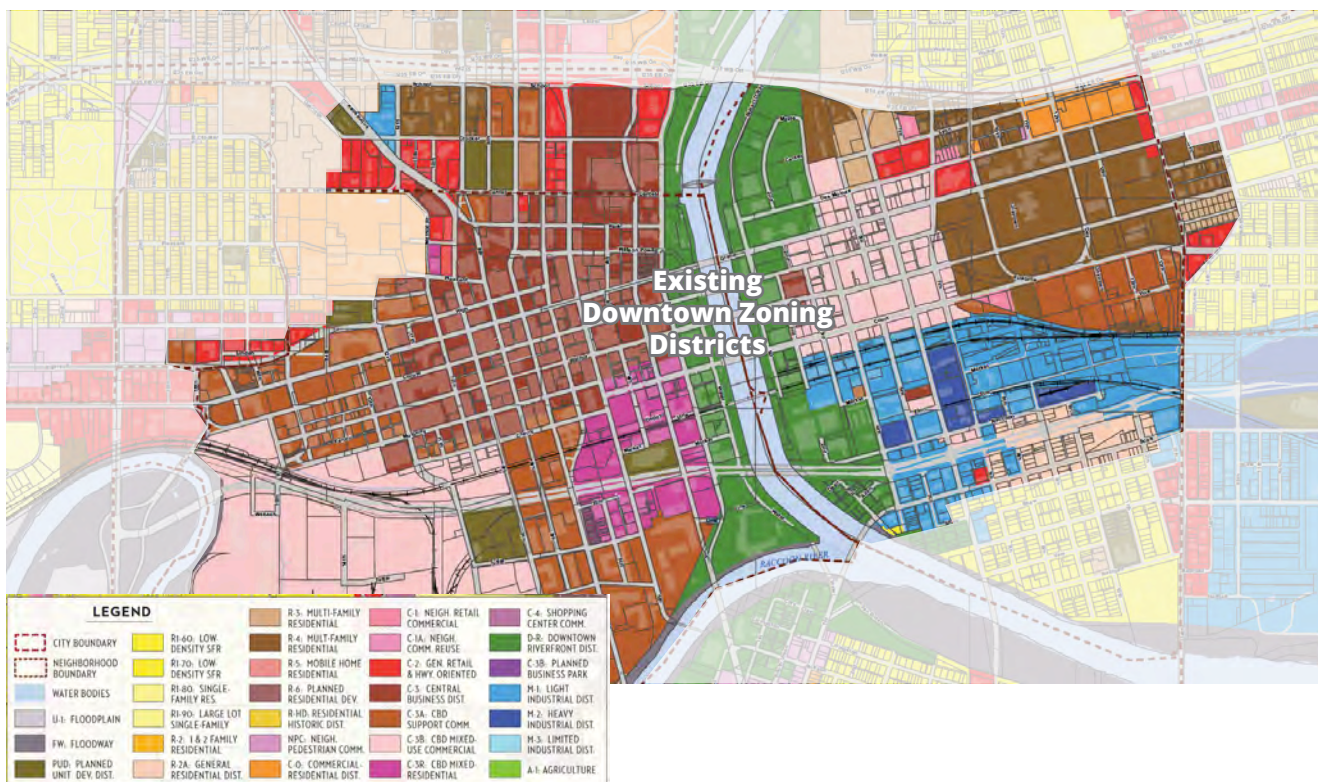
To help implement the plan’s “nodes” concept, new zoning districts will be prepared for the updated ordinance. These can then be mapped as (conceptually) illustrated in Appendix 1. The regulations associated with these mixed-use districts will be based on building types. Regulations will include building and parking location on the site, building height, distribution of uses

within the building, and building facade design requirements (windows, doors, facade divisions). See sample building type regulations on following page.

**Supporting PlanDSM policies:** LU2, LU7, LU8, LU9, LU10, LU11, LU12, LU13, CCN17, CCN18, CCN23, H20, T21, T22.

#### 4. Embrace Higher Density Residential Development Along Corridors

The transportation corridors that connect the plan’s designated mixed-use nodes offer significant opportunities to accommodate higher density residential development. New zoning regulations and map strategies that support such growth offer many potential benefits, including support for transit and for the businesses located in mixed-use nodes. Focusing the highest density residential development along corridors and within nodes (including downtown) may also relieve pressure on low-density, stable residential neighborhoods. Finally, new higher-density



# SAMPLE BUILDING TYPE PAGES

**A. Building Siting** defining where the building & parking is located on the site.

**B. Height** defines the number of stories and height of each story.

**C. Uses** defines how permitted uses may be distributed within the building.

**D. Street Facade Requirements** establishes design requirements for street facades related mainly to windows, doors, and roofs.

Districts in which the building type is permitted are labeled across the top of the table. Regulations may be different for each district.

Tables define the regulations for each building type. Refer to 4.18 Explanation and Measurement of Regulations Specific to Building Types

Graphics related to the tables above. Graphics typically represent one example of building type requirements

## 4.0 BUILDING TYPES

### Storefront Building Type

#### 4.0.1 STOREFRONT BUILDING TYPE REGULATIONS.

**A. Building Siting:** Refer to Figure 4.5-B, Storefront Building Siting and 4.18 Building Siting for explanation.

	MS-1	MS-2	MS-3	CX-2
<b>1. Minimum Principal Building</b>	not permitted	not permitted	not permitted	permitted
<b>2. Minimum Front Lot Line Coverage</b>	50% when required	85% when required	80% when required	75%
<b>3. Location of Corner</b>	required	required	required	required
<b>4. Front Building to Zone</b>	within 2' of Building Line	within 2' of Building Line	within 2' of Building Line	within 2' and 15' from corner side lot line
<b>5. Corner Building to Zone</b>	within 2' of Building Line	within 2' of Building Line	within 2' of Building Line	within 2' and 10' from corner side lot line
<b>6. Minimum Side Setback</b>	0'	0'	0'	0'
<b>7. Minimum Rear Setback</b>	5'	0'	0'	0'
<b>8. Minimum Building Width</b>	50'	50'	50'	no limitation
<b>9. Minimum Building Coverage</b>	50%	70%	80%	80%
<b>10. Additional Setback Area</b>	10%	25%	20%	20%
<b>11. Permitted Parking &amp; Loading Locations</b>	rear yard, limited rear yard, and shared driveway	rear & limited side yard with shared driveway	rear & limited side yard with shared driveway	rear & side yard
<b>12. Vehicular Access</b>	shared driveway	shared driveway	shared driveway	shared driveway
<b>13. Height:</b> Refer to Figure 4.5-C, Storefront Building Height & Use Requirements and 4.18 Height.	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max
<b>14. Minimum Overall Height</b>	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max
<b>15. Maximum Overall Height</b>	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max	2 stories, 18' max
<b>16. Ground Story Height (Main entrance to floor)</b>	12'	12'	12'	12'
<b>17. Minimum Height</b>	12'	12'	12'	12'
<b>18. Upper Stories (Main entrance to floor)</b>	9'	9'	9'	9'
<b>19. Minimum Height</b>	9'	9'	9'	9'

**Figure 4.5-B:** Storefront Building Siting

## 4.0 BUILDING TYPES

### Storefront Building Type

#### 4.0.2 STOREFRONT BUILDING TYPE REGULATIONS.

**C. Uses:** Refer to Figure 4.5-C, Storefront Building Height & Use Requirements and 4.18 Uses for explanation.

	MS-1	MS-2	MS-3	CX-2
<b>1. Ground Story</b>	any permitted use	any permitted use	any permitted use	any permitted use
<b>2. Upper Story</b>	any permitted use	any permitted use	any permitted use	any permitted use
<b>3. Parking with Building</b>	permitted fully in any basement and in rear of upper floors	permitted fully in any basement and in rear of upper floors	permitted fully in any basement and in rear of upper floors	permitted fully in any basement and in rear of upper floors
<b>4. Entrance to Building</b>	permitted with special permit	permitted with special permit	permitted with special permit	permitted with special permit
<b>5. Required Open Space</b>	minimum 30' deep on all full floor from the front facade	minimum 30' deep on all full floor from the front facade	minimum 30' deep on all full floor from the front facade	minimum 30' deep on all full floor from the front facade
<b>D. Street Facade Requirements:</b> Refer to Figure 4.5-D, Storefront Building Street Facade Requirements and 4.18 Street Facade Requirements for explanation.				
<b>1. Minimum Transparency on Ground</b>	75%	75%	65%	65%
<b>2. Story of Front Facade</b>	15%	15%	12%	12%
<b>3. Minimum Transparency per each Story</b>	15% </td <td>15%<!--</td--> <td>12%<!--</td--> <td>12%<!--</td--> </td></td></td>	15% </td <td>12%<!--</td--> <td>12%<!--</td--> </td></td>	12% </td <td>12%<!--</td--> </td>	12% </td
<b>4. Blank Wall Limitations</b>	Required per floor on all stories (refer to 4.18.4.8 for requirements)	Required per floor on all stories (refer to 4.18.4.8 for requirements)	Required per floor on all stories (refer to 4.18.4.8 for requirements)	Required per floor on all stories (refer to 4.18.4.8 for requirements)
<b>5. Front Facade Entrance Type</b>	storefront	storefront	storefront	storefront
<b>6. Principal Entrance Location</b>	front facade	front facade	front facade	front facade
<b>7. Required Number of Street Entrances</b>	1 per each 75' of front facade	1 per each 75' of front facade	1 per each 75' of front facade	1 per each 100' of front facade
<b>8. Ground Story Vertical Facade Divisions</b>	minimum of every 30' of facade width	minimum of every 30' of facade width	minimum of every 30' of facade width	minimum of every 50' of facade width
<b>9. Horizontal Facade Divisions</b>	required within 3' of the top of the ground story and within 3' of top story over 3 stories	required within 3' of the top of the ground story and within 3' of top story over 3 stories	required within 3' of the top of the ground story and within 3' of top story over 3 stories	required within 3' of the top of the ground story and within 3' of top story over 3 stories
<b>10. Permitted Roof Types</b>	parapet, flat, tower permitted	parapet, flat, tower permitted	parapet, flat, tower permitted	parapet, flat, tower permitted

**Figure 4.5-D:** Storefront Building Street Facade Requirements

corridor zoning regulations could help breathe new life into commercial areas that are in decline or nearing obsolescence.

**Supporting PlanDSM policies:** LU2, LU8, LU10, LU11, LU12, LU13, CCN23, H20, T21, T22, ED6.

## 5. Refine and Enhance Existing Downtown Districts

The downtown has received a lot of attention in terms of design requirements and zoning related to the recent boom in development. The current number of districts and mapping of those districts is fairly consistent with our recommendation. To implement PlanDSM policy statements, the downtown districts should be regulated through building type or frontage type requirements to manage the ground story treatments at the sidewalk. This organization of design requirements will make the development process simpler, increase the contiguity of different pedestrian experiences, and provide a structure for addressing difficult design issues, such as screening of parking and mechanical equipment.

**Supporting PlanDSM policies:** LU25, LU31, LU33, LU27, LU28, CCN1, CCN2, CCN4.

## Housing

### 6. Allow Broader Range of Housing Types

The current zoning ordinance defines and allows a relatively narrow palette of residential dwelling types. In R1 districts, for example, detached houses are the only form of new construction permitted (note: the ordinance does allow reconstruction/replacement of two-family dwellings that were conforming in 1996).

Two-unit buildings are first allowed in the R-2 district. Row houses are allowed in R-2A.

Current R-3 and R-4 districts permit multi-unit apartments and condominium-style buildings.

The new ordinance can and should accommodate a wider range of housing options by allowing additional housing types

in one or more districts. Such alternative housing forms could include:

- Accessory dwelling units;
- Cottage courts (also known as “bungalow courts” and “pocket neighborhoods”);
- Multiplexes (also known as “walk-up flats” and “big houses”);
- Live-work buildings; and
- Senior housing (such as assisted living, congregate living, continuing care retirement community).

The recommendation to incorporate additional housing options into the zoning ordinance should not be interpreted as a call to include them in *all* districts, but rather a recommendation to identify an expanded range of options in some districts. It is also important to note that new site planning and design criteria will need to be created to ensure that these new housing options can be seamlessly integrated into existing neighborhoods without disrupting established character.

**Supporting PlanDSM policies:** LU30, H1, H2, H4, CCN2, SE18.

### 7. Maintain and Promote Affordable Housing Options

The zoning ordinance update project offers an opportunity to identify, evaluate and remove unnecessary barriers to maintaining and providing affordable housing options throughout the city, including downtown. Such barriers can come in the form of inflexible density and lot size restrictions, excessive off-street parking requirements and other zoning regulations that directly or indirectly affect the cost of housing.

**Supporting PlanDSM policies:** LU30, H2, H3, H4, H5, H19, H21, CCN2, SE9.

## Transportation

### 8. Provide Transit-Supportive Zoning Options

Promoting higher intensity development in the city's high-capacity transit corridors

will help advance many PlanDSM goals and policies. Many of the other ideas and concepts presented in this section of the report—including those related to mixed-use nodes, higher density zoning along transit corridors and the accommodation of a broader range of housing types—will provide greater support for future transit investments...and vice-versa.

Updating zoning to support transit will necessitate getting the right kinds of land uses in the right places, promoting walkability (safe, attractive and vibrant places) and ensuring that parking and access regulations are not working to undermine transit-oriented development objectives.

**Supporting PlanDSM policies:** LU2, LU5, LU8, LU9, LU10, LU11, LU12, LU13, CCN23, H20, T18, T21, T22, ED6.

## 9. Zoning to Support Walking and Biking

Walkable neighborhoods and a complete transportation system that includes support for walking and bicycling as well as transit support are key to realizing PlanDSM's vision.

The updated ordinance should address walkability by requiring buildings to interface directly with sidewalks, and context-sensitive building designs that consider and respond to adjacent street design. The new regulations should ultimately include street type regulations for major streets, especially those abutting nodes and along corridors.

Further, large swathes of land that will redevelop under the updated zoning should be subdivided with predictable street types, block patterns, and distribution of building forms and uses. For those larger land parcels or in the case of aggregation of smaller parcels for redevelopment, the regulations should define walkable, connected street and block patterns through the use of either master plan districts (unified planning and districts that define new block patterns, street types, and a mix of building forms) or an overlay system requiring the same for parcels over a certain size.

**Supporting PlanDSM policies:** LU2, LU5, LU8, LU9, LU10, LU11, LU12, LU13, CCN22, H20, T2, T11, T15, T18, T21, T22, ED6.

## 10. Right-Size Parking Requirements

The zoning ordinance's minimum off-street parking ratios for nonresidential uses are relatively high, requiring more vehicle parking than many modern zoning ordinances. Excessive off-street parking requirements can lead to the over-development of parking infrastructure, which can inhibit reuse of older buildings and stymie infill and redevelopment efforts

When it comes to multi-unit residential development, the ordinance requires at least 1.5 parking spaces per dwelling in most zoning districts, regardless of unit type or size. Excessive residential parking requirements can result in an increase in the cost of housing, which is inconsistent with the city's stated policy of encouraging affordable housing production.

### Des Moines Zoning Ordinance Typical Minimum Parking Requirements

Use/Building Type	Min. Spaces per Unit
Detached house	1.0 / dwelling unit
Multi-unit residential	1.5 / dwelling unit
Retail sales	
Up to 4,000 sq. ft.	2.5 / 1,000 sq. ft.
Over 4,000 sq. ft.	4.0 / 1,000 sq. ft.
Restaurants	6.6 / 1,000 sq. ft.
Offices	2.5 / 1,000 sq. ft.; min. 5

All existing minimum parking ratios will be re-evaluated during the ordinance update. Where appropriate, existing requirements will be recommended for reduction or even elimination.

As mentioned above, "right-sized" minimum parking ratios can help to address infill and redevelopment challenges and reduce the cost of development. Reducing minimum parking requirements can help reduce the amount of hard-surface area on a site which means less stormwater runoff and decreased flooding risks. Lowering the amount of area



that is required to be paved can also reduce urban heat island effect caused by the sun's heating of large paved areas. Reducing the amount of land area devoted to surface parking lots can also reap community appearance benefits.

Other parking changes that will likely be proposed as part of the ordinance update include:

- Requiring that bicycle parking be provided at the time of development for some types of uses, especially downtown and in mixed-use nodes;
- Exploring the use of context-based parking requirements (i.e., variable requirements by location) or even maximum parking ratios for some types of uses;
- Promoting greater use of shared parking and allowing greater flexibility for meeting parking and transportation access demands (e.g., giving credit for abutting on-street parking spaces, nearby public parking spaces, car-share parking spaces and other amenities that provide transportation/access options for city residents and workers;
- Expressly allowing the use of pervious paving materials and bioretention areas within parking lots;
- Updating parking lot geometrics and design standards, including interior parking lot landscaping and exterior screening and buffers; and
- Addressing parking (and charging/fueling facilities) for alternative fuel vehicles.

**Supporting PlanDSM policies:** T2, T28, T29, T42, CCN22, PIU21, PIU22,

## Healthy, Sustainable City

### 11. Promote Sound Environmental Practices and Healthy Lifestyle Choices

The zoning update project offers an opportunity to advance several of the city's environment and public health goals. The updated regulations should accommodate

and promote sustainable development practices and healthy lifestyles through the removal of unintended barriers and the inclusion of appropriate regulations and incentives that address such issues as:

- The use of renewable energy sources;
- Promotion of green development practices, including green infrastructure solutions;
- Zoning for community gardens and farmers markets and other forms of urban agriculture;
- Connectivity and walkability; and
- Continued protection of flood-prone areas and sensitive natural resources.

**Supporting PlanDSM policies:** T11, T18, LU4, LU6, LU22, LU29, LU42, LU43, PIU11, PIU15, PIU37, PR4, CCN31, SE10, SE15

## Jobs and The Economy

### 12. Support Employment Growth and Entrepreneurship

As the city's zoning map is evaluated as part of the zoning update, it will be important to maintain an adequate supply of industrial-zoned land, protect such areas from encroachment by non-industrial uses and address transitions from high-intensity industrial to lower intensity land uses.

Additionally, with Des Moines' current entrepreneurial spirit, maintaining a supply of smaller scale office and maker spaces should be addressed in the zoning update. The retention of older office spaces with reasonable rents as well as designating appropriate locations for live-work spaces can support burgeoning small businesses.

Finally, the ordinance update presents an opportunity to address aspects of the changing workplace (e.g., home occupations) and new economy (e.g., short-term rentals) that are not adequately covered by the current regulations.

**Supporting PlanDSM policies:** LU32, LU36, LU37, ED7, ED8, ED17, ED19





# Other Ordinance Issues

*While there is much to do to bring zoning regulations into alignment with PlanDSM, the zoning ordinance update also offers the opportunity to modernize the ordinance and to address more technical zoning issues. This section of the report describes a few of the modernization, usability and technical issues that will be addressed as part of the project.*

## Ordinance Structure

### 13. Improve Organization and Format

One of the goals for the zoning project is to ensure that Des Moines' new zoning ordinance is easier to use than its present-day counterpart. Substantive regulations should be clear, comprehensive and internally consistent. Administrative and procedural provisions should be streamlined, consistent and easy to understand.

Given the important role that zoning plays, the new ordinance should be logically organized, well-formatted and easy to use. The document should be laid out in a way that people can find the information they need and written so that information can be understood once it is found.

Like many ordinances, the way in which information is organized and presented in the city's existing zoning ordinance could

be greatly improved. This section describes several ways in which the new ordinance will be made easier to navigate, use and understand.

Many ordinance regulations can be more clearly presented by using tables or charts. This will help eliminate redundancies, as well as the inevitable inconsistencies and internal conflicts that occur when the same regulations are restated in multiple sections of an ordinance. Eliminating these redundancies can also reduce the bulk of the printed document.

The new regulations should also contain illustrations and graphics—instead of just long passages of text—to help convey the meaning of regulatory concepts. It should also employ distinct typefaces for articles, divisions, sections and subsection titles.

Indented text should be used to indicate the hierarchical nature of ordinance sections and subsections. Generous white space and graphics should be used to enhance the document's visual appearance and improve its usability. Page headers and footers should be used to provide navigational aids to those searching for information within the document.

### User Friendly Ordinance Features

- Plain English
- Tables, charts
- Illustrations/graphics
- Detailed table of contents and index
- Accurate cross-references
- Short sentences, sections
- Web-ready and hyper-linked
- Consistency (among ordinance sections and with related ordinances)

The current zoning ordinance (Chapter 134) is organized into five very broad articles, as follows:

[Article I. In General](#)

[Article II. Administration and Enforcement](#)

[Article III. Districts](#)

[Article IV. General Regulations](#)

[Article V. Off-Street Parking and Loading](#)

The greatest drawback of the current organization is that important, regularly consulted information gets “buried” too far down in the ordinance outline. From a navigation and usability standpoint, it would be helpful to elevate key regulations to a higher level within the ordinance’s organizational scheme.

We recommend that the updated ordinance follow a revised outline, such as the preliminary version that follows:

[Preamble](#)

[How to Use This Ordinance](#)

[Article I. Introductory Provisions](#)

[Article II. Residential Districts](#)

[Article III. Mixed-Use Districts](#)

[Article IV. Special Districts](#)

[Article V. Overlay Districts](#)

[Article VI. Uses \(includes telecom\)](#)

[Article VII. Building Types](#)

[Article VIII. Parking and Access](#)

[Article IX. Landscaping and Site Design](#)

[Article X. Signs](#)

[Article XI. Review & Approval Procedures](#)

[Article XII. Administration](#)

[Article XIII. Nonconformities](#)

[Article XIV. Violations, Penalties and Enforcement](#)

[Article XV. Measurements](#)

[Article XVII. Terminology](#)

This tentative outline will likely be refined and changed as the ordinance drafting process proceeds.

### 14. Revise Ordinance Numbering System

The challenges of navigating and using Des Moines’ current zoning ordinance are caused at least in part by the document’s structure and by (section) numbering conventions that make it difficult for users to “find their bearings” when reading the ordinance.

Although sometimes the numbering seems inconsistent from section to section, the basic structure of the ordinance appears to be as follows:

**Level 1:** Chapter 134

**Level 2:** Article (Roman numeral, e.g., I)

**Level 2:** Division (Arabic numeral, e.g., 1, numbered consecutively for each article)

**Level 3:** Section (Arabic numeral that is linked to chapter but not to article or division number, e.g., 134-1; numbered consecutively throughout ordinance)

**Level 4:** Subsection (Arabic numeral in parenthesis that is not linked to any other number, e.g., (1))

**Level 5:** Paragraph (lower-case letter that is not linked to any other number, e.g., a.)

**Level 6:** Sub-subparagraph (Arabic numeral that is not linked to any other number, e.g., 1.)

Because the numbering assigned to most levels of the ordinance's structural outline are not tethered to article, division or section numbers, the outline levels sometimes provide little guidance for ordinance users attempting to jump from one section to another or navigate among ages where no article, section or division numbers are

present. Additionally, the ordinance lacks navigational markers, such as page headers and footers, which would give users an indication of where they are within the overall document.

The updated ordinance should follow a modified approach to section numbering and include document navigation aids, such as headers, footers and hyper-links that will allow users to quickly and accurately determine where they are within the overall document or locate a cross-referenced

Generous white space

Chapter 10 | Mixed-use Districts  
Section 10.030 | Character Designations

2. Allowed Building Types  
The following building types are permitted in -P character zones (see building type definitions in Section 10.030):  
a. Mixed-use buildings  
b. Commercial buildings

3. Lot and Building Regulations  
The lot and building regulations of Table 10.4 apply to all new construction and building additions in -P character zones, except that civic/institutional buildings and open space sites are subject to -F character zone regulations (see Section 10.030-E). General exceptions to lot and building regulations and rules for measuring compliance can be found in Chapter 50. Existing buildings are exempt from compliance with build-to zone (BTZ), ground floor ceiling height and transparency regulations.

Table 10.4: Lot and Building Regulations for -P Character Zones

Minimum Lot Area (sq. ft.)	3,500	Min. Ground Floor Ceiling Height (feet)	14
1 Minimum Lot Width (feet)	25	Minimum Transparency (%)	
2 Minimum Street Frontage (feet)	20	1 Ground floor	50
Minimum Open Space per Unit (sq. ft.)	100	2 Upper floors	20
Minimum Building Setbacks (feet)		3 Min. Parking Setbacks (feet) (see also Section 10.030-F)	
Street	0	Primary street	30
Abutting R district	10	Secondary street or R zoning district	10
Abutting nonresidential district	0	Nonresidential zoning district	0
Abutting alley	5	4 Street-facing Entrance Required	Yes
4 Build-to Zone (BTZ) (minimum/maximum in feet)	0/10		
Min. percent of building in primary street BTZ	80		
Min. percent of building in secondary street BTZ	30		

Figure 10.2: MX District Lot and Building Regulations (1)

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Navigational Headers

Nested (hierarchical) paragraphs

Hyper-linked cross-references

Tables

Illustrations

Footers

provision. Moreover, cross-references, table of contents entries and other content should be electronically linked so that users of digital versions of the ordinance can quickly jump from one section to another.

## Administration and Procedures

### 15. Collect and Consolidate

Zoning-related administrative and procedural provisions are currently scattered throughout Chapter 134 and Chapter 82 of the city code. Zoning amendment, PUD, variance, exception, conditional use, special permit and appeal procedures are found in various sections of Chapter 134 along with administrative provisions governing the Board of Adjustment. Chapter 82 contains site plan review procedures and Plan and Zoning Commission administrative provisions. .

In addition to being disorganized, existing review and approval procedures sometimes lack clarity regarding the actual process to be followed. Others are presented in an inconsistent manner, generally not following eschewing rules of “parallel construction.”.

As part of the zoning update, zoning-related procedures should be restated to be clear, consistent and efficient. All procedures should be expressly called out and consolidated in a single “Procedures” article. The clarity of procedural provisions should be improved through editing, reorganization and use of parallel construction. The procedures should be presented following a logical flow of development reviews and permits, from beginning to end.

Administrative powers and duties should be combined into a single “Administration” article of the new ordinance. Enforcement provisions should also constitute a stand-alone article (see also recommendation number 16).

### 16. Expand Enforcement Options

Division 1 of Article II (Chapter 134) includes the zoning ordinance’s penalty and

enforcement provisions. Now consisting of a mere two sentences, the new ordinance’s provisions should be expanded and modernized to:

- Identify a more exhaustive list of actions (or inactions) that constitute violations
- Include a more robust range of possible penalties, including administrative actions, such as permit revocation and denial of subsequent permits; and
- Expressly describe the steps in a “progressive enforcement” process. Progressive enforcement systems typically begin with contact by enforcement staff, proceed (if necessary) to written notice from the city, stop-work orders issued by the city and court-mandated penalties and enforcement activities. The basics of this type of system should be clearly set out in the text of the ordinance—with remedies outlined in the order in which they would typically be used.

As suggested in recommendation number 15, the ordinance’s violations, penalties and enforcement provisions should be placed in a single article of the new ordinance.

### 17. Increase Reliance on Objective Standards; Staff-Level Decision-Making

In recent years the current zoning ordinance has been amended and supplemented with a variety of provisions intended to ensure better urban design and increased compatibility. Many of the provisions rely on site-specific, case-by-case review of development proposals. Many agree that this increased emphasis on site plan review has resulted in better development designs and mitigation of development impacts. However, there is also a growing sentiment that the city’s use of design *guidelines* and discretionary review procedures has increased the time required for project reviews and resulted in some degree of uncertainty about the type of project that will ultimately be approved.. The lack of predictability affects both developers and

neighbors.

To the extent possible, Des Moines' new zoning regime should make greater use of clear, objective development standards, which will, in turn, enable more staff-level review and decision-making and a more predictable framework for approval of projects that meet the city's defined objectives for high-quality development.

### 18. Remove the Stigma of Nonconformity

In zoning parlance, "nonconformities" are buildings, uses, and lots that were established in compliance with applicable regulations, but that no longer comply with zoning regulations because the rules were changed—or were first instituted—after such situations were established. Nonconforming status could be related to virtually anything now addressed by current controls, including failure to meet current use, lot size (area or width), building setback or building height regulations.

Some people confuse "nonconforming" with "illegal." A more apt description might be "previously conforming," because it more clearly indicates that such situations did comply with applicable rules at one point in time. The stigma of nonconforming status sometimes results in fairly harsh regulatory treatment.

Analysis to-date indicates that there are fairly widespread presence of nonconforming lots in older areas of Des Moines. This issue should be addressed as part of the update. Options for consideration include: (a) adjusting existing lot size and setback regulations; (b) creating one or more new districts to be applied in areas that don't fit existing classifications; or (c) employing some other technique to reduce or eliminate the nonconformities.

In addition, the existing nonconformity regulations should be substantially rewritten to address issues of clarity—i.e., more clearly distinguishing among the regulations that apply to nonconforming lots, uses and structures—and to allow greater flexibility in dealing with nonconforming situations that

are not likely to cause substantial adverse impacts on the surrounding area.

Care will be taken to ensure that any new or modified regulations do not create needless nonconformities or pose a significant stumbling block to context-appropriate redevelopment activities in the city.

## Other Zoning Provisions

### 19. Modernize Use Classifications

Des Moines' current zoning ordinance lists hundreds of residential, business, civic/institutional and other uses that may—or may not—be allowed in one zoning district or another. These use regulations and the way in which uses are classified and defined, should be updated as part of the zoning update. In many cases, the ordinance relies on overly detailed lists of allowed uses. Instead of broadly defining "retail sales" uses, for example, the current ordinance lists several specific types of stores with little logic about why one is permitted and another is not permitted in some zoning districts. The same is true of eating places, services uses and numerous other uses and business types.

The current ordinance's use typology could be simplified and collapsed into a logical, well-defined use classification system that includes just a few dozen land use categories. This move would eliminate an outmoded system of use regulation and allow the city to better respond to economic and technological changes over time.

The new zoning ordinance should include one or more use tables that identify which uses are allowed in which districts. Pointers or cross-references to any supplemental use-specific regulations can also be noted in the table. This table format would be much easier to use than the narrative "laundry list" of uses now found in each respective zoning district section and help to ensure that future amendments can be made in a careful, systematic way (see the sample use table on page 20).



USES	DISTRICTS																	
	DT-1	DT-2	DT-3	MS-1	MS-2	MS-3	CX-1	CX-2	ID-1	ID-2	RX-1	RX-2	NX-#	N-#-1	N-#-2	N-#-3	OS	Reference
Residential & Lodging Category																		4.3.1
Household Living																		4.3.1.A
One Dwelling Unit	●	●	●	●	●	●	●	—	—	—	●	●	●	●	●	●	—	4.3.1.A
Two Dwelling Units	●	●	●	●	●	●	●	—	—	—	●	●	●	—	●	●	—	4.3.1.A
Three Dwelling Units	●	●	●	●	●	●	●	—	—	—	●	●	●	—		●	—	4.3.1.A
Multifamy Residence	●	●	●	●	●	●	●	—	—	—	●	●	●	—	—	—	—	4.3.1.A
Micro/Efficiency Units	●	●	●	●	●	●	●	—	—	—	●	●	●	—	—	—	—	4.3.1.A
Bed & Breakfast	—	—	●	●	●	●	●	—	—	—	●	●	○	—	—	—	—	4.3.1.B
Emergency Shelter	●	—	—	—	—	●	●	—	—	—	—	—	—	—	—	—	—	4.3.1.C
Group Living	●	●	●	●	●	●	●	—	—	—	●	●	●	—	—	—	—	4.3.1.D
Hotel/Apartment Hotel	●	●	●	●	●	●	●	—	—	—	●	●	—	—	—	—	—	4.3.1.E
Rehabilitation Home	—	—	—	●	●	●	—	—	—	—	●	●	—	—	—	—	—	4.3.1.F
Residential Care, Small	—	—	—	—	—	—	●	—	—	—	●	●	●	—	—	—	—	4.3.1.G
Residential Care, Large	●	●	●	●	●	●	●	—	—	—	●	●	—	—	—	—	—	4.3.1.H
Roominghouse	●	—	—	—	—	—	—	—	—	—		●	●	—	—	—	—	4.3.1.I
Civic & Institutional Category																		4.3.2
Assembly, Neighborhood	○	○	○	○	○	○	○	○	—	—	○	○	○	○	○	○	○	4.3.2.A
Assembly, General	○	○	○	○	○	○	○	○	○	○	—	○	—	—	—	—	○	4.3.2.A
Hospital/Government/Universities	○	○	○	○	○	○	○	○	○	—	○	○	○	—	—	—	—	4.3.2.B
Library/Museum	●	●	●	●	●	●	●	●	—	—	●	●	○	—	—	—	—	4.4.1.C
Police/Fire	○	○	○	○	○	○	○	○	—	—	○	○	○	—	—	—	—	4.3.2.D
School: Pre-K, Elementary, Intermediate	○	○	○	○	○	○	○	○	○	—	○	○	○	○	○	○	—	4.3.2.E
School: High School, Higher Education	○	○	○	○	○	○	○	○	—	—	○	○	—	—	—	—	—	4.3.2.F
Stadium/Arena	○	○	○	—	—	—	○	○	○	○	—	○	—	—	—	—	—	4.3.2.G
Transit Station	●	●	●	●	●	●	●	●	●	●	○	○	—	—	—	—	—	4.3.2.H
Open Space Category																		4.3.3
Park	○	○	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	4.3.3.A
Intensive Park Uses	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	●	4.3.3.B
Cemetery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4.3.3.C
Community Garden	—	—	—	○	○	○	○	○	○	○	○	○	○	○	○	○	○	4.3.3.D
Honey Beekeeping	—	—	—	—	—	—	—	○	○	○	○	○	○	○	○	○	○	4.3.3.E
Urban Farm	—	—	—	—	—	—	○	○	○	○		○	○	—	○	○	○	4.3.3.F
Retail Use Category																		4.3.4
Neighborhood Retail	●	●	●	●	●	●	—	●	—	—	●	●						4.3.4.A
Convenience Grocery Store																	—	4.3.1.A
● Permitted ● Permitted in Upper Stories Only ● Permitted subject to Use-Specific Regulations ○ Requires a Special Use Permit — Prohibited Use																		

- Permitted
- Permitted in Upper Stories Only
- Permitted subject to Use-Specific Regulations
- Requires a Special Use Permit
- Prohibited Use

## 20. Create Public/Civic Zoning Districts

The existing zoning ordinance does not include a specific zoning classification for public and quasi-public facilities, such as schools, churches, parks, and open spaces. Instead, most public and quasi-public uses are classified as uses requiring special use approval on a case-by-case basis.

As a result, the zoning map may convey an inaccurate message about the range of uses and activities that may occur, particularly in residential zones. Furthermore, the lot and bulk regulations associated with residential zoning districts may be inappropriate for public and civic use types, and they may not adequately mitigate the impacts of high-intensity public/civic uses.

To better align the zoning ordinance with the comprehensive plan and provide greater certainty for neighbors, consideration should be given to adding one or more public/civic zoning classifications to the updated ordinance.

## 21. Consolidate and Modernize Sign Regulations

Sign regulations are currently interspersed among dozens of sections in the zoning ordinance. Each of the zoning district sections includes a section identifying allowed sign types, as well as applicable regulations. The “General Regulations” of Sec. 134-1276 also include a lengthy set of provisions governing signs. Regulations governing electronic signs and off-premise advertising signs (billboards) appear in Secs. 134-1277 and 134-1278, respectively. Nonconforming sign regulations are found in Division 4 of Article IV.

A comprehensive, substantive overhaul of the city's sign regulations would be a major undertaking and a significant project in and of itself. Therefore, we recommend that any amendments to the sign regulations focus on

- Consolidating the various regulations in a single article;
- Making the regulations more understandable and user-friendly

through editing and the addition of illustrations; and

- Incorporating strategic amendments to address policy changes as well as identified legal and technical deficiencies.

## 22. Provide Appropriate Regulatory Relief and Customization Tools

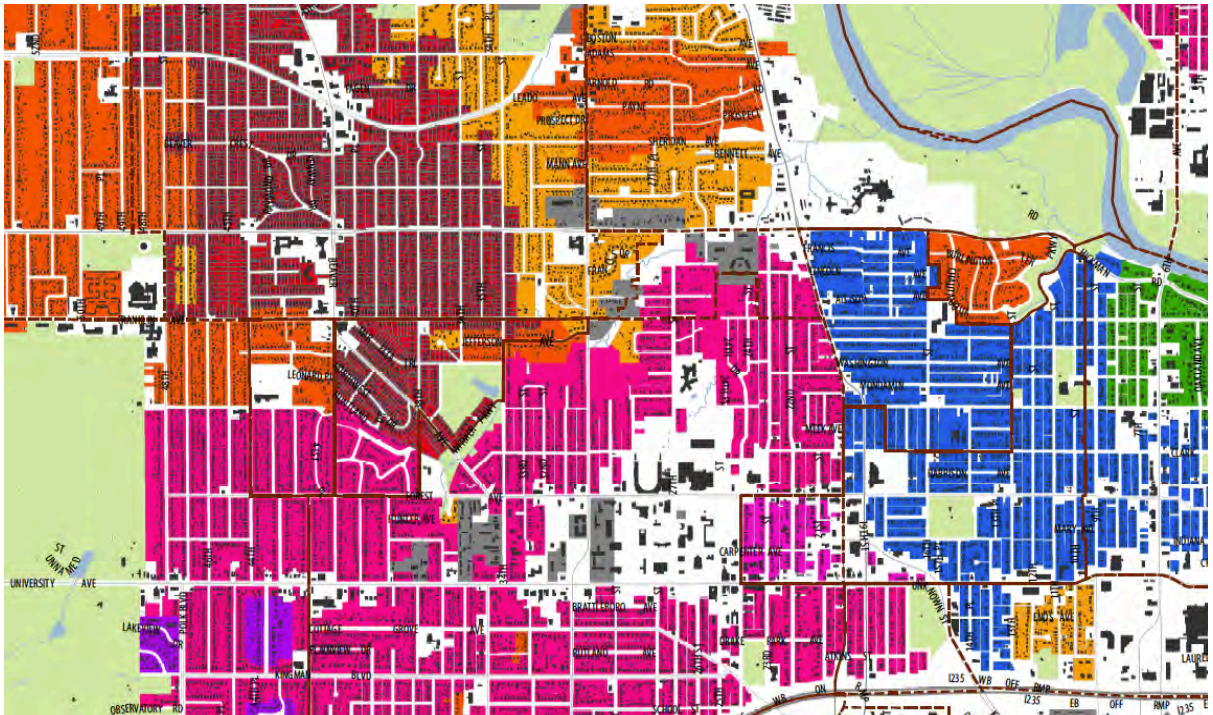
The goal of the new ordinance is a predictable set of requirements that can be administered through an efficient and consistent review process. No matter how modern and comprehensive the new zoning ordinance is, however, it will not be able to anticipate the challenges posed by every development site. For this reason, a series of allowed deviations or exceptions and corresponding approval procedures will need to be included in the new ordinance.

Some of these exceptions will be minor, easily identified items that could be approved administratively or by a board or commission. Others may be major deviations from the ordinance, and those would require additional review and time for approval, likely through the plan and zoning commission, possibly with council approval.

Alternatively, a version of the existing planned zoning or planned unit development (PUD) process could be retained in place of a major deviation process. The current over-reliance on PUD zoning has resulted in zoning that is somewhat unpredictable and difficult to administer and enforce. However, if reserved for use in truly unique circumstances with high potential for public benefits, the potential upsides may outweigh the risks.







# Neighborhood Character

*This section provides a neighborhood-by-neighborhood analysis of the city's existing built patterns, which could form the basis of new zoning that preserves established neighborhood character, while guiding new infill and, where appropriate, the introduction of a wider variety of housing types.*

## Introduction

Low density neighborhoods in Des Moines are currently zoned R1, with a series of extensions based upon the desired lot widths (60, 70, 80, and 90 feet). (Some R2 exists, but typically one or two lots are zoned to allow existing two-family buildings to be conforming.)

This neighborhood character analysis is based in larger part on the *2020 Community Character Plan*, viewed through the lens of more generalized building types. While the analysis is based upon the era of building, the design components of the building form are used to establish the typologies.

The analysis identifies a set of typologies and their design components, then maps where those types are generally found within the city. This process builds the new zoning map from the ground up, assuming the existing character of each location is generally the continued desired form of the neighborhood. The requirements of building

form established by the new ordinance can then be based upon the design components of the existing buildings to carry forward. For example, if the typical pattern is that garages are located in the rear of the lot, a requirement could be included in the new ordinance requiring that infill development adhere to that pattern, by locating garages in rear yard areas.

As the new zoning is developed, the level of requirements can be tailored to each neighborhood. For example, some neighborhoods are very mixed, containing buildings from multiple eras of development. In those neighborhoods, it may be desirable to have fewer regulations, allowing the variety of forms to continue. Other neighborhoods may have a more consistent form and may desire to preserve that form for new development through required design conformance. This type of approach should not be confused with historic preservation, with it's

detailed building requirements and associated case-by-case review procedures. The approach to neighborhood character described in this section considers the building forms and context of the areas—the established fabric and form of all of Des Moines’ neighborhoods. The city’s actual historic districts could be supported by character-based or context-sensitive zoning regulations that are based upon contextual form and incorporating basic design requirements such as building massing, and building placement and orientation on the lot.

### A Note on Mapping

Refer to the Neighborhood Types map in Appendix 2.

The designation of a typology on each block is based upon an initial visual survey of the neighborhood. If a neighborhood had a wide mix of building forms, the more dominant form was used to identify the neighborhood. Prior to finalizing any mapping, we suggest working with neighborhood groups to verify the information on the ground.

## Residential Building Typologies

The following typologies were developed to assign a name to a set of general building design standards. The names are meant to bring to mind an image typically associated with that name, but are not meant to set any kind of standard. The following describes the design characteristics generally identified for the areas marked with this building type.

### Contemporary/Suburban

Contemporary/Suburban house types are typically 1 and 2 story buildings with a prominent multi-car garage on the front facade. Often the garage is located closer to the street than the front door, but the front door usually faces the street. Garage doors often occupy more than 30% of the facade, usually closer to 50%. The main facade material of these houses is most often siding, with some brick. The term “McMansion” is also associated with this house type, since 9 and 10 foot ceilings are common in newer houses. These houses have been developed since about 1979, though some earlier versions may appear.

### Ranch

The use of the term “ranch”, when associated with a house type, provides a visual of the elements typical of these houses: a wide single story house, oriented parallel to the street, with lower story heights (usually 8 feet or even less) than other eras and a low-slung pitched or hipped roof. Typically, these houses are a mix of brick and siding and have fewer or smaller windows than other house types. Front doors are located on the front facade and are usually entered off a stoop instead of a porch, with the first floor close to grade. In Des Moines, most of these house types have a garage in the rear, but some have a single car garage on the front facade. Larger versions with a multi-car garage are usually categorized as estates, since they occur on larger lots.

### Split Ranch & Two- Story Ranch

For the purposes of this analysis, split-level houses and some two-story houses fall into this category. All of these share most of the design elements discussed above, with the exception of the number of stories.





**CONTEMPORARY HOUSE**



**CONTEMPORARY ROWHOUSES**



**RANCH**



**TWO STORY RANCH**



**SPLIT RANCH**



**TWO UNIT TWO STORY RANCH**

### **Cottage**

The cottage type is most often a one and a half story house with a small footprint, developed in the 1940s to the early 1960s. Gabled, higher pitched roofs are common with the half story located within the roof slope. More often than not, the roofs do not have overhanging eaves. These houses, in Des Moines, are usually clad with siding, with a front door accessed off a stoop or porch. Story heights are similar to ranches, with lower heights (8 feet). The garages, like most neighborhoods in historic Des Moines, are usually located in the rear of the lot.

Many neighborhoods in Des Moines include a mix of cottages with early ranches, the main difference being the pitch of the roofs. For the purposes of this survey, when a neighborhood included both, the area is categorized as cottages.

Some cottage neighborhoods contain houses built primarily of brick or stone, typically with slightly bigger footprints. These neighborhoods are designated as Cottage/Beaverdale Brick in the survey, to allow for those locations to include design requirements for those materials.

### **Bungalow**

The bungalow is a very common building form in Des Moines. It is typically a one to one and a half story building with taller story heights than a ranch or cottage. Roofs usually include dormers or gables and typically have wide, overhanging eaves. Roofs are usually pitched in mid-range, more even slopes, like 6:12 or 7:12. Most bungalows are brick, siding, or a combination of both, often with craftsman detailing such as brackets, wide columns, wide trim pieces. Windows are generous with a heavy front door entered off a porch.

### **Manor**

A “manor” is a label/designation/name used to categorize multiple styles of houses with similar general design elements. Manor is used for a full 2- to 2.5- story house, sometimes with a visible basement with windows. Manor houses are similar in most other elements to the bungalow and, in Des Moines, are often mixed in bungalow neighborhoods. For the purposes of this survey, manors combine Victorian, Arts & Crafts, and Revival homes, since most of these styles were built together in the same neighborhoods.

Some manors house multiple units, comfortably fitting within the neighborhood. Newer manors have been constructed, especially in the River Bend neighborhood, utilizing some design elements from historic manors and providing examples to guide the coding process.





**TYPICAL COTTAGE**



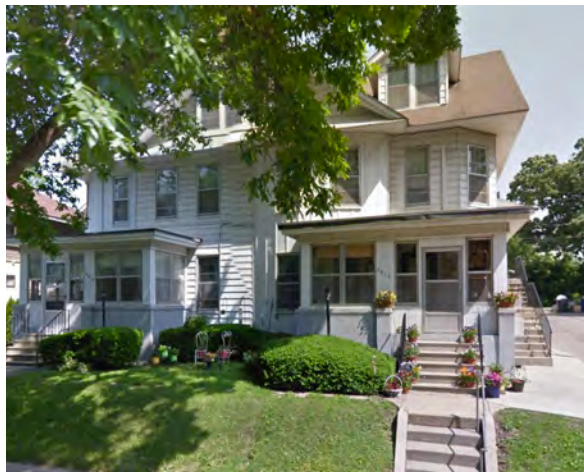
**BRICK COTTAGE**



**BUNGALOW**



**MANOR**



**DUPLEX MANOR (SIDE BY SIDE)**



**MULTI-UNIT MANOR**

### **Farmhouse**

Neighborhoods designated as Farmhouse/Cottage tend to be those that contain many homes built before the turn of the 20th century. A farmhouse is usually a 1 and a half story house, faced with siding, often in an L-shaped configuration with a front porch and steeply pitched roof. The farmhouse could really fall between a cottage and a manor designation, making the likelihood of combining these neighborhoods with one of the other types high. One distinction of the farmhouse to consider when combining types is the that windows, especially on the front, are usually fewer and smaller. At this phase of development of the code, this designation is simply meant to highlight the oldest neighborhoods.

### **Estate Lot**

Estate lots are larger lots, where the lot and landscape tend to define the feel of the neighborhood instead of the houses in the neighborhood. For estate neighborhoods, because of the sizes of the lots, the design of the houses has less impact on the neighborhood character, often because the buildings are set back further from the street, or because the lots are so wide.

### **Two-Unit Flats & Apartment Building**

Where noted as the bungalow/manor/apartment mix, the neighborhood also includes apartment buildings. Two neighborhoods fit this category well: Carpenter and Sherman Hills. Carpenter contains many newer apartment buildings, that are essentially ignored in terms of their type due to a lack of desire to replicate them. Historic apartment buildings built prior to 1950, however, provide a desirable typology for inclusion of multifamily within these neighborhoods.

## **Other Residential Building Typologies**

### **Bungalow or Cottage Court**

A bungalow or cottage court is a building form that consists of multiple houses located around a courtyard on a deep and wide lot. Some buildings and the courtyard should open up and front the street so that the development remains a part of and contributes to the neighborhood.

The bungalow and cottage buildings are similar to those identified in Des Moines. This building type can provide a rental alternative to an apartment building, can be organized for live-work, can be used as a commercial form, or works well as a co-housing unit.

### **Accessory Units**

Many accessory housing units exist in Des Moines, especially in some estate neighborhoods. Accessory units are smaller housing units than the principal building, typically located in the rear above a garage, in a basement, or in a separate structure in the rear yard.

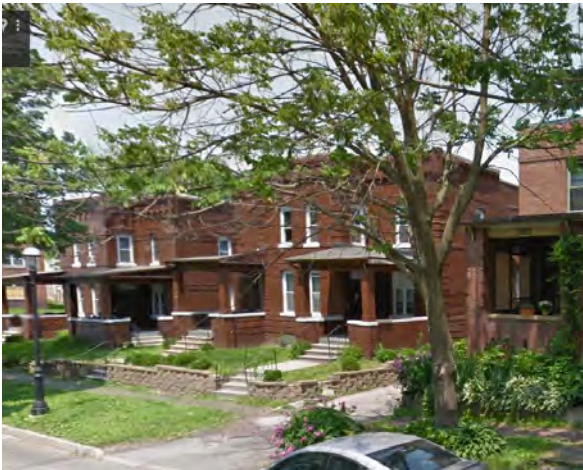




**FARMHOUSE**



**ESTATE**



**TWO-UNIT FLAT BUILDING**



**APARTMENT BUILDING**



**BUNGALOW OR COTTAGE COURT**(from Carmel IN)



**ACCESSORY UNIT**

## Contemporary/Suburban Neighborhood Type

### Neighborhoods

North part of Meredith, Sawyers Dr in Lower Beaver, Southwestern Hills, new development off Polk Boulevard at I-235

### Streets

- Widths similar to other neighborhoods (30' +/-)
- Cul-de-sacs
- Sidewalks both sides or no sidewalks, often wide parkways, street trees
- Driveways from street (16' +/-) interrupt sidewalks and limit on-street parking potential

### Buildings

- Mainly single-family; segregated duplexes on own streets
- Front-facing garages, many more than 50% of front facade width
- Combination of brick and siding
- Two stories, usually with low-pitched roofs
- Entrance usually secondary to garage, often recessed
- Entrances off stoops, sometimes porches
- Front yards: 25-30+ feet, varies
- Rear yards: 30-50+ feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

Conventional zoning: minimum setbacks, maximum heights; could apply some design standards such as materials, garage door design if on the front of the house.







## Ranch/Split Neighborhood Type

### Neighborhoods

Southern portions of Meredith; Lower Beaver, much of the far east side: Fairmont Park, Douglas Acres, Gray's Woods; much of the southside: Watrous South, South Park, Fort Des Moines

### Streets

- Widths similar to other neighborhoods (25' +/-)
- Sidewalks both sides, wide parkways, street trees
- Some cul-de-sacs, but not the norm
- Driveways from street (10' +/-) interrupt sidewalks and limit on-street parking potential

### Buildings

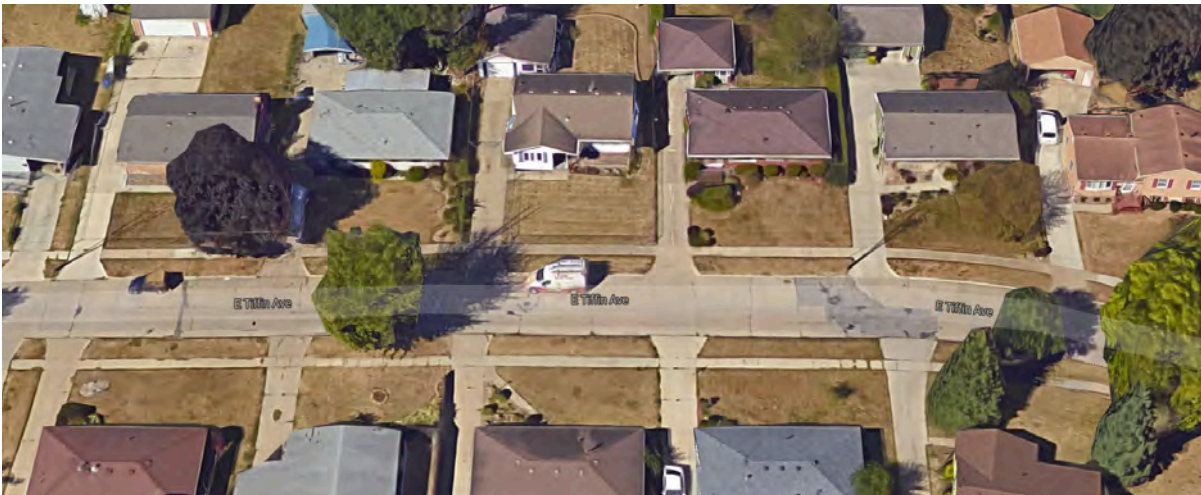
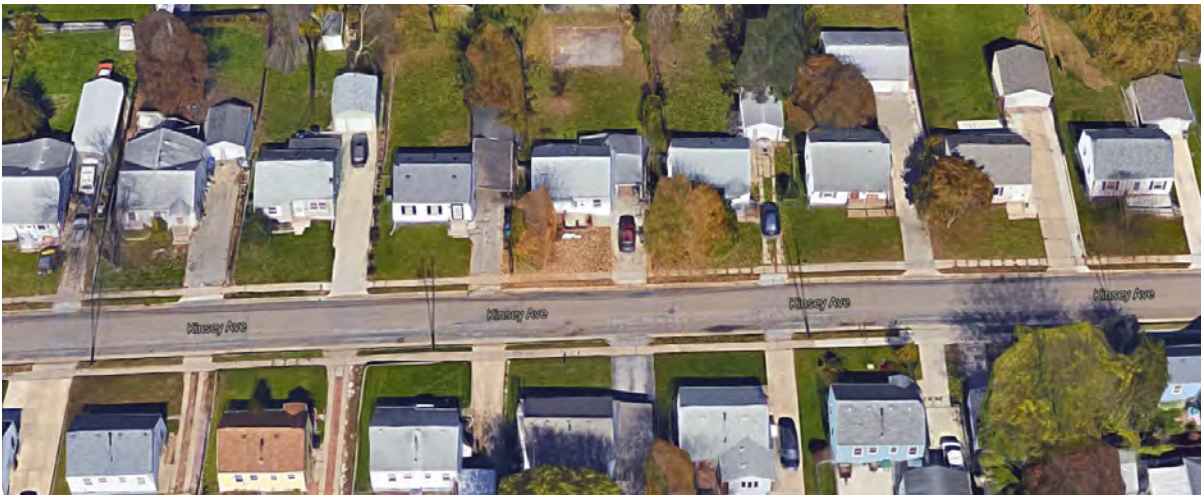
- Mainly single-family, some duplex
- Garages in rear, or (usually only) single car garage on front (less than 30% of front facade); some no garage (e.g., duplexes)
- Combination of brick and siding; or all siding
- Horizontally oriented on lots; wider footprint
- One and 2 stories with low-pitched roofs
- Low floor-to-floor height 8'-9', upper-story eaves closer to 7'
- Entrances and windows face street off stoop
- Front yards: 25-30+ feet
- Rear yards: 30-50+ feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

If there is a desire to maintain ranch character, requirements for roof type/pitch, maximum floor-to-floor heights (to prevent out-of-scale "mcmanions"), materials, garage location could be added to the regulations; however, second-story additions should likely be allowed. (The West Des Moines pattern book could be referenced for architecturally appropriate expansions.)









## Cottage Neighborhood Type

### Neighborhoods

Merle Hay, Waveland Woods (more mixed though), Beaverdale, parts of Indianola Hills (mixed), some in McKinley School/Columbus Park (mixed), west edge of Oak Park

### Streets

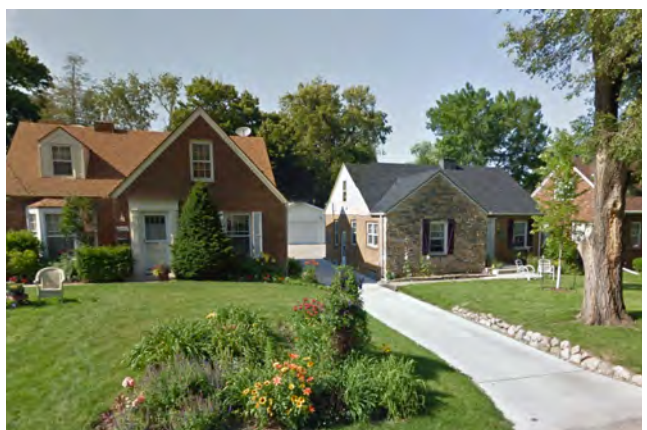
- Widths similar to other neighborhoods (25' +/-)
- Sidewalks both sides, wide parkways, street trees
- Driveways from street (10' +/-) interrupt sidewalks and limit on-street parking potential

### Buildings

- Mainly single-family, some duplex (2 of same cottage houses attached)
- Garages in rear, or single-car garage on front (less than 30% of front facade); some no garage
- Mostly siding; Cottage/Beaverdale Brick areas have more brick & stone
- Horizontally oriented on lots or mostly square footprint
- One and 1.5 stories with steeply pitched roofs; dormers; some ranches mixed within with low-pitched roofs
- Low floor-to-floor 8'-9'; upper story eaves closer to 7' (at tops of windows); often no overhanging eaves
- Entrances and windows face street; stoops, few porches
- Front yards: 25-30 feet
- Rear yards: 30-50 feet
- Side yards: 7.5-10+ feet

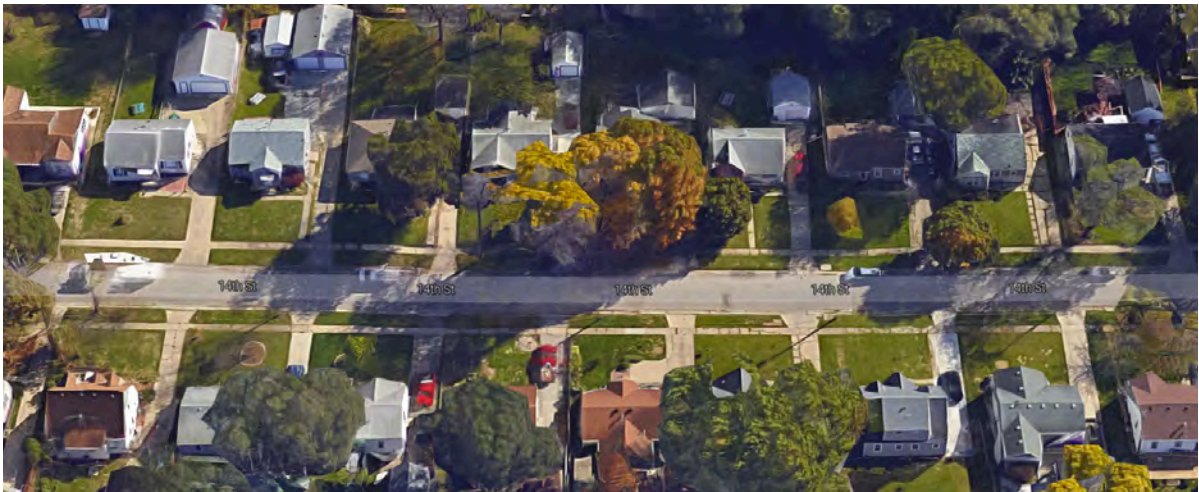
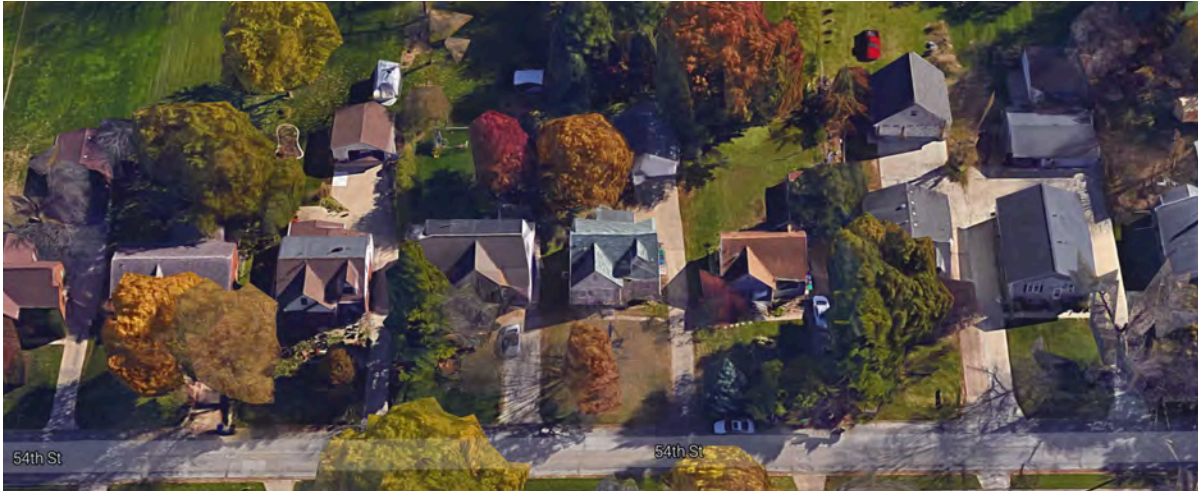
### RECOMMENDATION

If desire to maintain character, could add requirements for roof type/pitch, floor-to-floor heights (to prevent out-of-scale "mcmansions"), materials, garage in rear. For infill locations, modern interpretations of the form could also be considered.



Cottage/Beaverdale Brick: Brick and stone cottages, some with single-car garages; 1.5 stories with dormers and gables, pitched roofs, many steeply pitched.







## Farmhouse/Cottage Mix Neighborhood Type

### Neighborhoods

Riverbend, Capitol Park, parts of McKinley School/  
Columbus Park

### Streets

- Widths similar to other neighborhoods (25' +/-)
- Typically sidewalks both sides, some wide parkways, street trees
- Underutilized alleys
- Driveways from street (10' +/-) interrupt sidewalks and limit on-street parking potential

### Buildings

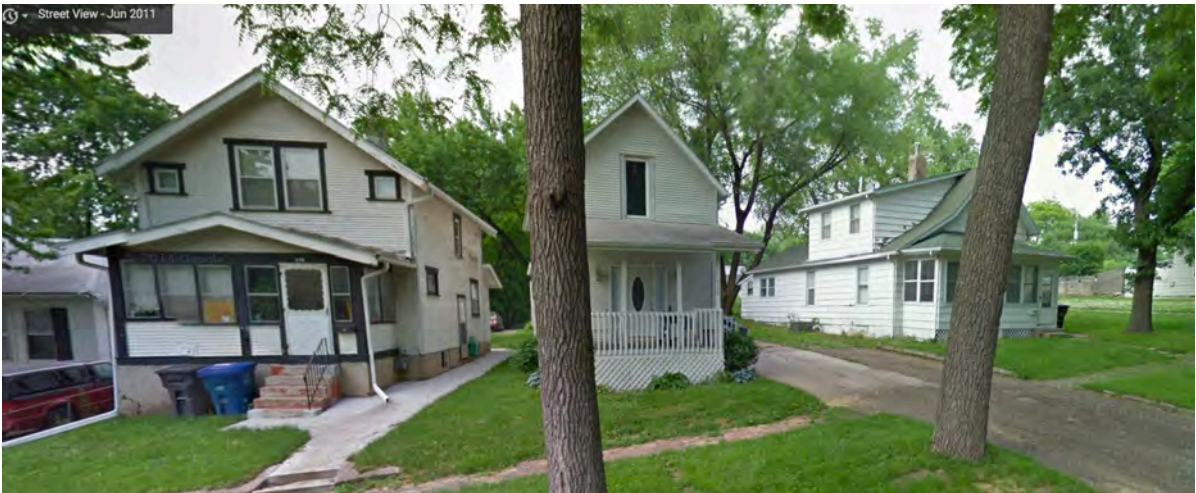
- Mainly single-family; often strong infill potential (lots of vacant lots), due to the age of building form
- Garages in rear
- Mostly siding
- Some L-shaped on lots, usually narrow and deep (single window on second floor half in steep gable is typical)
- Two stories with steeply pitched roofs, with second story partially under roof slope; portions of house single story
- Floor-to-floor (8'-10' +/-) [measure]
- Entrances and windows face street; porches, some enclosed
- Front yards: 25-30 feet
- Rear yards: 30-50 feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

Combine with other neighborhood type, since very few areas. Note that "farmhouse" form is related to earliest building era in Des Moines. Code could illustrate this form with photos without designating it differently from a "manor", though window allocation is probably lower. Modern interpretations of the form could also be considered for infill locations.









## Bungalow/Manor Neighborhood Type

### Neighborhoods

Waveland Park, Drake, Union Park, Highland Park, Oak Park; mixed with Type B in south side neighborhoods

### Streets

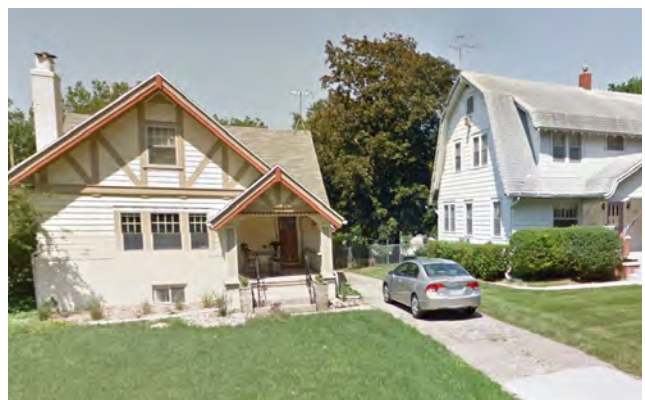
- Widths similar to other neighborhoods (25' +/-)
- Sidewalks both sides or no sidewalks; parkways are usually fairly narrow
- Driveways from street (10' +/-) interrupt sidewalks and limit on-street parking potential

### Buildings

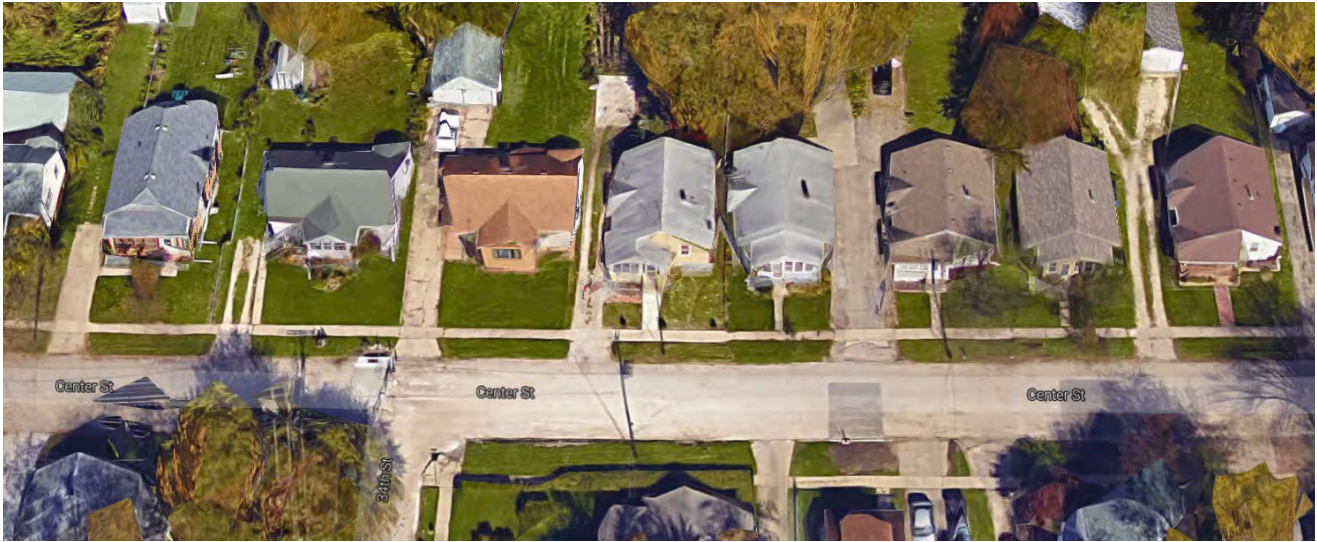
- Mainly single-family, some duplex (2 of same house type attached), some multi-unit (4 or more) in "big house"
- Garages in rear; very few single-car garages on fronts
- Brick or siding or combination, some stone
- Either square on lot or oriented perpendicular to street
- One to 2.5 stories with mid-pitched roofs or low-pitch on 2+ story
- Taller floor-to-floor height (9'-10'), dormers and half stories (basements and attic spaces)
- Entrances and windows face street; usually porches
- Front yards: 25-30+ feet
- Rear yards: 30-50 feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

If desire to maintain character, could add requirements for roof type/pitch, floor-to-floor heights, materials, garage in rear; porches, elevated ground floor









## Manor Mix Infill Neighborhood Type

### Neighborhoods

Riverbend, King Irving, McKinley School/Columbus Park, Capitol View South

### Streets

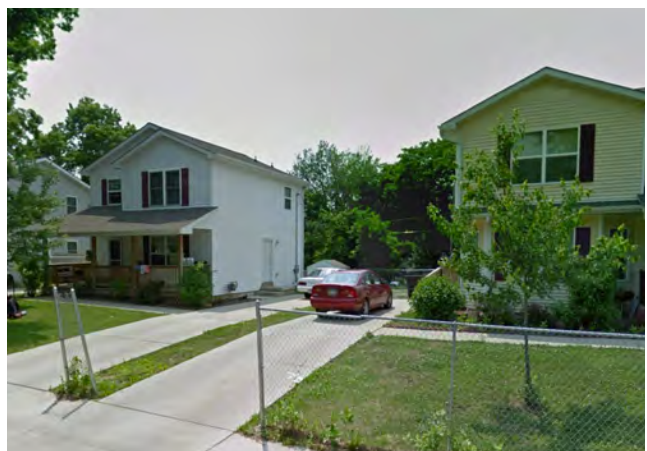
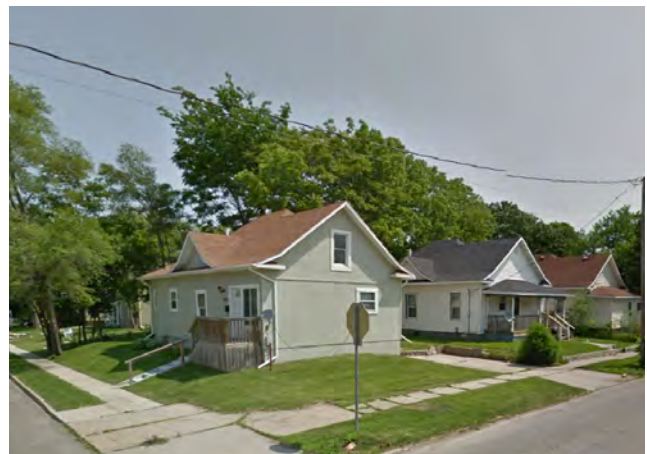
- Widths similar to other neighborhoods (25' to 30'+/-)
- Sidewalks both sides, wide parkways, street trees
- Some alleys but also narrow driveways from street (10' +/-), which interrupt sidewalks and limit on-street parking potential

### Buildings

- Mainly single-family, some duplex (2 of same house type attached), some multi-unit (4 or more) in "big house"
- Garages in rear; some (limited) single-car garages on fronts
- Brick or siding or combination, some stone
- Either square on lot or oriented perpendicular to street
- One to 2.5 stories with mid-pitched roofs or low-pitch on 2+ story
- Taller floor-to-floor (9'-10'), dormers and half stories (basements and attic spaces)
- Entrances and windows face street; usually porches
- Front yards: 25-30+ feet
- Rear yards: 30-50 feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

Many new houses have followed design of existing homes. Define acceptable building forms: cottages/bungalows, rowhouses, and manor houses. Create design standards for building/garage/parking siting, floor-to-floor heights, window distribution, door orientation, door transition (porch, stoop, etc.), roof type/pitch, materials, other details.









## Estates Neighborhood Type

### Neighborhoods

Westwood, Linden Heights, Southwestern Hills, Waterbury, Salsbury Oaks, Greenwood Historic area

### Streets

- Widths similar to other neighborhoods (25' to 30')
- Sidewalks both sides or no sidewalks; parkways are fairly narrow
- Driveways from street (10-20') interrupt sidewalks and limit on-street parking potential
- On-street parking not utilized on the very large lots

### Buildings

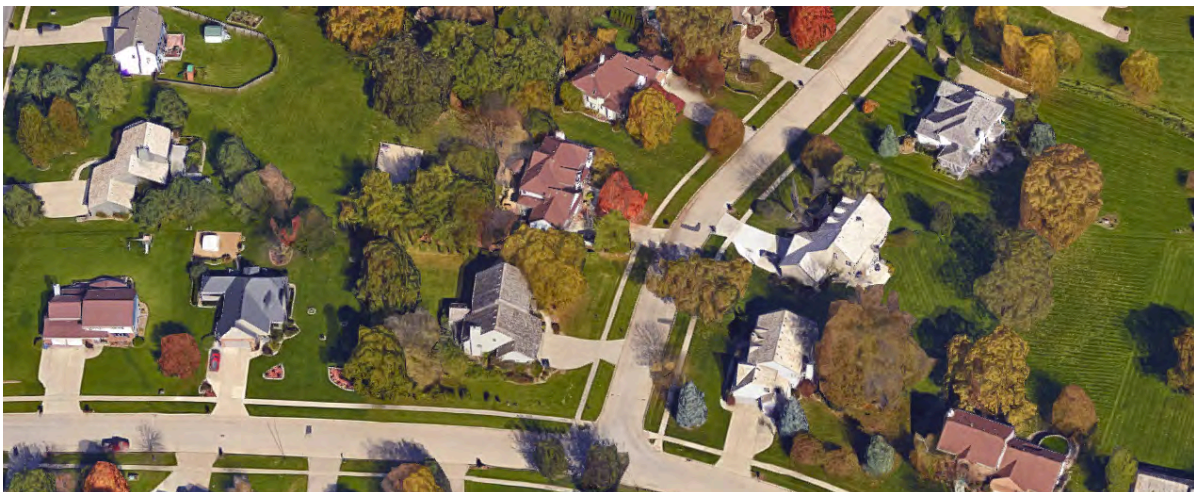
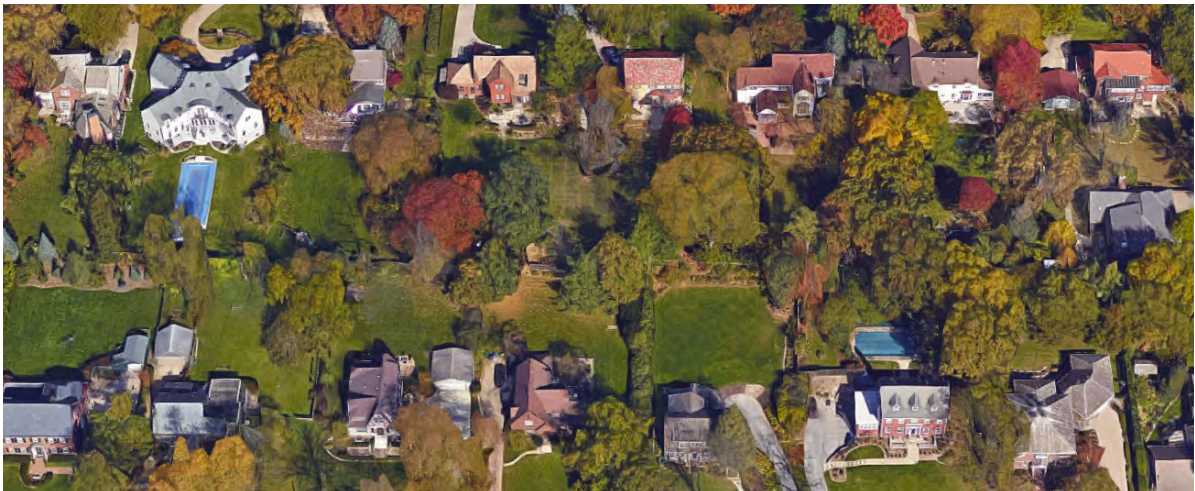
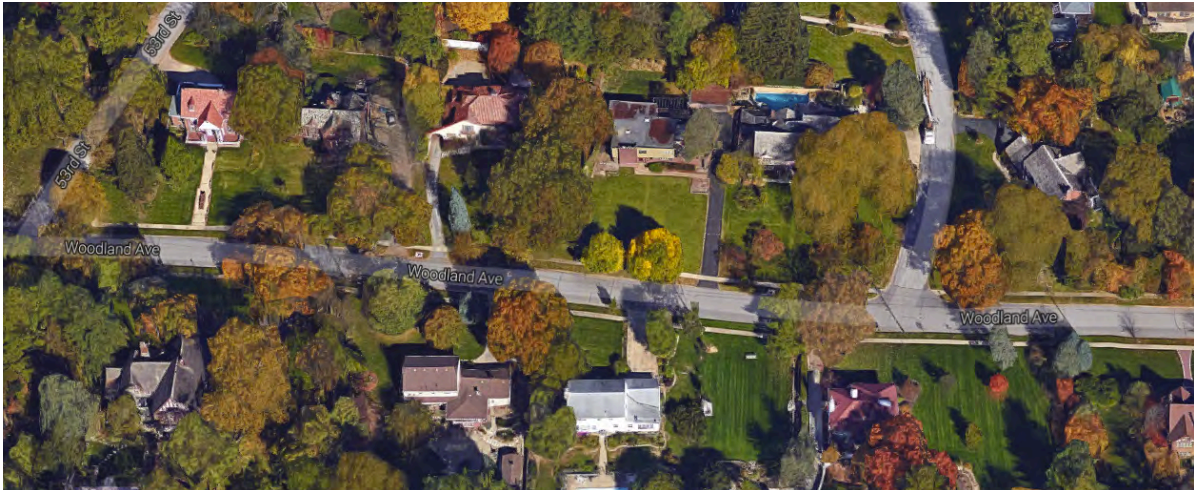
- Single-family on large lots, varying types and styles from all development eras
- Garages often in front or on front facade; houses are large enough that garages are less than 30%; or garages are located in rear
- Range of materials based upon time of construction
- Usually 2 stories, but some single-story ranches
- Entrances and windows mostly face street; stoops, porches
- Front yards: 50 to 150 feet
- Rear yards: 50+ feet (smaller on California Dr)
- Side yards: 25+ feet

### RECOMMENDATION

Conventional zoning: minimum lot width, lot area, minimum setbacks, maximum height. Some locations may want to limit garage locations. Some smaller estate lot locations may want to address roof design.









## Manor/Apartment Building Mix Neighborhood Type

### Neighborhoods

Carpenter, Sherman Hill

### Streets

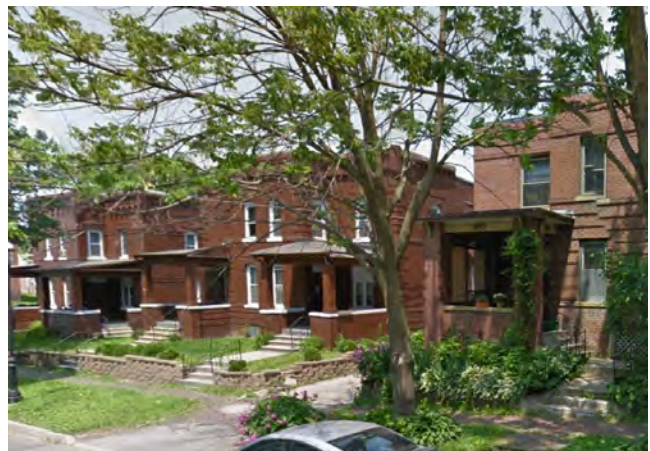
- Widths similar to other neighborhoods (25' +/-)
- Sidewalks both sides, wide parkways, street trees
- Alleys
- Mostly uninterrupted on-street parking

### Buildings

- Single-family manors, 2-flat buildings, multi-unit "big houses," and historic apartment buildings
- Apartment buildings tend to be on corners or block-ends
- Garages in rear
- Apartments all brick, houses are mostly siding
- Houses are 2 to 2.5 stories; apartment buildings are 2 to 3.5 stories
- Pitched roofs and flat roofs with parapets
- Floor-to-floor heights of 9 to 10 feet
- Entrances and windows face street; stoops for apartments and porches
- Front yards: 25-50 feet
- Rear yards: 30-50 feet
- Side yards: 7.5-10+ feet

### RECOMMENDATION

Define acceptable building forms: small apartment buildings, rowhouses, and manor houses. Create design standards for building/garage/parking siting, floor-to-floor heights, window distribution, door orientation, door transition (porch, stoop, etc.), roof type/pitch, materials, other details.











# Nodes and Corridors

*This section examines the neighborhood and community nodes defined in PlanDSM in somewhat greater detail. The analysis is intended as the start of the process of defining appropriate zoning districts for nodes and corridors.*

## Introduction

A mix of uses has been described for all of the Neighborhood and Community Nodes designated on the PlanDSM Future Land Use Map. For the purposes of zoning, it is necessary to identify where storefronts and associated uses would occur in these nodes to aggregate and consolidate those uses to create a shopping district. Office and residential uses can then occur in the upper floors of these building or can be accommodated in a more general building form.

Six types of nodes have been identified for the 27 Neighborhood Nodes and 13 Community Nodes designated in PlanDSM. A summary explanation of the nodes is listed below, then each mixed-use node type has a separate spread discussing the buildings, streets, and parking for each type and a general recommendation for how to address each node type.

## A Node Types

The A node types are based upon a typical main street, highly pedestrian-oriented with storefronts on the street, a mix of smaller scaled uses, and entrances on the street.

The A1 node type is a typical neighborhood scale mixed use corridor of multiple blocks, usually located along comfortably scaled streets. The A2 node type is similar, but taller and a bit more intensive, usually along more intensive street corridors. The A2 node type would also accommodate residential and office buildings on secondary streets or behind the mixed-use buildings. And the A3 node type is more nodal, with a small neighborhood mixed use node at an intersection or less than a full block in length, and residential or office transitioning to houses.



## B Node Types

The B node types are meant to allow more auto-oriented uses while still supporting pedestrian activity. Gas stations, drive-throughs, and other more auto-oriented uses can be accommodated in the rear or interior side yards. B node types may not achieve a continuous street wall of storefronts that may be seen in the A1 node, but at least half of the street frontage will have some level of street wall. B nodes are also usually located along more heavily trafficked streets.

The B1 node type is a continuous commercial corridor of more than a block. The B2 node type is similar to the A3, with a smaller node of commercial and residential or office transitioning to single family. The B3 node type allows for large lots that could be subdivided to accommodate new blocks and neighborhoods behind the commercial corridor. The B3 node type also accommodates bigger box retail.

## Districts and Building Types

At this preliminary stage, new districts could accommodate the node types listed above. The following lists the types of districts, though multiple versions of each may be needed to accommodate different scales.

### Main Street District

A classic mixed-use main street district would require the use of a storefront building with entrances on the street sidewalk. This district could be used for all three A node types, but versions of this district may be required to address, for example, the scale of the A2 node type or a variety of different uses in different locations.



## A Node Type

Oak Park/Highland Park main street at 6th and Euclid is an excellent example of an A1 Neighborhood Node.

### Residential-Office Mix Districts

A small-scale residential-office mix district would serve as the transition district to adjacent single family neighborhoods of houses. This district would require the use of a small double-loaded corridor building type for use as a small apartment or office building, or a row building type for use as a residential townhouse, rowhouse, or live-work units. A cottage commercial building, a converted house or new building with similar characteristics, could also be located in this district.

This would be the dominant district in A3 and B2 node types, but could be used for all three A node types. Different versions may be required to address, for example, the scale of the A2 Node Type or a variety of different uses.

### Commercial Center Districts

A commercial center district would require one or more storefront buildings aggregated on the lot, working together to create a level of streetwall lower than the main street district. Separate design requirements would be set to allow more visible parking lots, drive-throughs, and fuel pumps to be located on these sites. This district would also provide different scales of these types of centers, allowing for bigger box retail buildings to be incorporated into a more walkable layout in certain locations.



### B Node Type

This is an example of a well-designed single story B3 node type: sides of larger stores combine with smaller stores fronting the street to create a comfortable and interesting sidewalk, shown in the top image. Drive-throughs are located in the rear and garage bays are located on sides of buildings. (from Salt Lake City)

## A1 Node: Neighborhood Scale Main Street

### Node Examples

Beaver Ave & Urbandale Ave, Beaver Ave & Franklin Ave, 6th Ave & Euclid, E Grand Ave & E 15th St, SE 6th St at Hartford & Hillside Aves.

### Streets

- Highly pedestrian oriented: wide sidewalks, street trees in planters or parkway, furnishings
- Bicycle accessible; bus traffic
- On-street parking to buffer pedestrians from traffic
- Slower speeds (20 to 35 mph); 2 to 4 lanes; 4 lanes with medians, crossings

### Parking

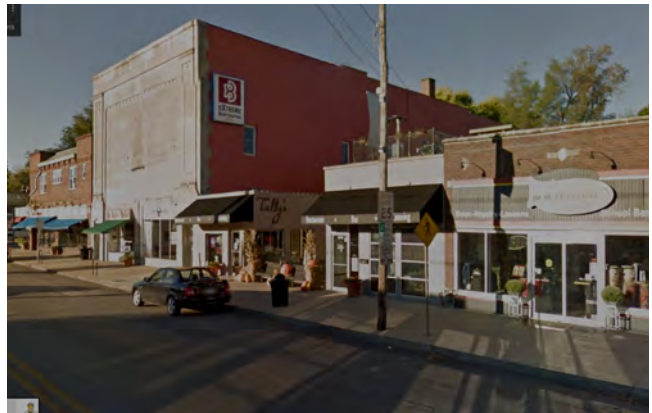
- On-street teaser parking (parallel, back-in)
- Off-street parking mainly located in rear with limited interior side yard parking, maximum 65' wide (not on street corners)
- Public lots serving area

### Buildings

- Lower scale buildings (typically 1 to 3 stories), predominantly mixed-use or commercial
- Built close to or up to sidewalk; setbacks to allow for sidewalk cafes, small seating areas
- Block long streetwall, both sides of street
- Oriented to street: multiple front door on street, transparent storefront glass on primary street side
- Building widths limited or broken up
- Mainly smaller scaled uses (1200 to maybe 6000 sf) oriented to pedestrian: retail, service, restaurant, potentially small office
- No drive-throughs (or drive-throughs located only in the rear), no auto-oriented uses (car washes, auto service, gas stations, car sales)

### RECOMMENDATION

Type to be zoned with 2 or 3 potential districts: one district to be a mixed-use district requiring ground story storefront buildings, a transitional district allowing a mix of office and/or residential in lower scaled buildings with similar design characteristics, and a third district being a mix of primarily residential forms.



Beaver Avenue example of classic main street buildings and street frontage.

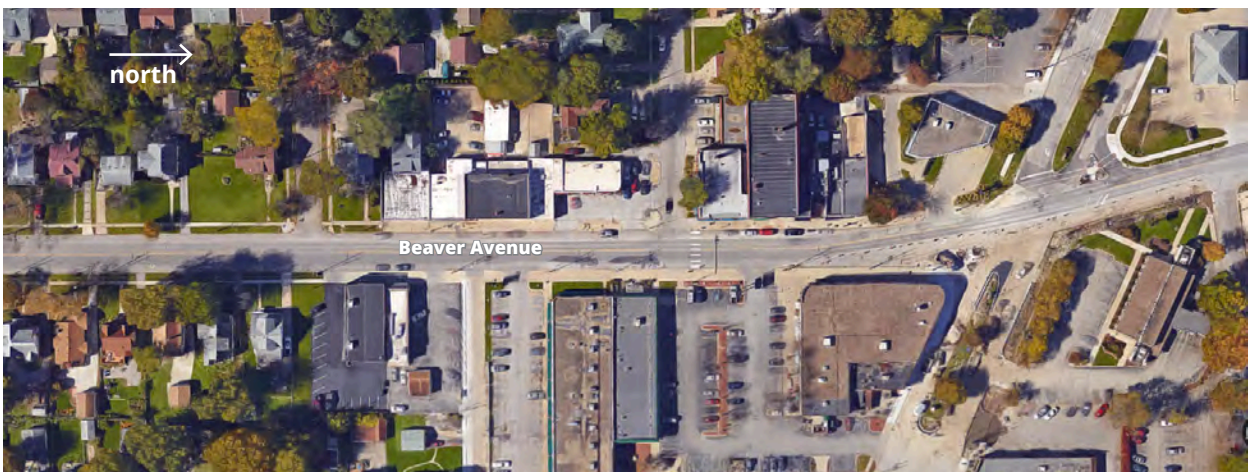
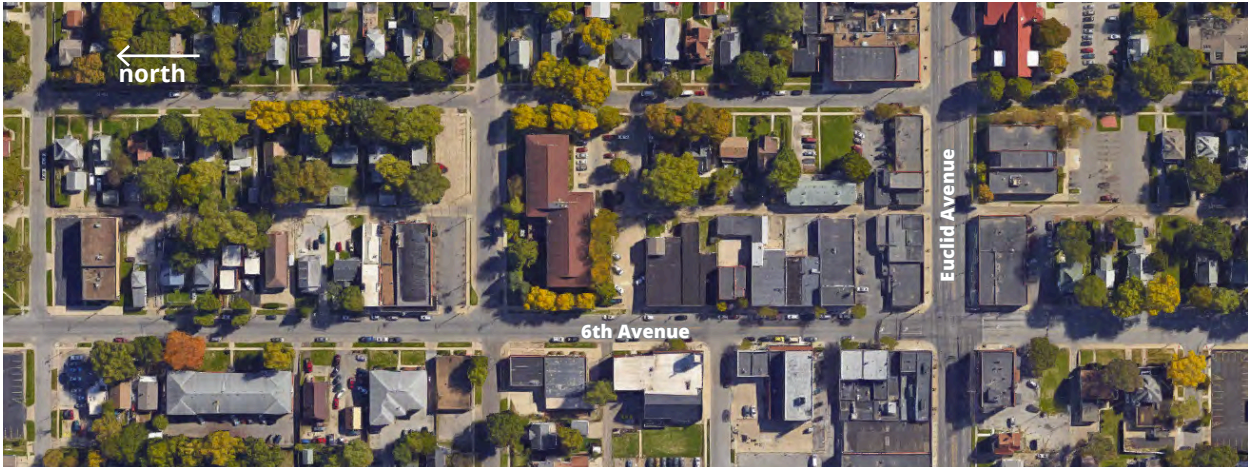


New construction single story main street building with classic streetscape located at E. Grand Ave and E. 15th St.



New construction, modern mixed use main-street-style building located at SE 6th St and Hartford Ave.







## A2 Node: Avenue Main Street

### Node Examples

Ingersoll & Grand Avenues from MLK to 29th Avenue, Forest Ave at 30th St, University Ave between MLK & Drake, University Ave at 48th

Note: Examples are not currently the scale of the Avenue Main Street, but as redevelopment occurs and/or regular transit service is implemented, these locations would be considered A2 node types.

### Streets

- Highly pedestrian oriented: wide sidewalks, street trees, furnishings
- Bicycle route
- Dedicated Bus or higher LOS Bus route
- On-street parking to buffer pedestrians from traffic
- Parkway or Planter buffers
- Mid speeds (30 to 35 mph); 3 to 4 lanes; 4 lanes with medians (turn lanes), crossings

### PARKING

- On-street teaser parking (parallel, back-in)
- Off-street parking located in rear or structured; limited Interior side yard parking, maximum 65' wide
- Shared and/or public parking lots

### BUILDINGS

- Mid scale buildings (minimum 3, maximum 4 or 6 stories); predominantly mixed-use
- Built close to or up to sidewalk; setbacks to allow for sidewalk cafes, small seating areas
- Block long streetwall, both sides of street
- Oriented to street: multiple front door on street, transparent storefront glass on primary street side
- Community scaled uses: retail, service, restaurant, grocery store, drug store; office uses in upper stories or in transitional edges
- Auto-oriented uses in rear; drive-throughs limited to banks & drugstores; gas stations with pumps in rear

### RECOMMENDATION

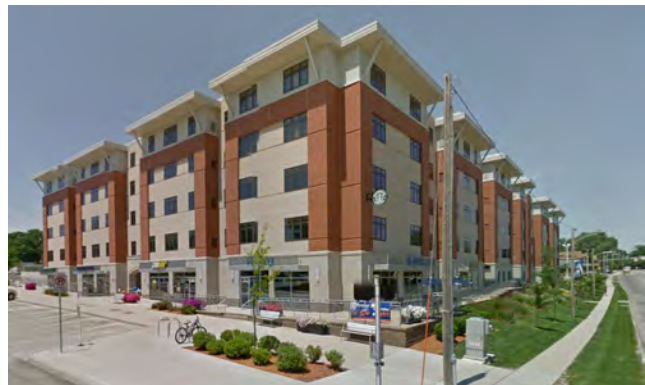
Type to be zoned similarly to A1, but allowing more intensity, height, larger-scaled buildings and uses.



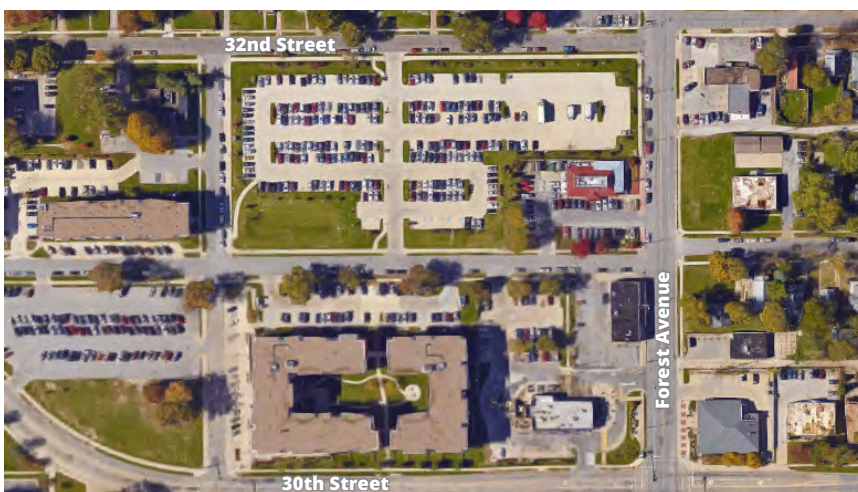
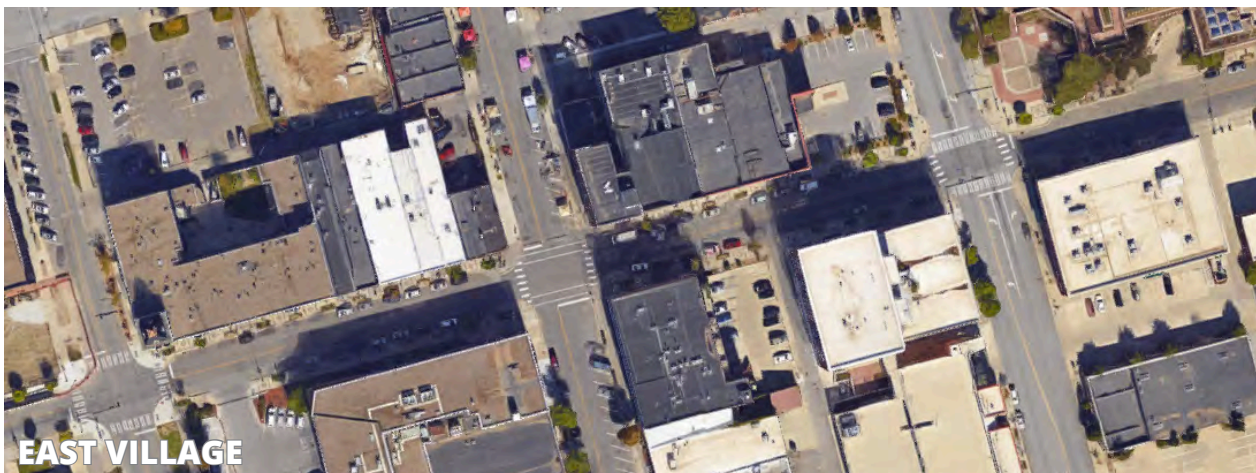
Veridian development at MLK and Ingersoll is a good example of potential development types.



Smaller scale developments at East Village are good examples of potential developments.



Drake University mixed-use residences are example of development type at Forest and 30th.





## A3 Node: Small Node with Residential-Office-Civic

### Node Examples

Franklin Avenue at 48th, 6th Avenue at College Ave, E Park Ave at SE 22nd Street

### Streets

- Highly pedestrian oriented: wide sidewalks, street trees, furnishings
- Parkway or Planter buffers
- Mid speeds (30 to 35 mph); usually 2 to 3 lanes; crossings

### Parking

- On-street teaser parking (parallel, back-in) at node
- Off-street parking located in rear; limited interior side yard parking, maximum 65' wide

### Buildings

- Lower scale buildings (typically 1 to 3 stories), predominantly residential and/or cottage small scale office with small commercial-mixed-use node, usually at an intersection. Civic buildings as well (library, church)
- Commercial node built close to or up to sidewalk; setbacks to allow for sidewalk cafes, small seating areas; node should be fairly contiguous
- Residential buildings can be small scale apartment buildings, townhouses/rowhouses, organized along streets as opposed to multiple buildings clustered on large lots around parking areas.
- Oriented to street: multiple front doors on street, transparent storefront glass on primary street side for commercial, front yards or courtyards for residential
- Building widths limited or broken up
- Mainly smaller scaled, neighborhood-focused uses (1200 to maybe 6000 sf) oriented to pedestrian: retail, service, restaurant, potentially small office
- No drive-throughs, no auto-oriented uses (car washes, auto service, gas stations, car sales)

### RECOMMENDATION

Commercial/mixed-use similar to Type A1. Residential to be small apartment buildings, townhouse-rowhouse, or small lot clusters of cottages.



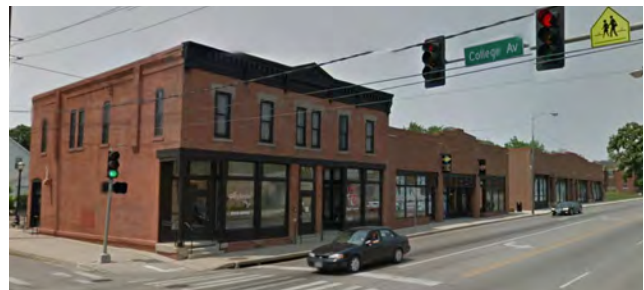
Civic building, like this new library on Franklin, fit well into this neighborhood-focused node, transitioning between commercial uses and residential.



New apartment building, smaller in scale with parking in rear works well along corridor. This one is a senior building on Franklin.



Historic residential corridor/courtyard building in Riverbend, setback with a front yard along the corridor (6th Ave).



Typical main street buildings create a mixed-use node at the intersection of 6th and College. This building could become an A1 neighborhood node, but if commercial uses are consolidated in this location, residential or office buildings can be located at edges.





Residential and medically oriented residential on Franklin with a centrally located mixed-use or commercial node at the library and existing strip center.



Consolidating commercial uses at 6th and College in the historic buildings will allow residential or offices along the remainder of the corridor.



This River Woods neighborhood node is currently very auto-oriented and large in scale. Reducing the scale of the commercial on the NW corner and pulling some buildings up closer to the street would increase the walkability. Residential buildings on the other corners, oriented closer to sidewalks will increase pedestrian orientation.

## B1 Node: Auto-Focused Main Streets

### Node Examples

Merle Hay Rd at Urbandale, E University at E 29th St, SW 9th St at Park Ave, SW 9th St at McKinley Ave

### Streets

- Pedestrian oriented: wide sidewalks, street trees, furnishings
- Bus and bike routes
- Parkway or Planter buffers
- Mid speeds (30 to 35 mph); 3 lanes with on-street parking or 4 lanes (ideally with median crossings); crossings

### Parking

- On-street teaser parking (parallel, back-in) ideally on primary street, definitely on side streets
- Off-street parking located in rear; limited Interior side yard parking, maximum 120' wide

### Buildings

- Lower scale (typically 1 to 3 stories) commercial buildings, some accommodating garage bays (service station, car wash)
- Minimum of 50% of buildings built close to or up to sidewalk
- Commercial/Mixed-Use buildings oriented to street: front doors on street, transparent storefront glass on primary street side. Street-side requirements also apply to side yard parking.
- Residential and office buildings on edges of node may be oriented to side streets
- Mid-scaled, neighborhood and community commercial uses (less than maybe 20,000sf)
- Drive-throughs and auto-oriented uses (car washes, auto service, gas stations, car sales) managed through design requirements: located garage bays, drive-throughs on interior side or rear of building, require landscape buffers between parking and sidewalks

### RECOMMENDATION

Commercial/mixed-use building similar to Type A1 modified to allow for more parking, garage bays, etc. Office building at edges.



SW 9th Street: existing main street style building with parking on the interior side. Portions of SW 9th could be A1, A2, or A3 if fewer auto-oriented uses are desired.



Tire shop with bay entrances at rear and storefront glass on front. (Forest Park IL)

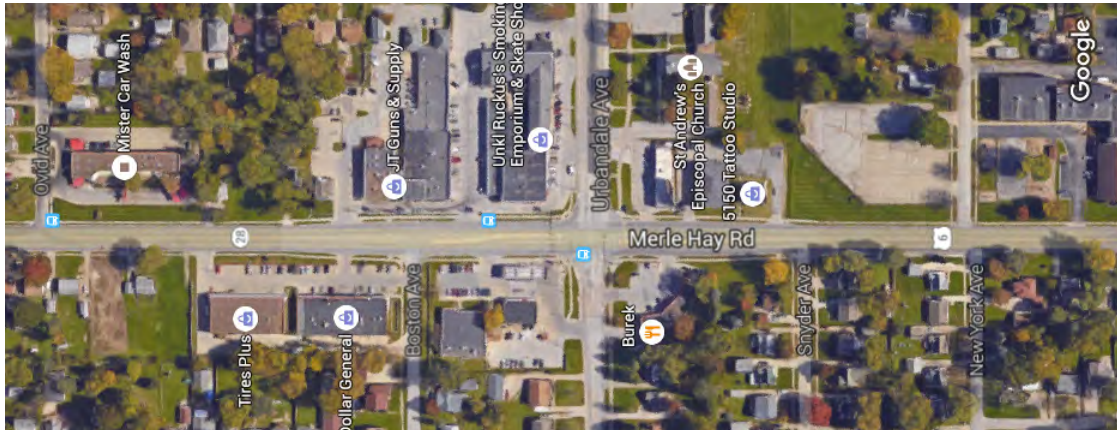


Example of interior side yard gas station and convenience store on corner. (Orlando FL)

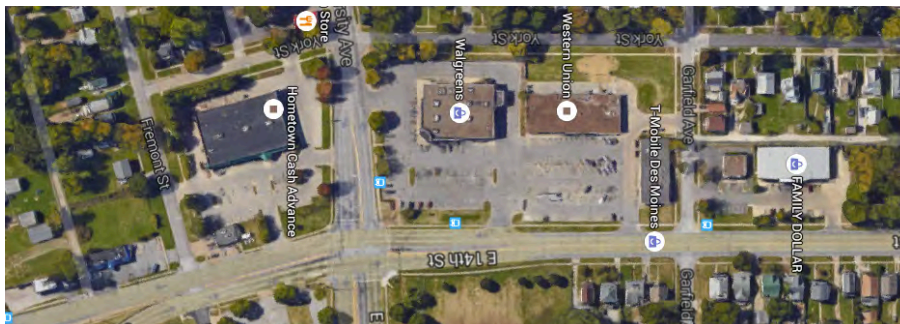


Example of multi-story mixed-use building with gas station in rear; building holds the corner. (Milwaukee WI)

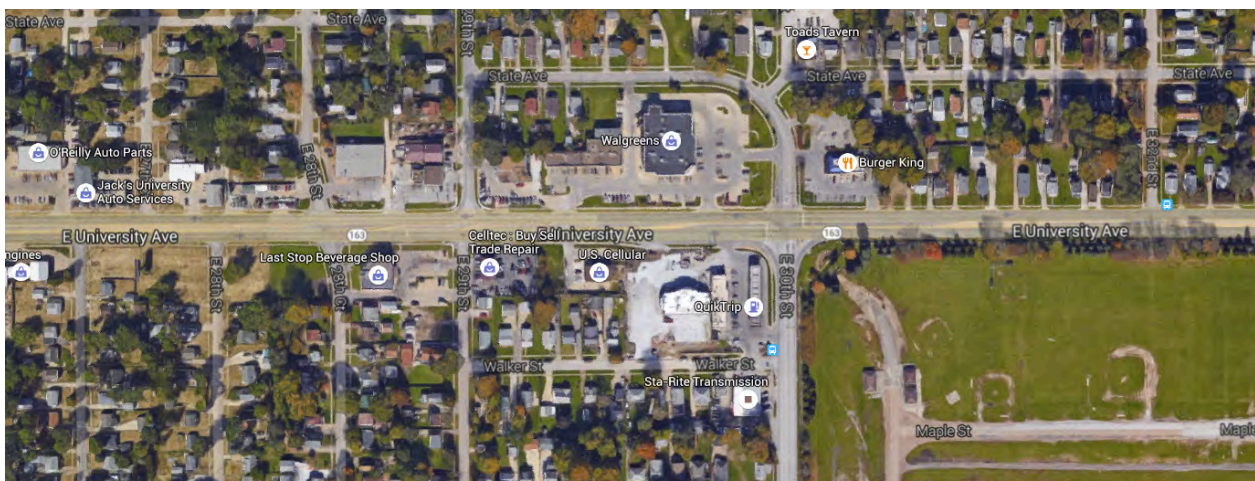




Fairly consistent commercial at this intersection from Ovid to back of lots on Snyder.



14th at University could be an A1 development (more traditional main street uses and buildings), but if the proposed Quik Trip is developed on the southwest corner, the node would be B1 type.



E University close to the Fairgrounds is a higher capacity, more auto-focused corridor. Commercial along the corridor extends from E 30th Street west to E 25th St. Closer to the interstate, some larger scaled employers are located, changing the character of University.



## B2 Node: Auto-Focused with Residential

### Node Examples

Merle Hay Rd at Hickman, Hubbell Ave so of Guthrie, Hubbell at E 38th

#### Streets

- Pedestrian oriented: wide sidewalks, street trees in parkway or planters, furnishings at nodes
- Bus and bike routes
- May require subdivision (Hubbell large sites or B3) to create walkable scale blocks and additional street frontage locations for residential or office
- Mid speeds (30 to 35 mph); 3 lanes with on-street parking or 4 lanes (ideally with median crossings); crossings

#### Parking

- On-street teaser parking (parallel, back-in) on side streets
- Off-street parking located in rear; limited Interior side yard parking

#### Buildings

- Lower scale (typically 1 to 3 stories) commercial buildings, some accommodating garage bays (service station, car wash) at a node or intersection with residential and office buildings surrounding
- Minimum of 50% of commercial buildings built close to or up to sidewalk
- Commercial/Mixed-Use buildings oriented to street: front doors, transparent storefront glass on primary or side street side. Street-side requirements also apply to side yard parking.
- Residential and office buildings on edges of node oriented to side streets or new primary streets from subdivision of large lot
- Mid-scaled, neighborhood and community commercial uses (less than maybe 20,000sf)
- Drive-throughs and auto-oriented uses (car washes, auto service, gas stations, car sales) managed through design requirements: see B1 type

### RECOMMENDATION

Commercial/mixed-use building similar to Type B1. Office and residential buildings similar to A3, but can accommodate larger scale, longer buildings.



Example of historic auto-oriented building.



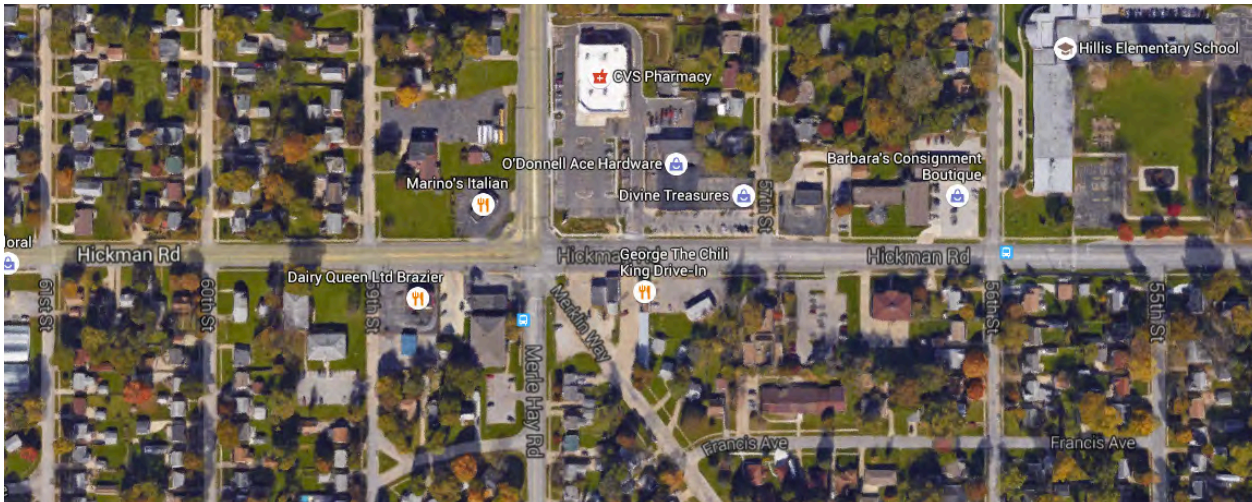
Apartment building at Merle Hay and Hickman.



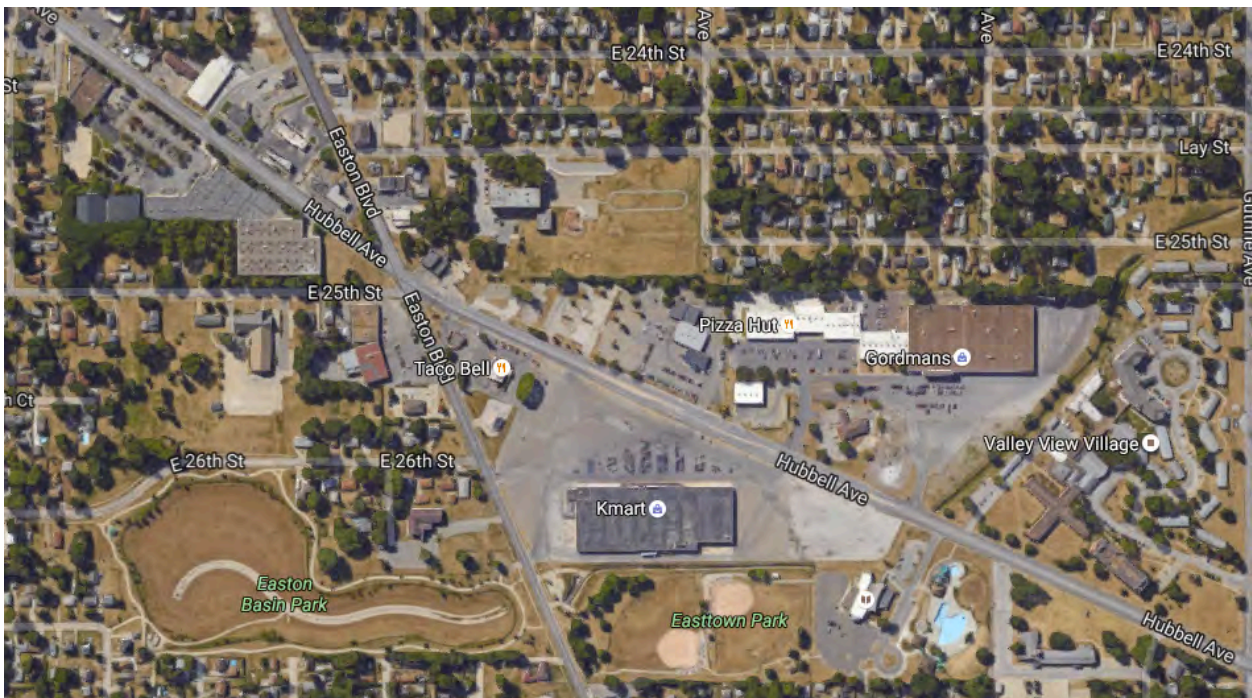
New construction apartment on Hubbell with parking underground.



Older small-scale ("big house") apartment building (possibly 8 units) on Hickman, just east of Merle Hay.



Commercial at Hickman along Merle Hay is focused at the intersection. less than a block in all directions. Residential apartments and offices transition to single family.



The intersection at Hubbell, Easton, and E 25th is probably a B1 node, but north on Hubbell are shopping centers that could subdivide and redevelop as new residential neighborhoods with some commercial on Hubbell. Edge north of Hubbell is residential and civic uses.



## B3 Node: Large Scale Auto-Focused

### Node Examples

SE 14th St at E Park Ave, SE 14th St at E Kenyon Ave,  
most community nodes

### Streets

- Needs subdivision for more walkable blocks
- Pedestrian oriented: wide sidewalks, street trees in parkway or planters, furnishings at nodes
- Multiple streets: main existing corridor 4 lanes with median; new neighborhood streets - 2 lanes

### Parking

- On-street teaser parking (parallel, back-in) on side streets, new streets
- Off-street parking located in rear; interior side yard parking

### Buildings

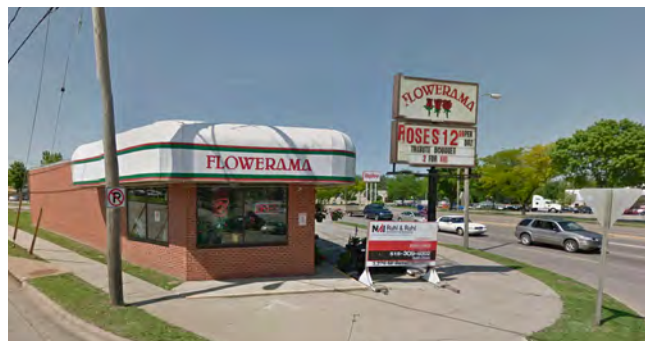
- Lower scale (typically 1 to 3 stories) commercial buildings, some accommodating garage bays (service station, car wash) on or just off corridor; residential and/or office buildings on edges and on new streets
- Minimum of 50% of commercial buildings built close to or up to sidewalk along corridor; higher percentage on side streets inside development
- Commercial/Mixed-Use buildings oriented to street: front doors, transparent storefront glass on primary or side street side. Street-side requirements may also apply to side yard parking.
- Residential and office buildings oriented to side streets or new primary streets from subdivision of large lot
- Mid-scaled, neighborhood and community commercial uses (less than maybe 40,000sf); bigger uses possible with special building design
- Drive-throughs and auto-oriented uses (car washes, auto service, gas stations, car sales) managed through design requirements: see B1 type

### RECOMMENDATION

Commercial/mixed-use building similar to Type B1.  
Special building requirements for bigger boxes.  
Office and residential buildings similar to A3, but can accommodate larger scale, longer buildings.



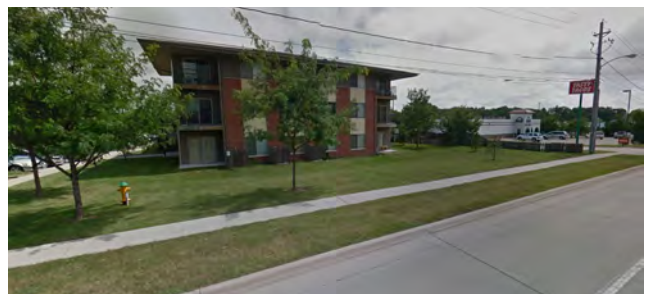
Example of new construction shopping center built up to the street with side yard parking. (Chicago IL)



Existing commercial on SE 14th St at E Park Ave.

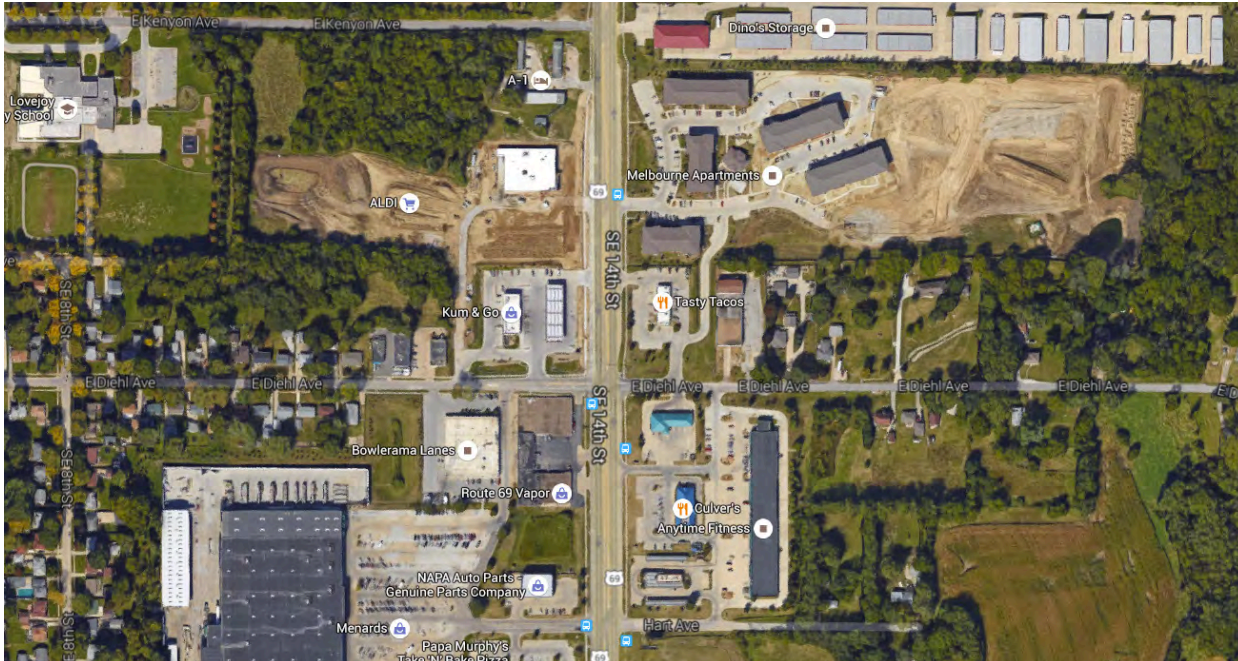


New gas station with building on corner and pumps in side yard on SE 14th St at E Park Ave. Only needs an entrance and windows along street.

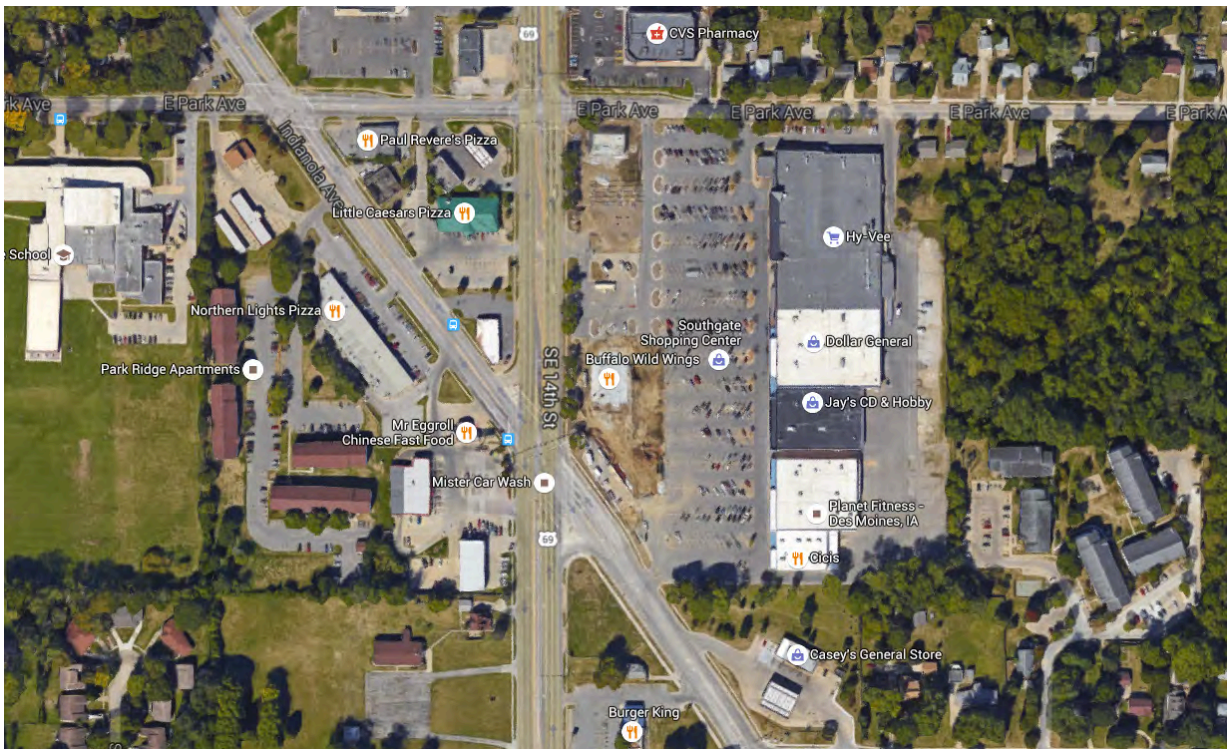


New Apartments on SE 14th St at E Kenyon Ave..





Large scale sites recently developed with big boxes and parking lots in front.



Multiple scales of sites in this area. Triangle on west side of SE 14th St could be A1 or A2.



# Appendix 1: Nodes Mapping

*This appendix illustrates some generalized potential districts that could be applied to the mixed use neighborhood and community nodes identified in PlanDSM.*

## Introduction

The main purpose of this mapping process is to begin to separate the horizontal mixed use aspects of the categories identified in the PlanDSM nodes. This initial mapping is an attempt to aggregate storefronts into *subnodes* and reduce the amount of general commercially zoned property in the city.

Proposed Node Types are outlined on pages 47 through 61 of the Analysis and Project Direction Report.

## Explanation of Map Legends

Note that the nodes have now been numbered per the Future Land Use Map on page A-2 of this document.

### Main Street/Storefront District

The Main Street/Storefront District will require storefront buildings located close to the sidewalk in a classic main street configuration. The location of this district on each node identifies locations where storefront buildings are currently located,

especially with active retail/service businesses, attracting pedestrian activity. Multiple variations of this district may be required based upon the different context areas. For example, the A1 node type is categorized as 1 to 3 stories in height, while the A2 node type is meant to support more intensive nodes. Each of these areas is color coded with the same Main Street/Storefront district, but at least two separate sets of requirements will be applied, depending on the node type.

### Commercial Center District

The Commercial Center District addresses commercial uses in a variation of the conventional shopping center or shopping strip configuration. The uses for this district may include more auto-focused businesses, such as car washes and service stations, and larger scale businesses such as grocery stores. In some locations, the list of uses may also include light industrial and wholesale commercial equipment and supply businesses, such as plumbing supply. The building form will require maintaining some level of street wall along



the primary corridor, but will allow for more and more visible parking.

### **Office/Residential District**

The Office/Residential District is a transitional district between commercial districts and solely residential ones. This district will be configured to allow for a mix of office type uses with residential, horizontally or vertically. The building form for each use category can be similar, especially on more intensive corridors. Typically, the areas mapped for this district already contain a mix of multifamily residential with office type uses, such as attorneys, accounting, and design businesses. Similar to the main street/storefront district, different intensities of this district will be required. For example, in some locations the district may be multiple story, double-loaded corridor buildings for offices or apartments. In other locations, the offices may be converted houses, being used for small offices.

### **Residential District**

The Residential District is similar to the form of the Office/Residential District, but will be restricted to residential uses. This district has been located more internally to neighborhoods and less along major corridors.

### **Single Family Home Adjacency**

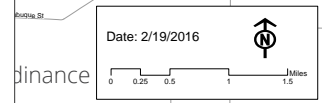
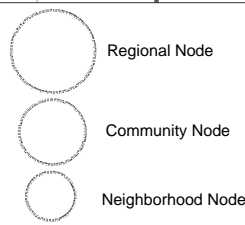
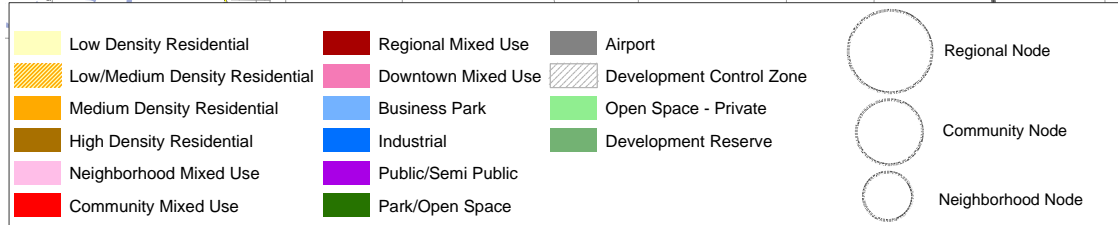
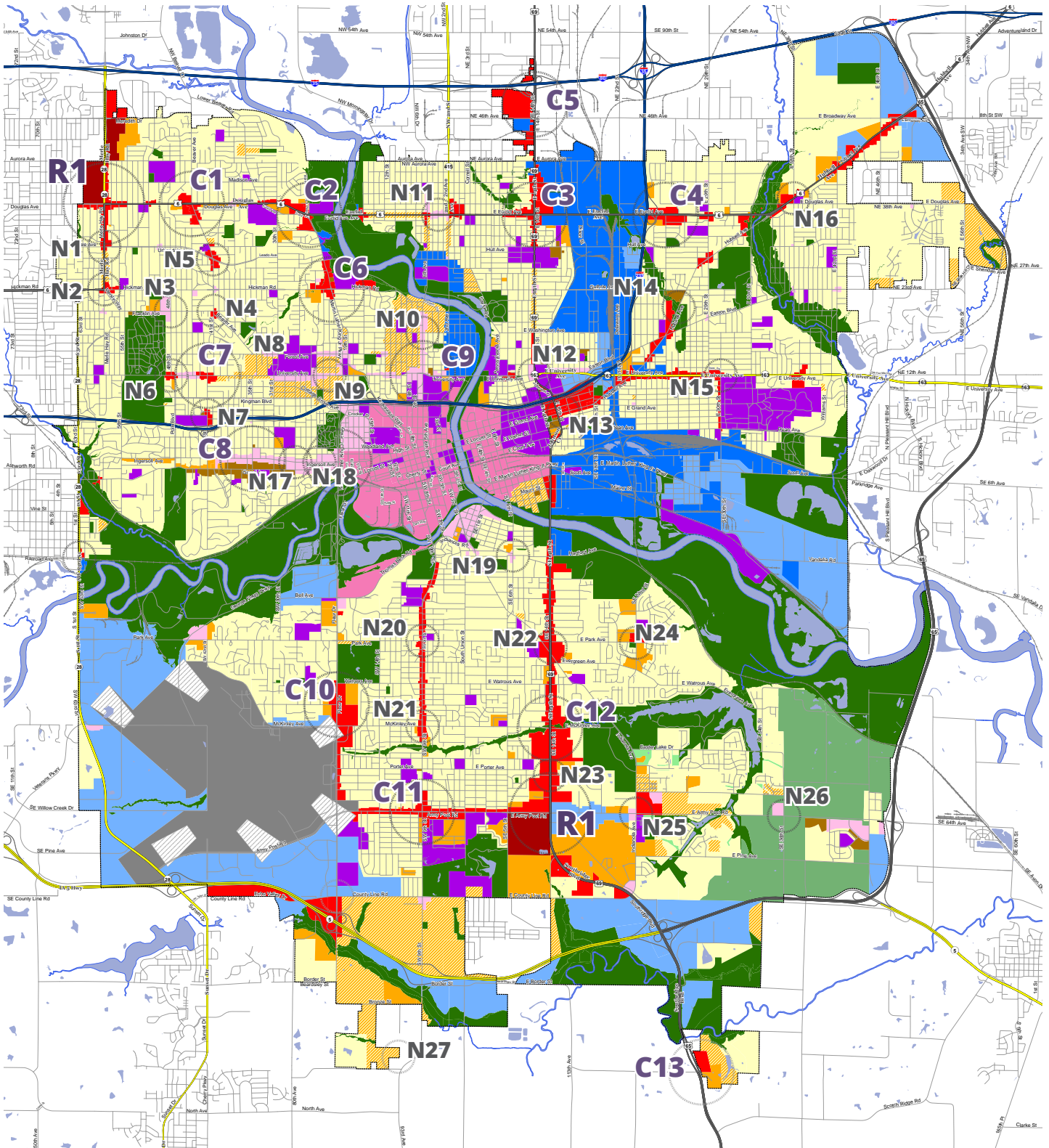
This symbol on the maps designates locations where the commercial or mixed-use districts face the fronts of single-family homes. Where located, the commercial or mixed-use development could be required to line that street with similar scaled residential, such as townhouses or two to three story flats.

### **Area Requiring Subdivision**

This symbol has been used for larger parcels that should be subdivided into more walkable blocks, with a master plan to define locations of new districts. In some locations, a symbol has been used to recommend a small mixed-use node within a mainly residential-office development.

# PLANDSM FUTURE LAND USE MAP

## Appendix 1: Nodes Mapping



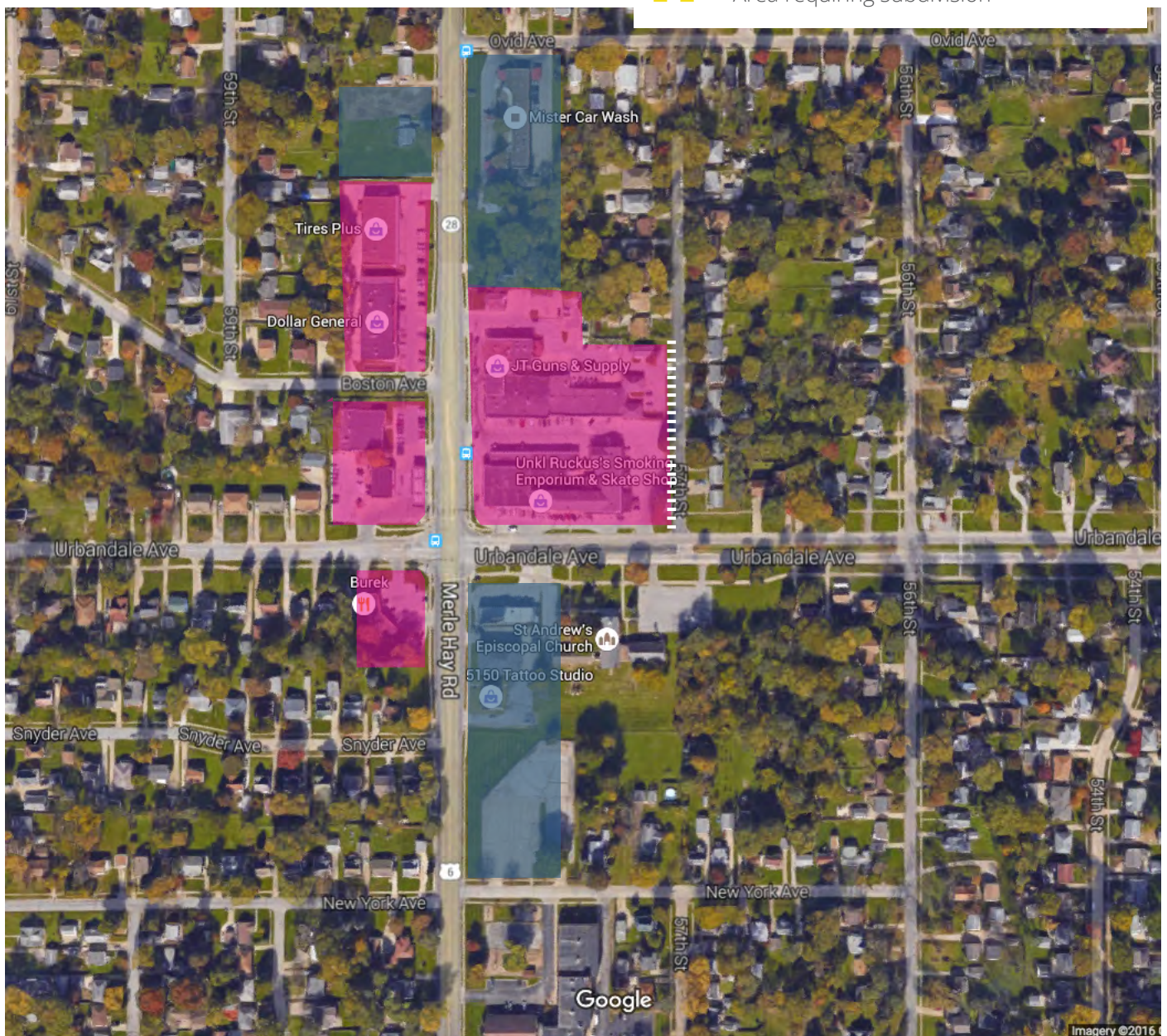


# Merle Hay Neighborhood: MERLE HAY RD at Urbandale Ave

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B1



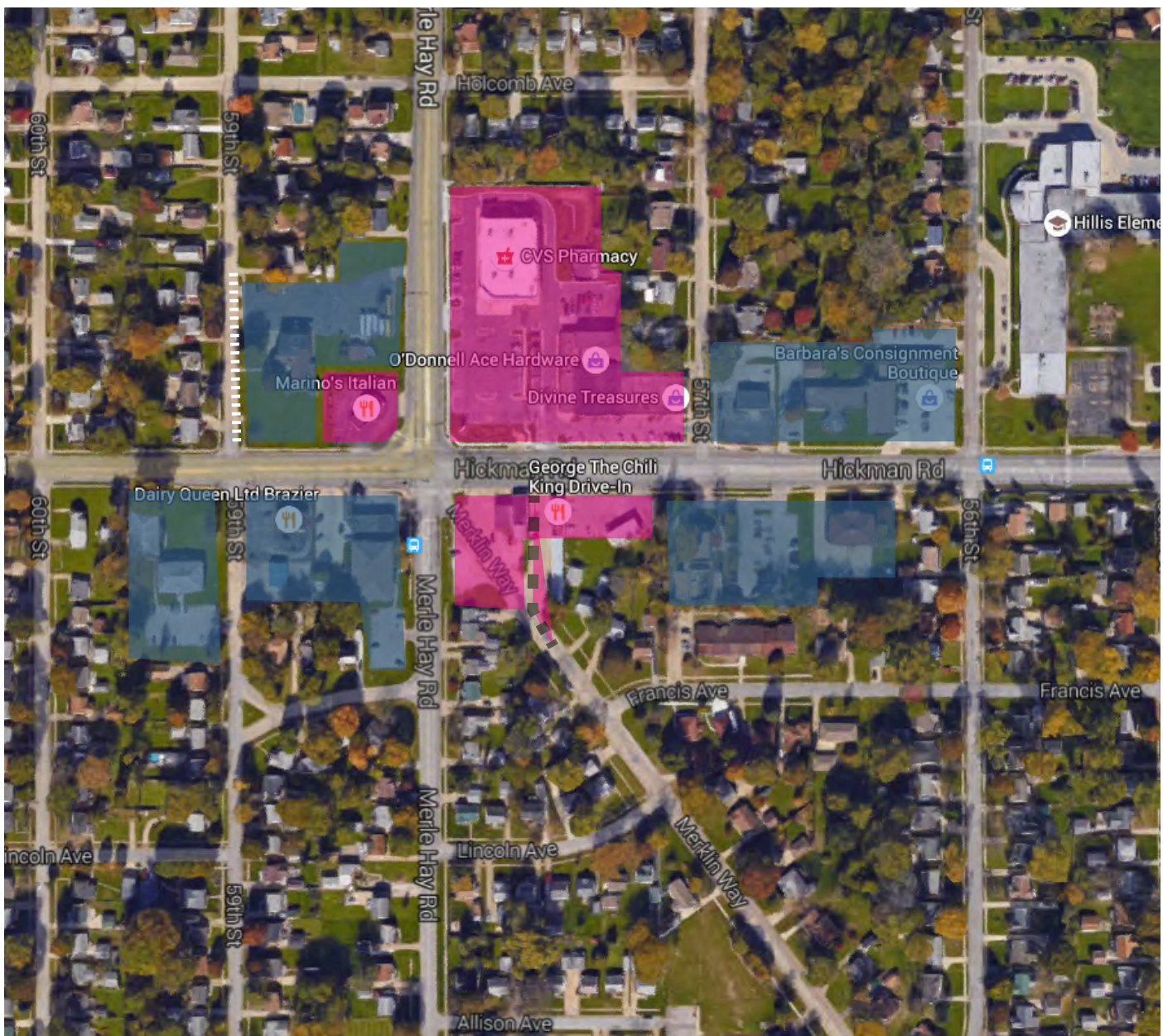


# Merle Hay Neighborhood: MERLE HAY RD at Hickman Rd

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B2





# Merle Hay & Waveland Park Neighborhoods: FRANKLIN AVE at 48th St

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential/Civic District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type A3





# Beaverdale Neighborhood: BEAVER AVE at Franklin Ave

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type A1





# Beaverdale Neighborhood: BEAVER AVE at Urbandale Ave

## Proposed Node Type A1

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Waveland Park Neighborhood: UNIVERSITY AVE at 48th St

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type A2 (University Bus Route)





NEIGHBORHOOD  
NODE

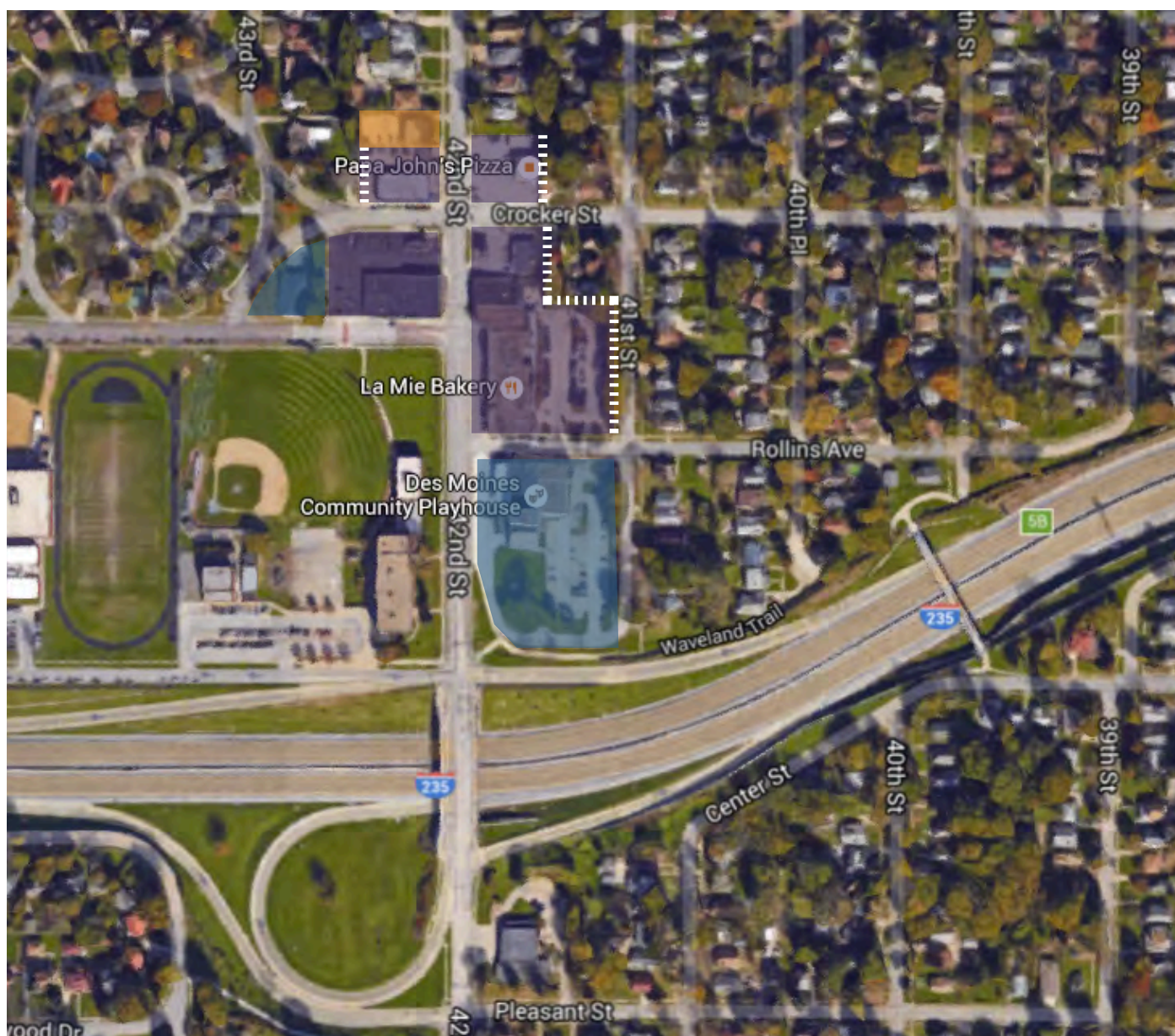
7

# Waveland Park & Drake Neighborhoods: 42nd ST south of Kingman Blvd

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type A1





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# Drake Neighborhood: FOREST AVE at 30th St

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

**Proposed Node Type A2 (adjacent to Drake)**





# Drake & Carpenter Neighborhoods: UNIVERSITY AVE w of MLK Jr Pkwy

**University Ave: Proposed Node  
Type A2 (adjacent to Drake)**

**Forest Ave: Proposed Node Type  
A3**

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





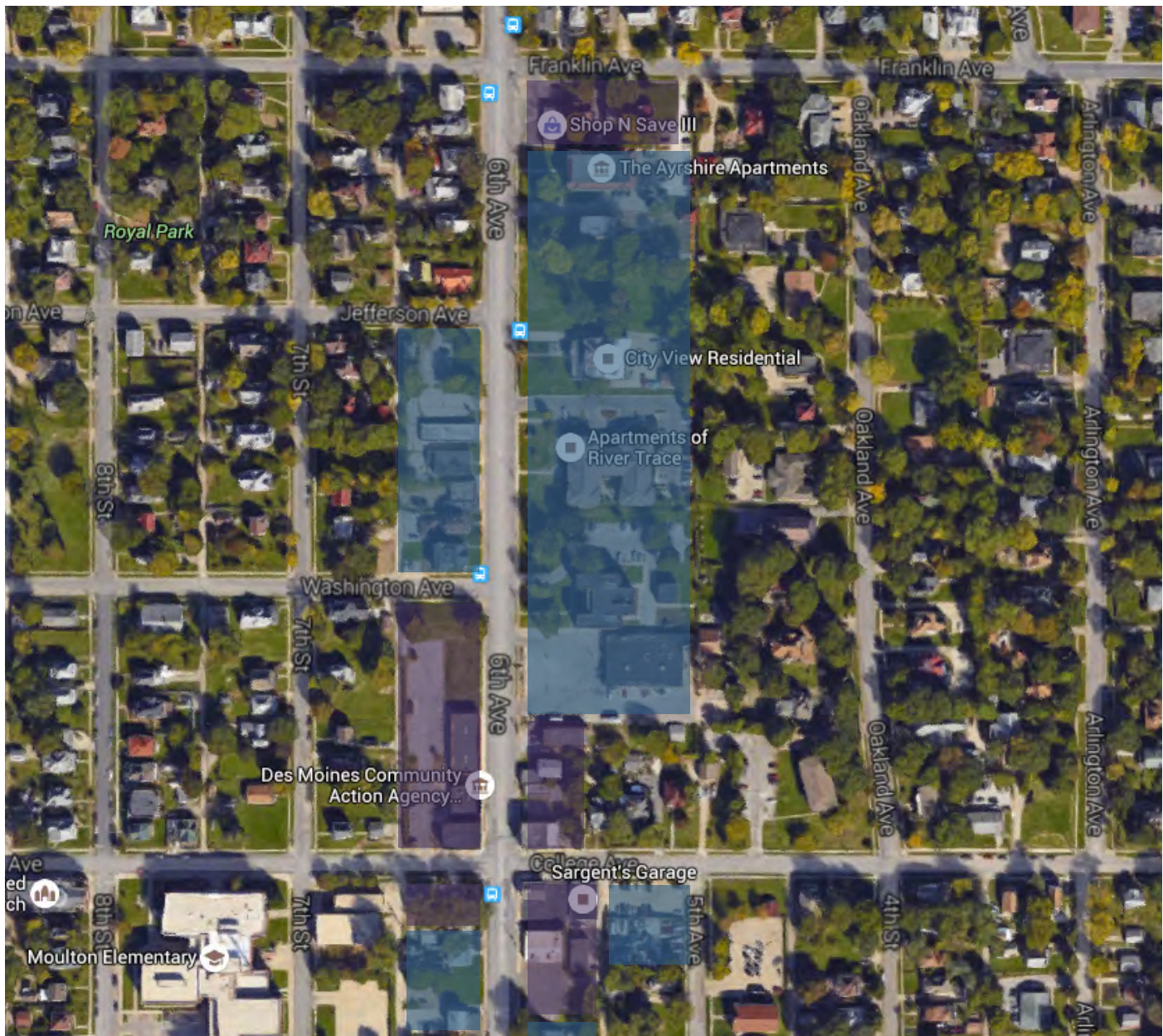
# Riverbend Neighborhood: 6TH AVE at College Ave

## Proposed Node Type A3 (6th Ave corridor)

(residential/office mix with nodes of mixed use approx. every 1/4 mile: Franklin, College, Forest, University)

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision



To another node at Forest



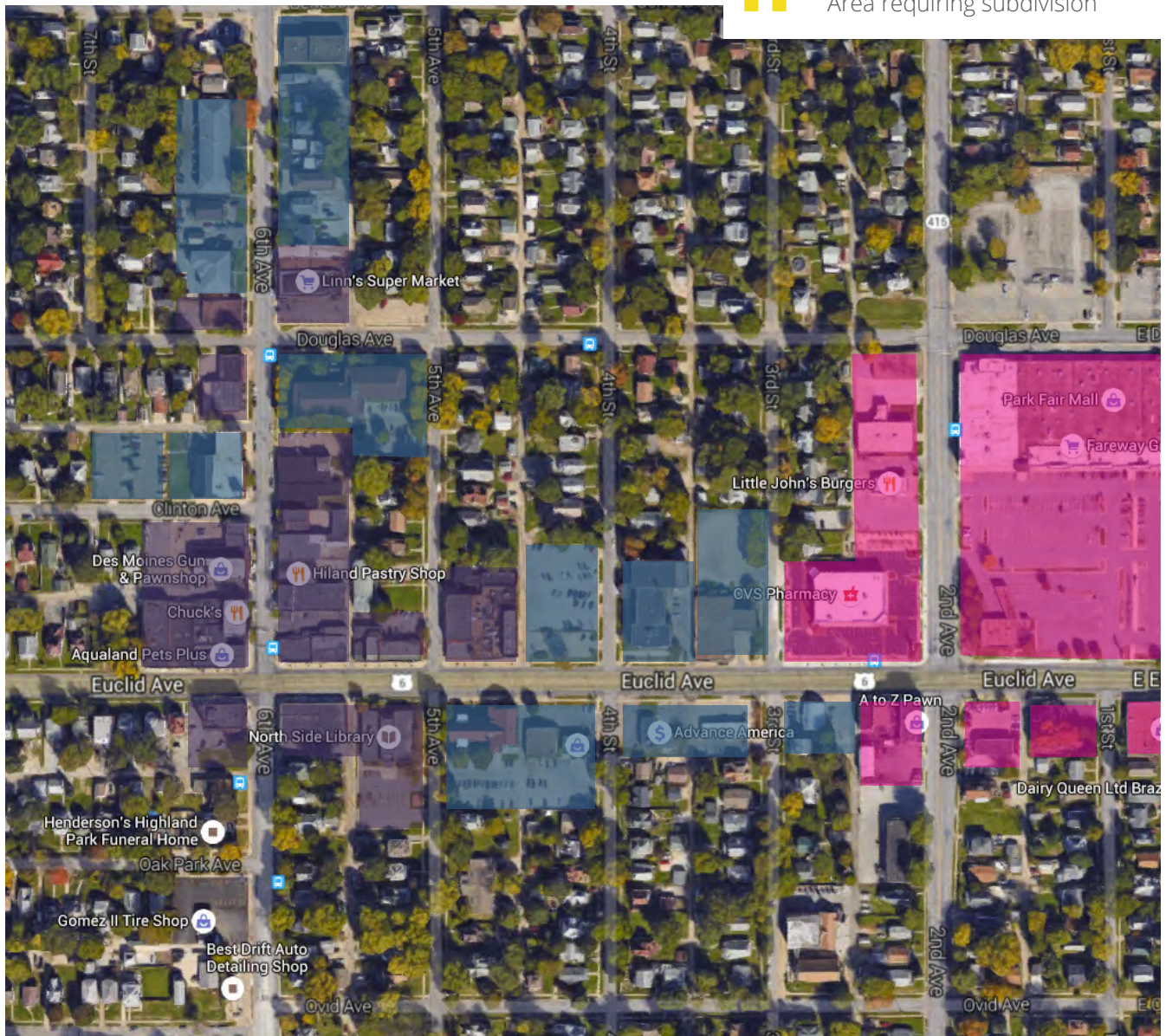
# Highland Park & Oak Park Neighborhoods: 6TH AVE & EUCLID west of 2nd Ave

DRAFT

**6th Ave: Proposed Node Type A1**  
**2nd Ave: Proposed B1**

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Capitol Park & MLK Jr Park Neighborhoods: 14TH ST at E University Ave

## Proposed Node Type A1 (University Ave Bus Route)

If proposed Quik Trip is developed on southwest corner, the node type would be B1

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Capitol East Neighborhood: E GRAND AVE at 15th St

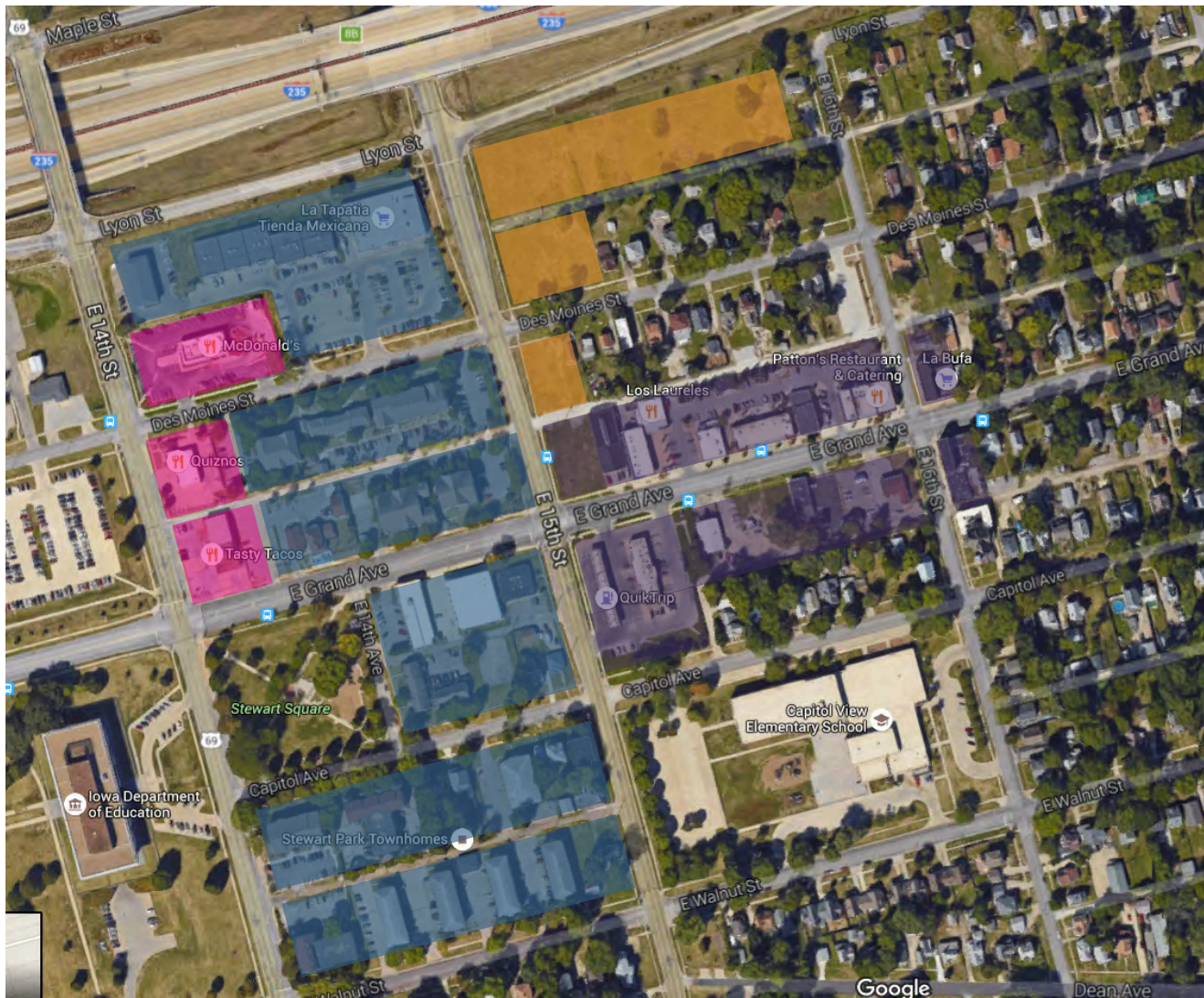
## Grand Ave: Proposed Node Type A1

## E 14th St: Proposed Node Type B1

Neighborhood behind a mix of mid-density between 14th and 15th, stepping down between 15th and 16th.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





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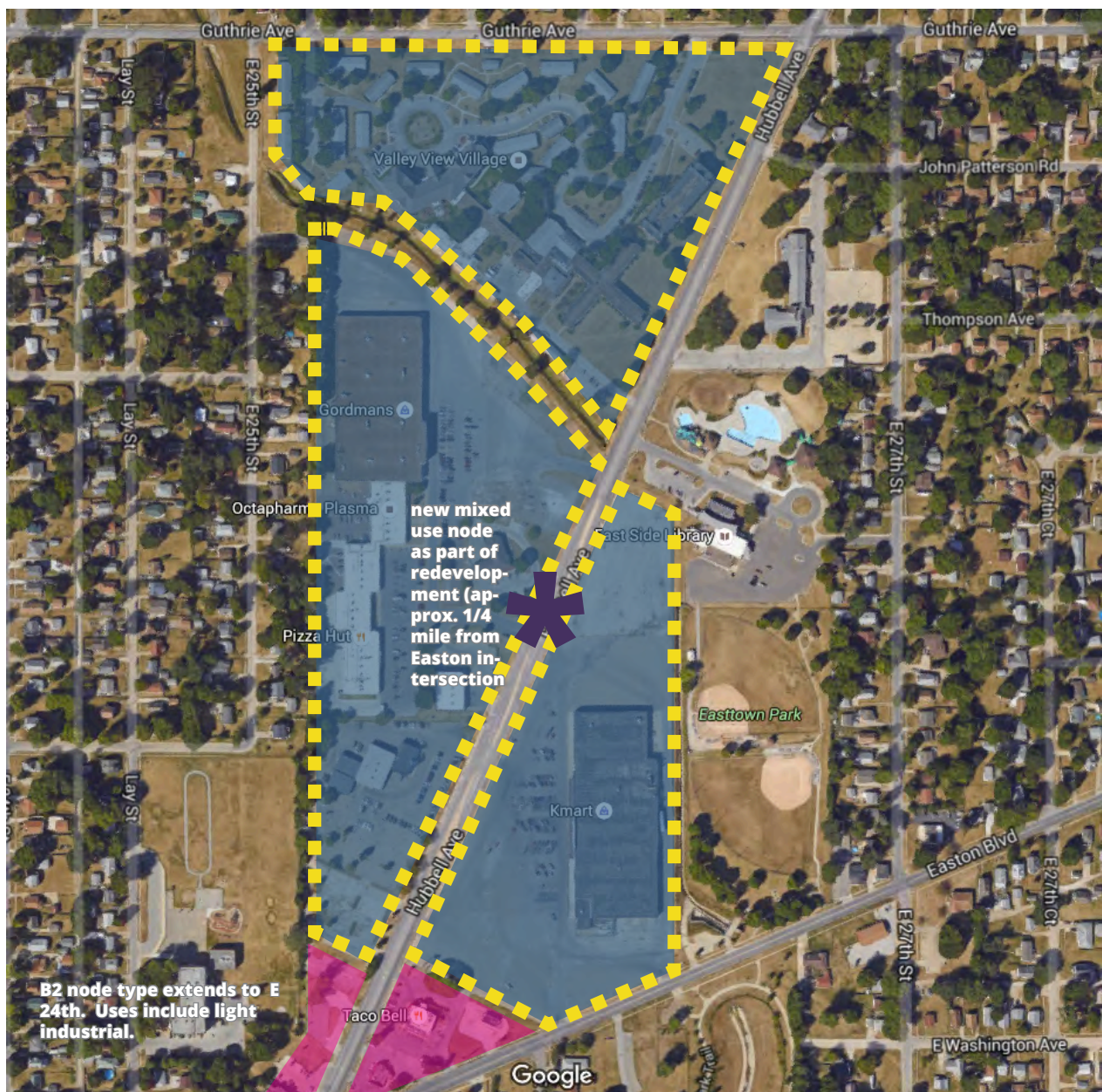
# Fairmont Park Neighborhood: HUBBELL AVE south of Guthrie Ave

## Proposed Node Type B2

Subdivision required for bigger parcels if they redevelop. New streets with walkable block sizes. New node could be walkable main street node. (A3 with residential)

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Fairground & Accent Neighborhoods: E UNIVERSITY AVE at E 29th St

## Proposed Node Type B1

Extends to I235, except large scale employers. 1.25 mile corridor.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Sheridan Gardens? Neighborhood: HUBBELL AVE at E 38th St

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B2





# Woodland Heights Neighborhood: INGERSOLL & GRAND AVES at 28th St

## Ingersoll: Proposed Node Type A2

Corridor varies to the west, office/  
residential to storefront.

## Grand: Proposed A3

Extends to approximately 39th St.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





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# Woodland Heights Neighborhood: INGERSOLL & GRAND AVES at 23rd St

## Ingersoll: Proposed Node Type A2

Corridor varies to the west, office/  
residential to storefront. 2-4 stories. 5  
stories at MLK

## Grand: Proposed A3 (taller heights)

Extends to approximately 39th St.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# McKinley School/Columbus Park Neighborhood: SE 6th ST at Hartford & Hillside Aves

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type A1





# Grays Lake & Indianola Hills Neighborhoods: SW 9th ST at Park Ave

DRAFT

## Park Node: Proposed Node Type A1 (or B1)

Corridor varies to the north. Main Street up to Broad, then another node at Creston Ave.

## Watrous Node: Proposed B2

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Watrous South & Fort Des Moines Neighborhoods: SW 9th ST at McKinley Ave

DRAFT

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B1





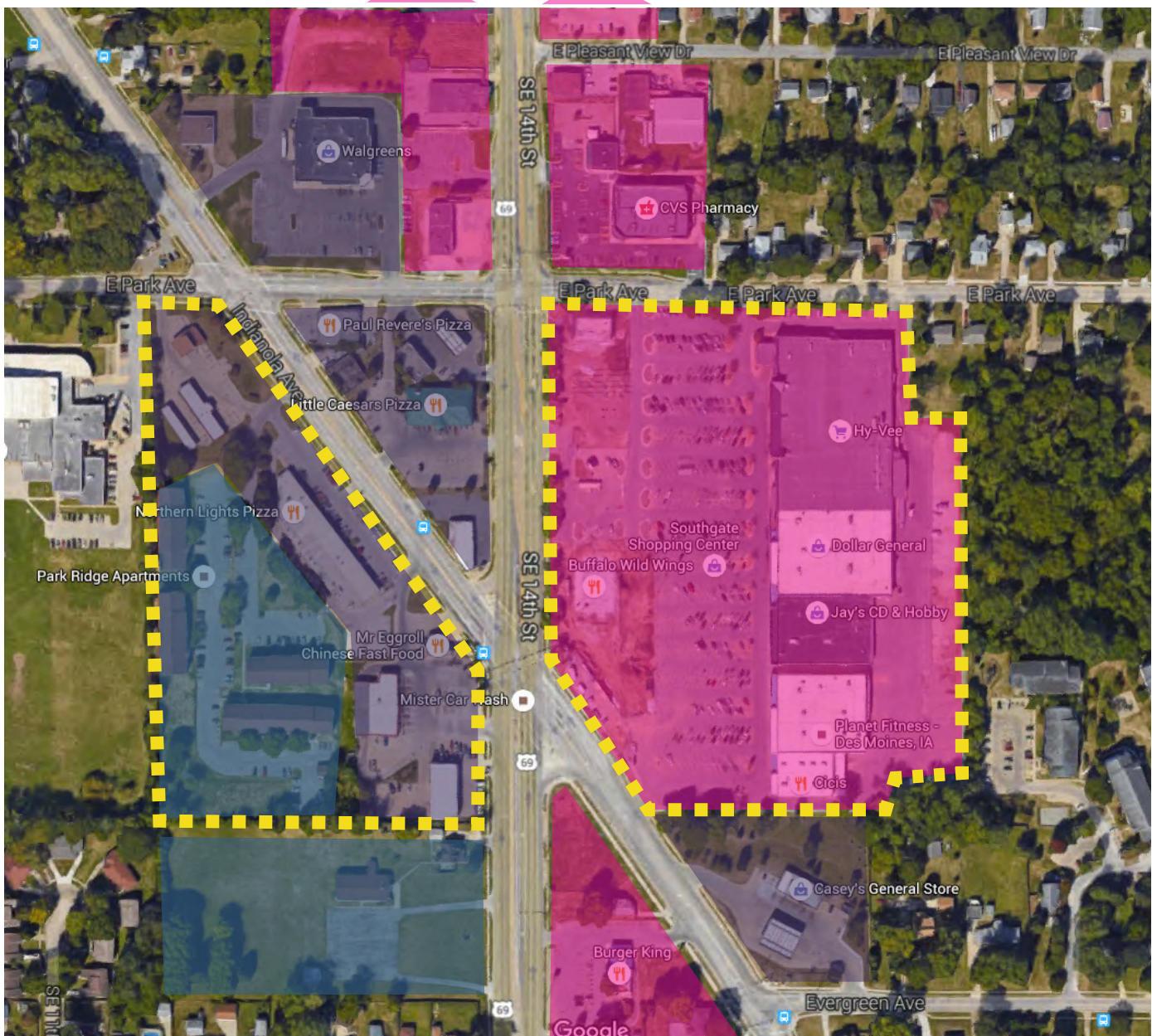
# Indianola Hills & Pioneer Park Neighborhoods: SE 14TH ST at Park Ave

DRAFT

**SE 14th St: Proposed Node Type B3**  
**Indianola Ave: Proposed Node Type A1**

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





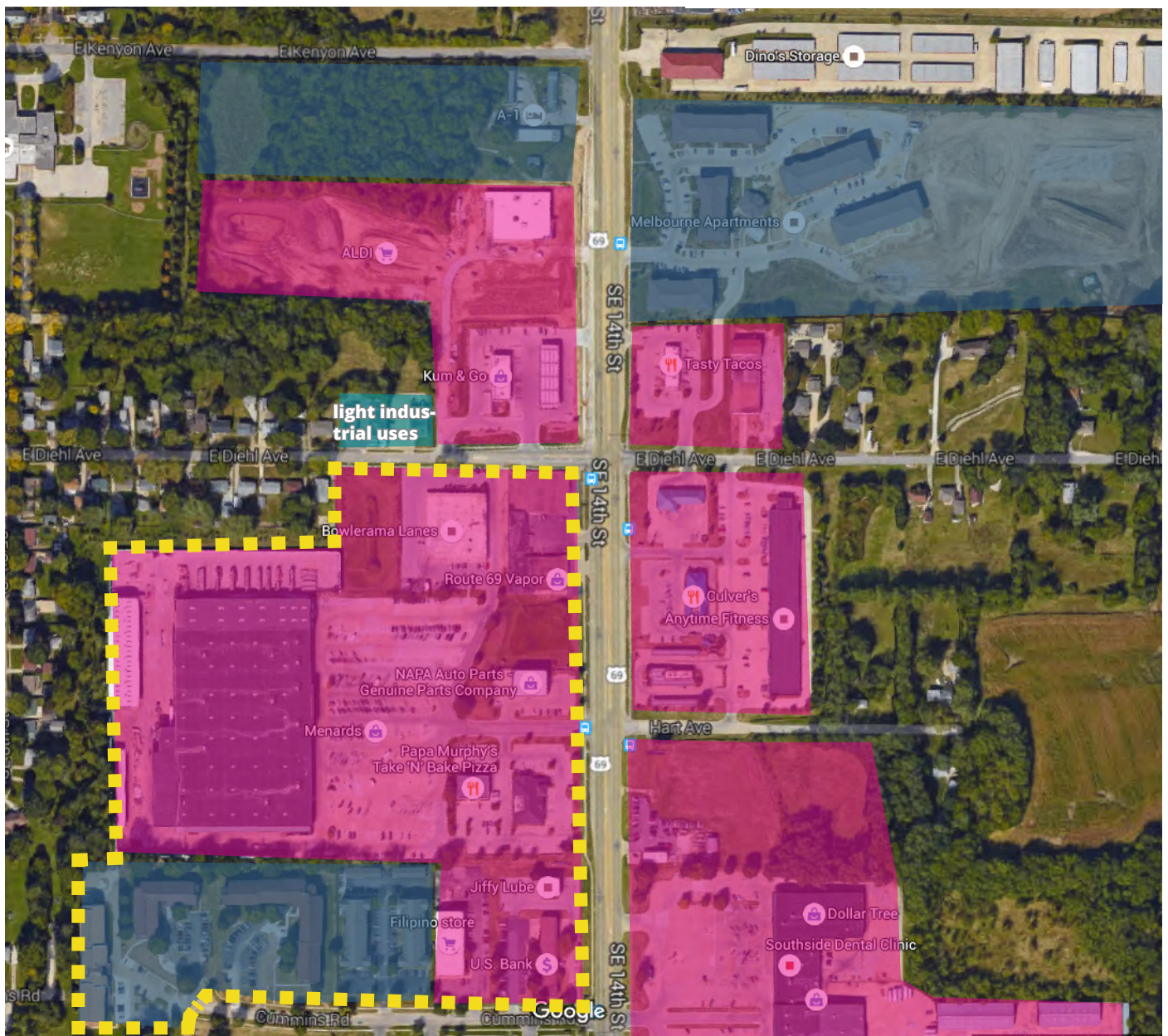
# South Park Neighborhood & Easter Lake Area: SE 14TH ST south of E Kenyon Ave

DRAFT

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## SE 14th St: Proposed Node Type B3



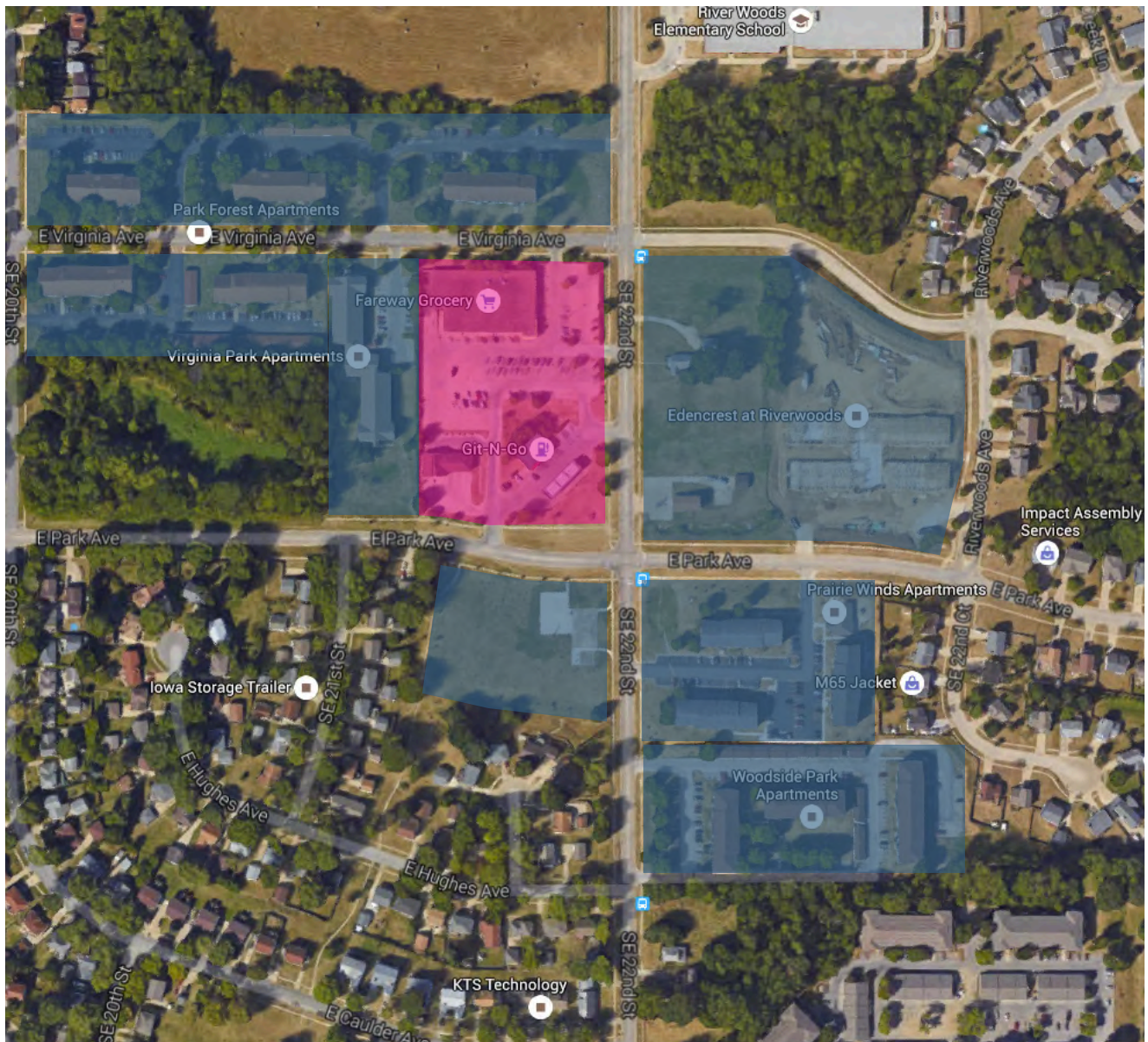


# Pioneer Park & River Woods Neighborhoods: E PARK AVE at SE 22nd St

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B2





### Proposed Node Type similar A3

New more traditional neighborhood development with commercial, civic node at Army Post and Indianola and mixed residential behind.

Retain agricultural zoning until redevelopment occurs.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision



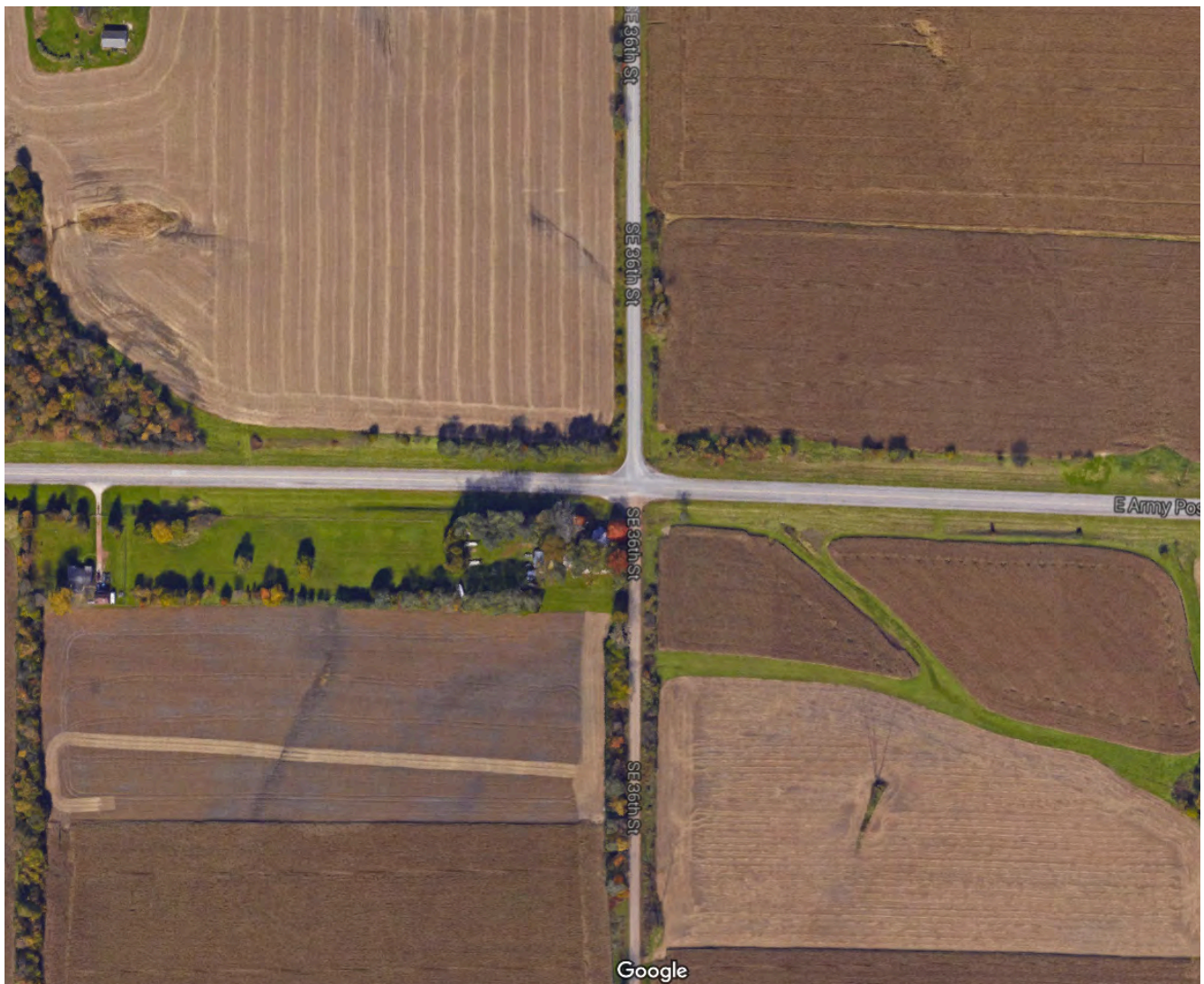


## Existing Agricultural Area: SE 36TH ST at E Army Post Rd

### Proposed Node Type similar A3

New more traditional neighborhood development with commercial, civic node at Army Post and Indianola and mixed residential behind.

Retain agricultural zoning until redevelopment occurs.





## Existing Agricultural Area: **CARPENTER ST at SW 9th St**

### **Proposed Node Type similar A3**

New more traditional neighborhood development with commercial, civic node at Army Post and Indianola and mixed residential behind.

Retain agricultural zoning until redevelopment occurs. Also in ETJ.





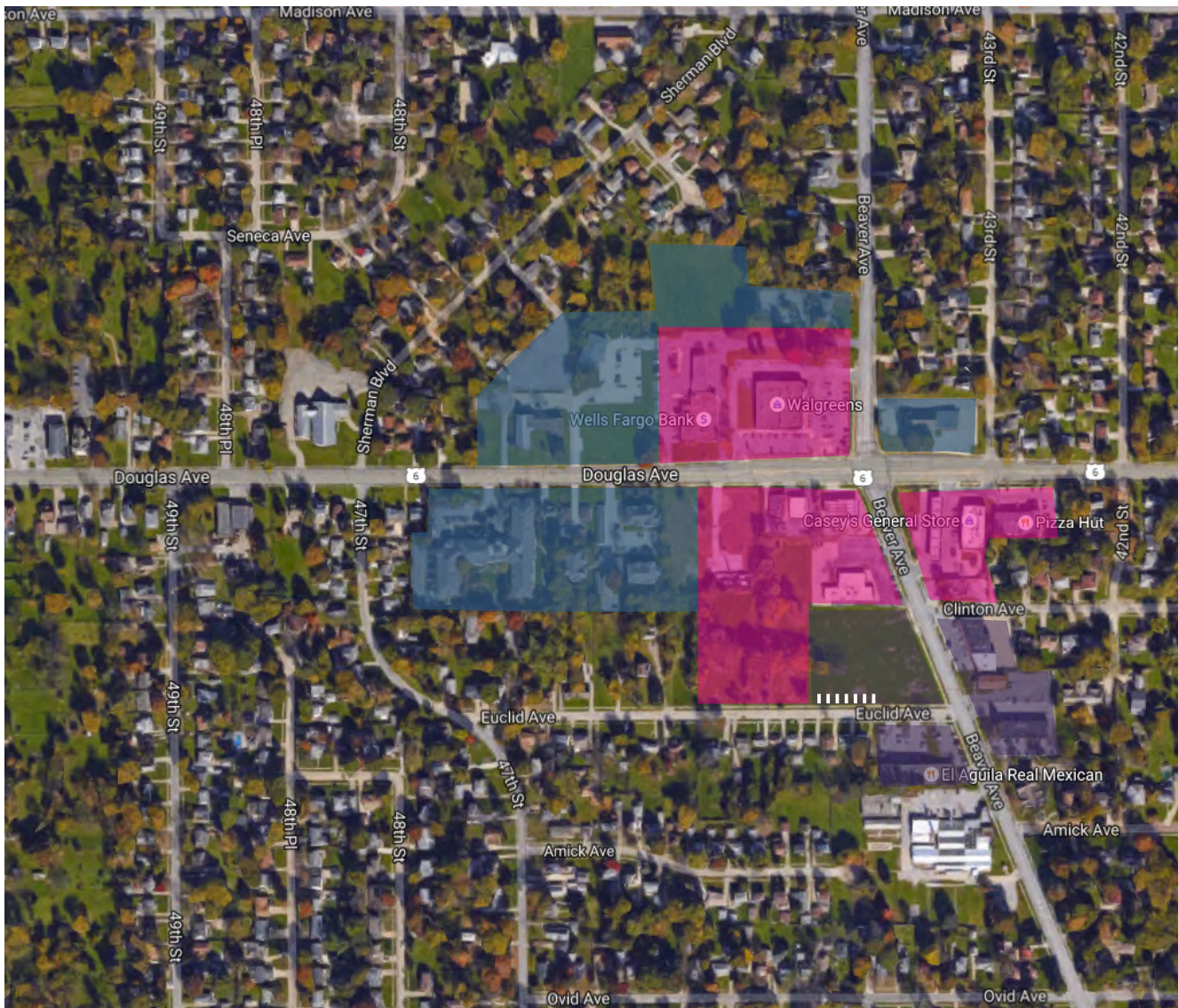
# Meredith, Beaverville, Lower Beaver: DOUGLAS AVE at Beaver Ave

**Douglas Ave: Proposed Node Type B2**

**Beaver Ave: Proposed A3**

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





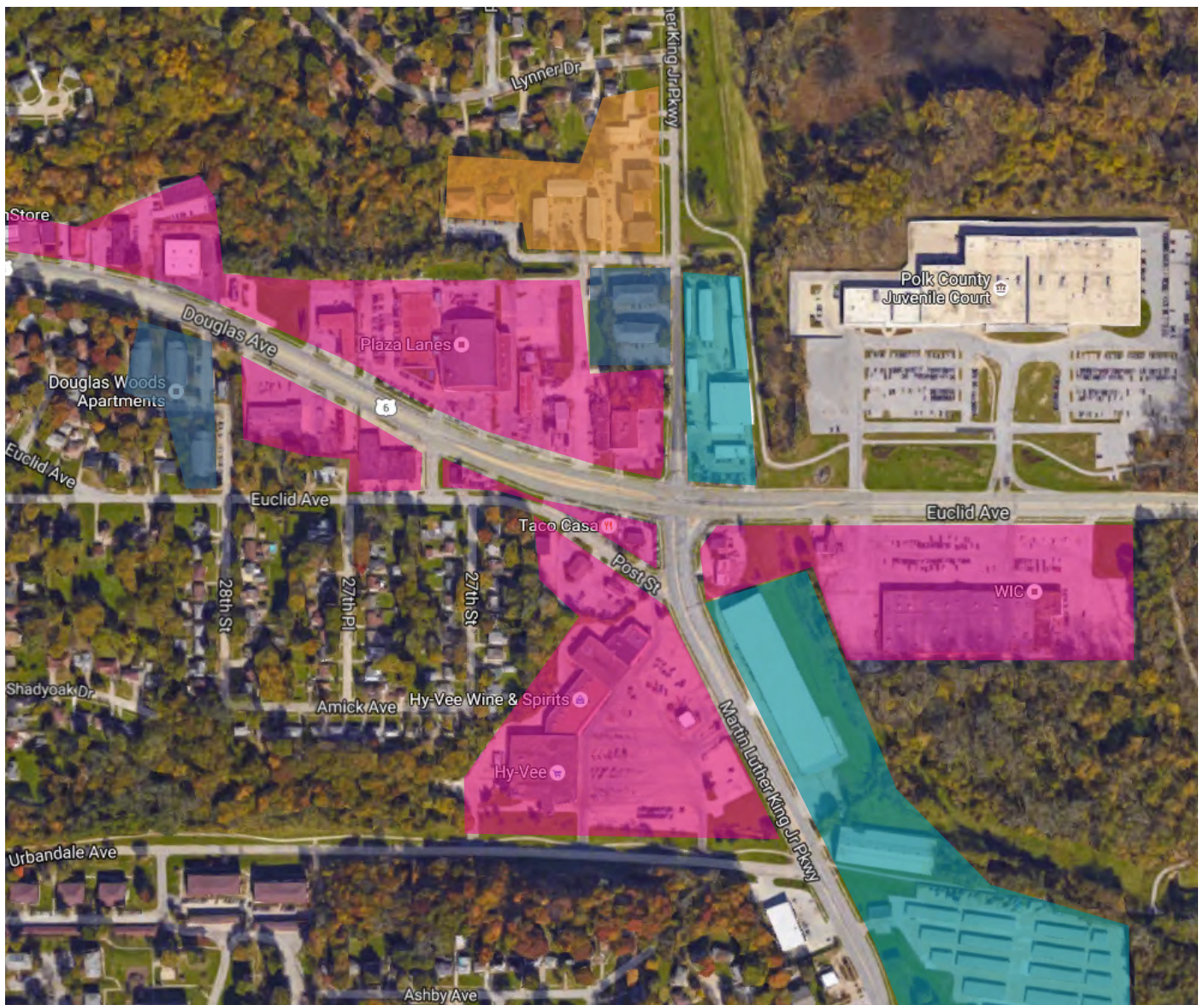
**Douglas: Proposed Node Type B3**

**MLK Jr Parkway: Proposed B2  
(similar)**

Existing light industrial uses and historic  
warehouse along MLK Jr - retain?.

**LEGEND**

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





3

## Highland Park: E 14th ST at Euclid Ave

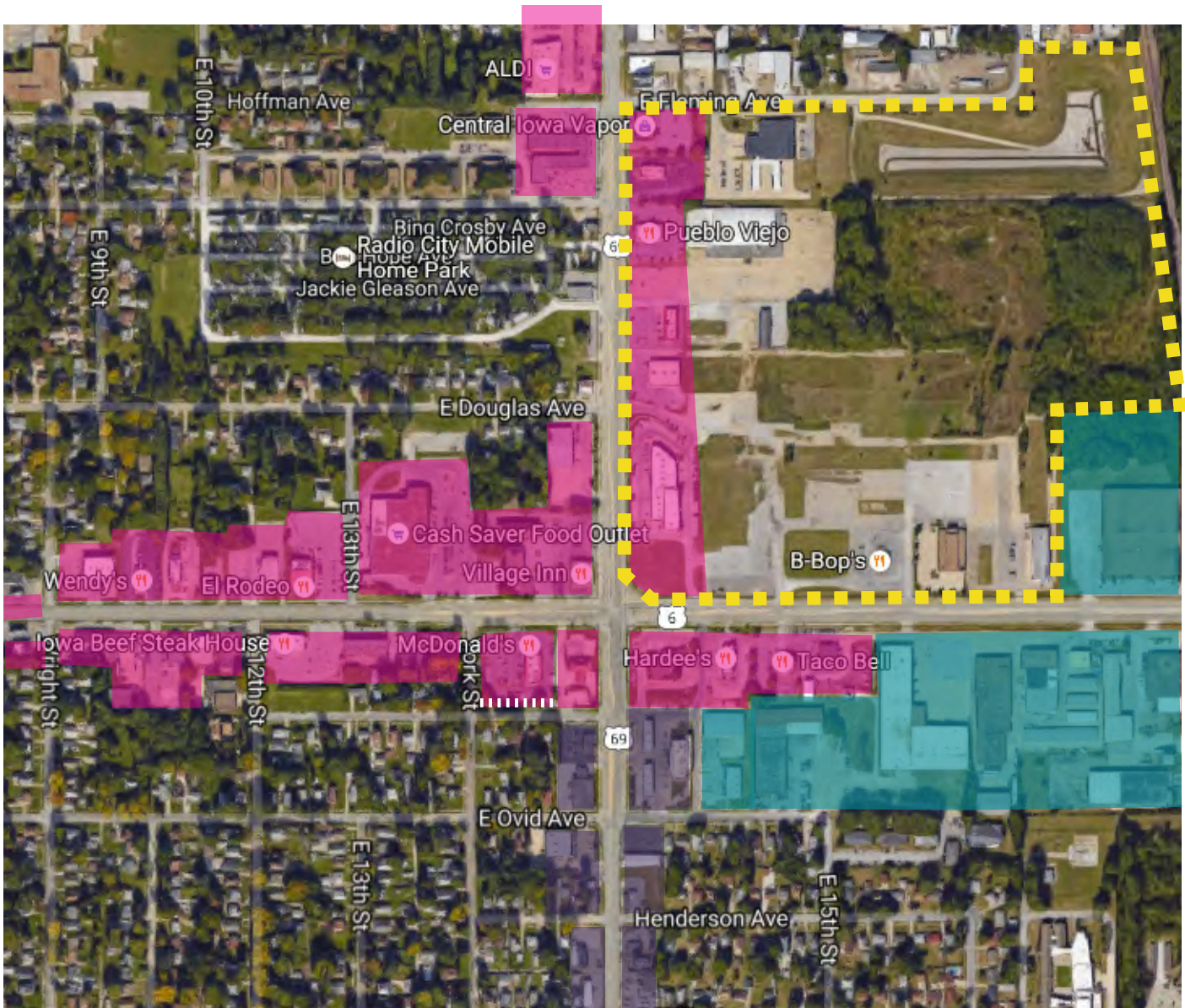
**Euclid and E 14th St north of Euclid:  
Proposed Node Type similar B1**

**E 14th St south of Euclid: Proposed Node  
Type similar A1**

Northeast quadrant to be subdivided with new main street corridor, residential, and potentially more light industrial. May require a different district designation to illustrate ultimately mixing districts with the subdivision. (similar to regional nodes)

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision



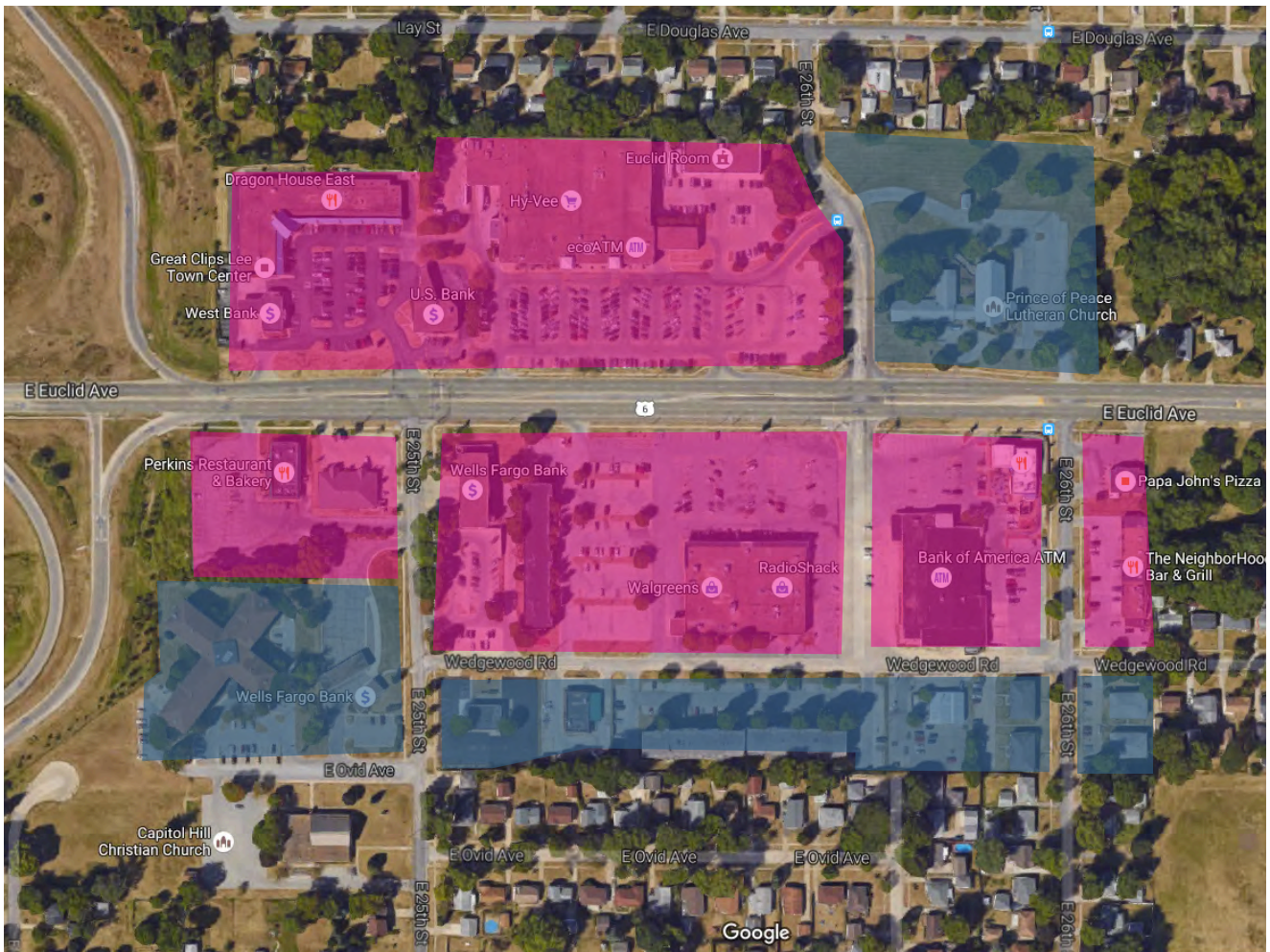


# Douglas Acres: EUCLID AVE at Interstate 235

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B3





# Highland Park: E 14th ST at Interstate 35/80

Proposed Node Type?

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# Prospect Park & Mondamin Presidential: MLK Jr PKWY at Hickman Ave

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

**Proposed Node Type similar B2**





# Drake, Waveland Park: UNIVERSITY AVE at 42nd St

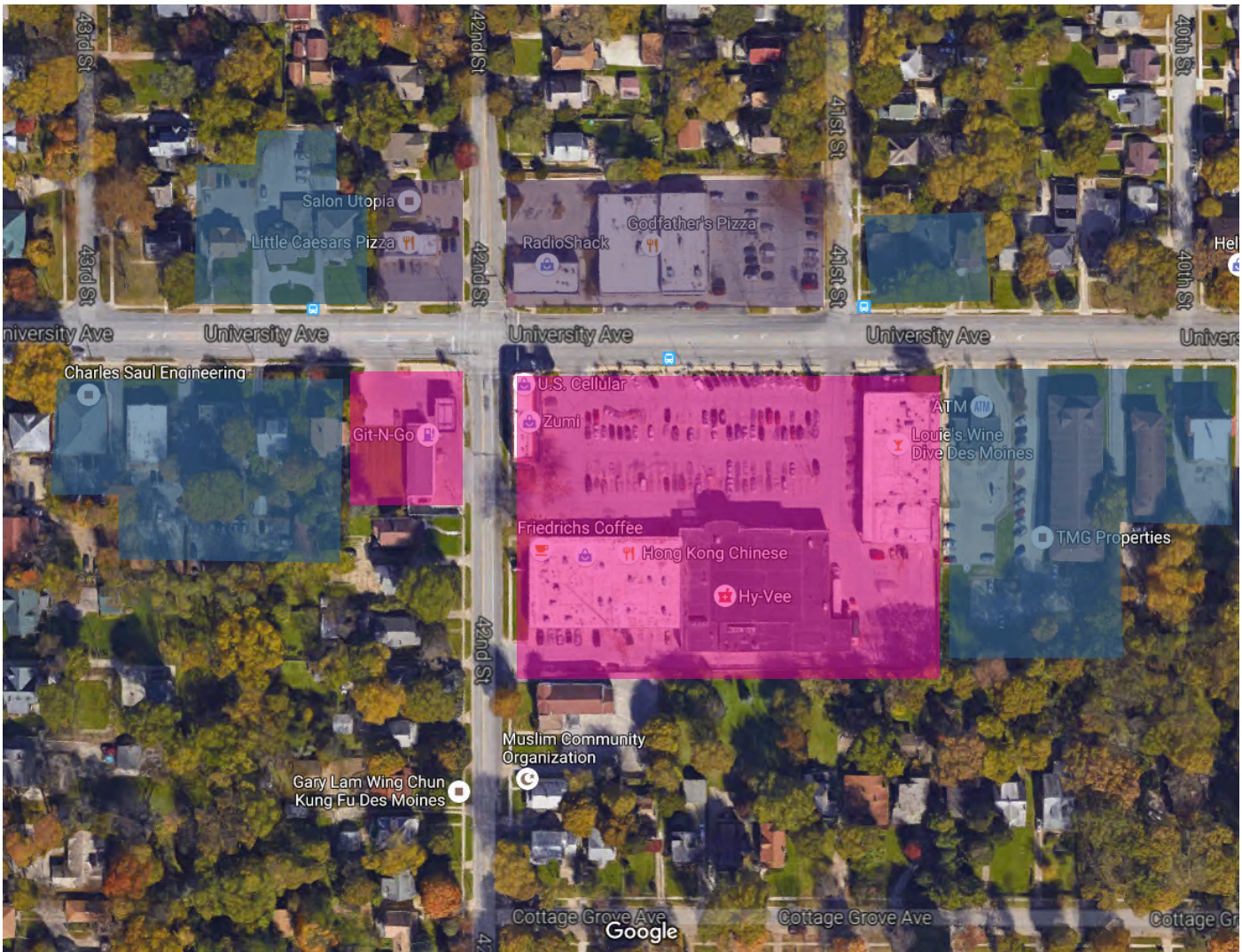
## Proposed Node Type similar A2 (BRT)

Hy Vee shopping center could be main street?

Transitional office/residential is mainly offices in houses.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





# North of Grand, Salisbury Oaks: INGERSOLL & GRAND AVE between 42nd & 29th Sts

## Proposed Node Type A2

The Price Chopper block is really Commercial Center, but if it were to redevelop (maybe unlikely in the near future), it would be multi-story mixed use.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision





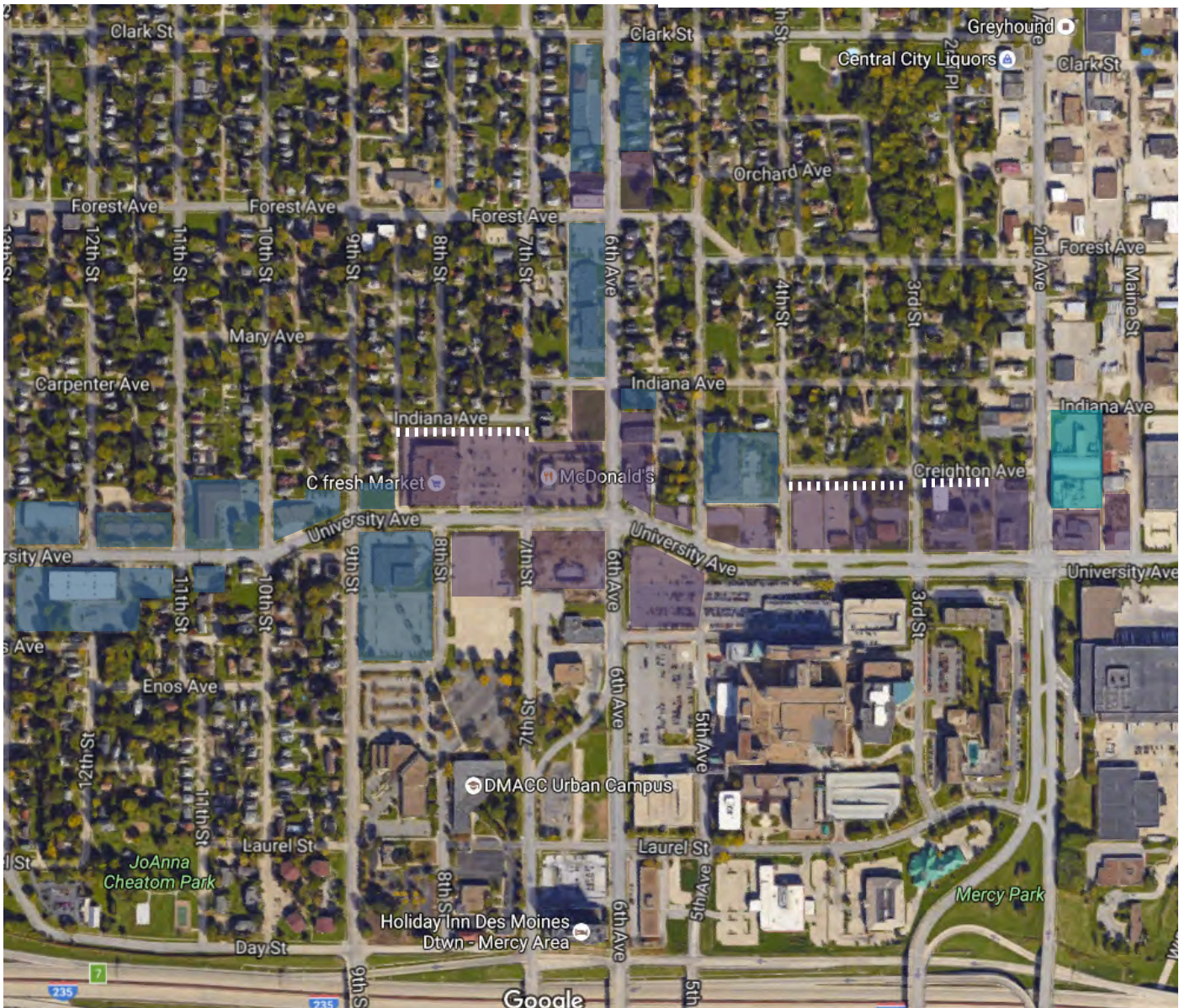
# Riverbend & Cheatom Park: UNIVERSITY AVE at 6th Ave

**Proposed Node Type similar A2  
(BRT)**

Current form is B2.

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision



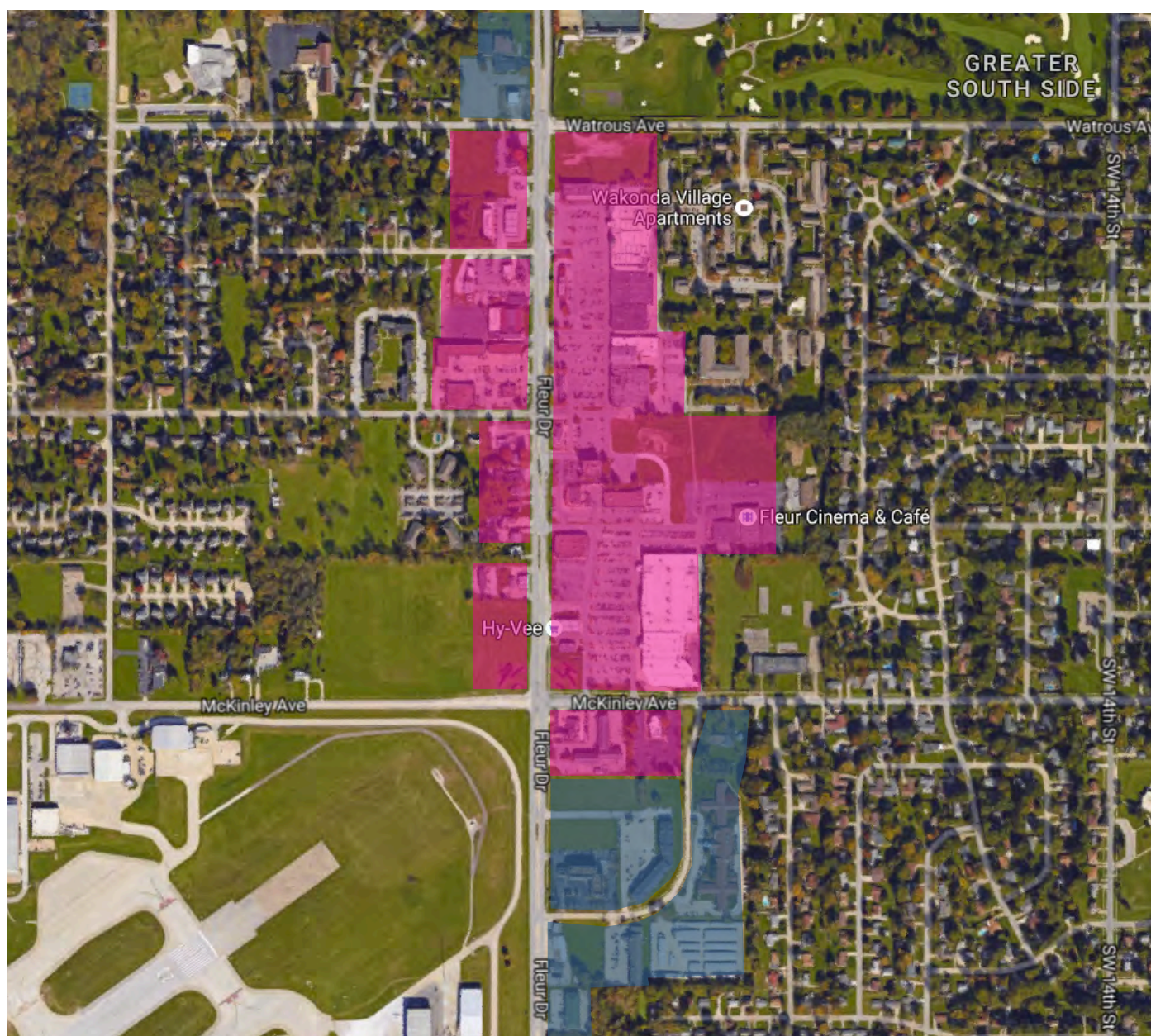


# Southwestern Hills & Watrous South: FLEUR DR at McKinley Ave

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

## Proposed Node Type B3



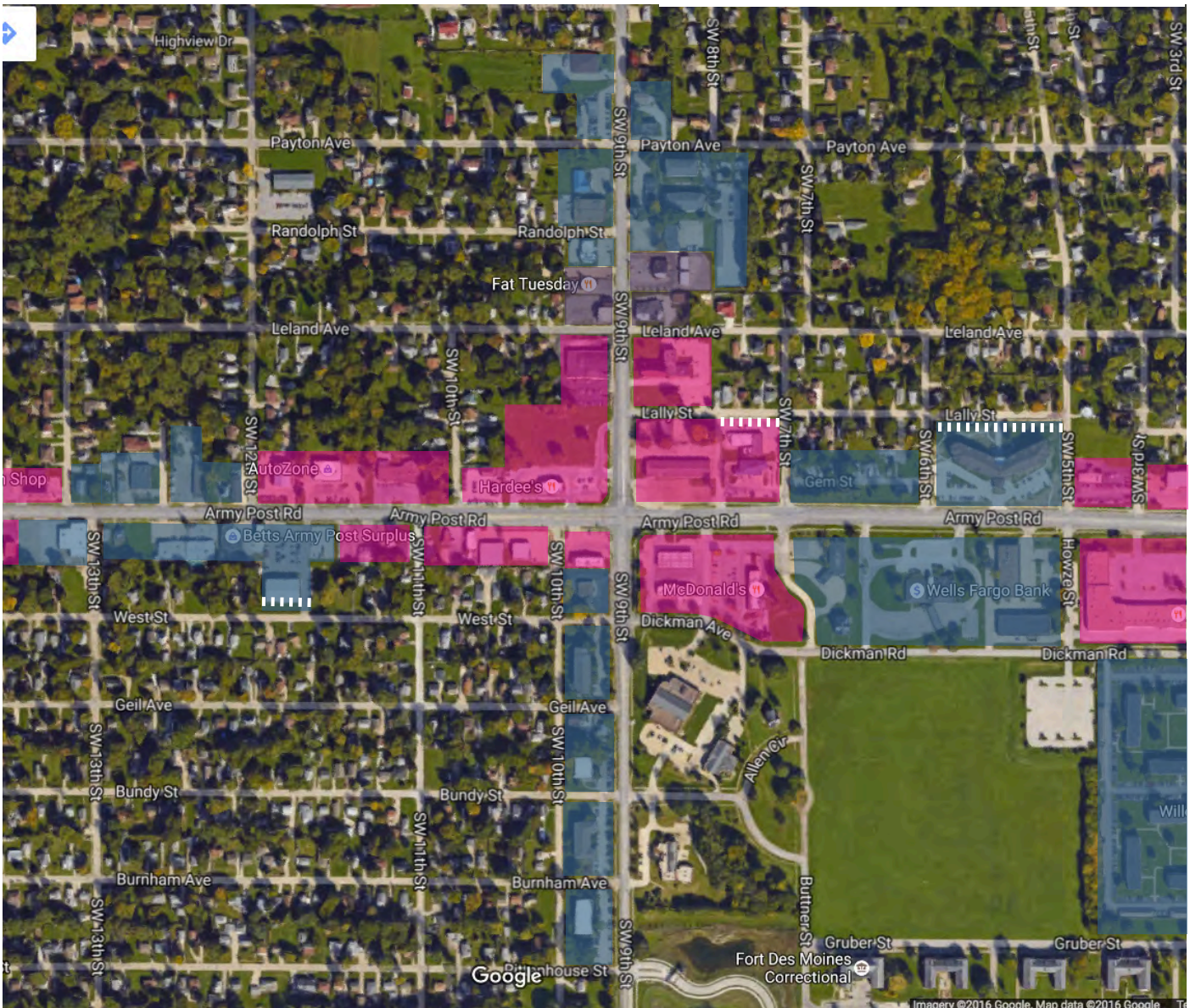


# Watrous South & Fort Des Moines: ARMY POST RD at SW 9th Ave

## LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision

**Army Post: Proposed Node Type B1**  
**SW 9th Ave: Proposed A3, or A1**





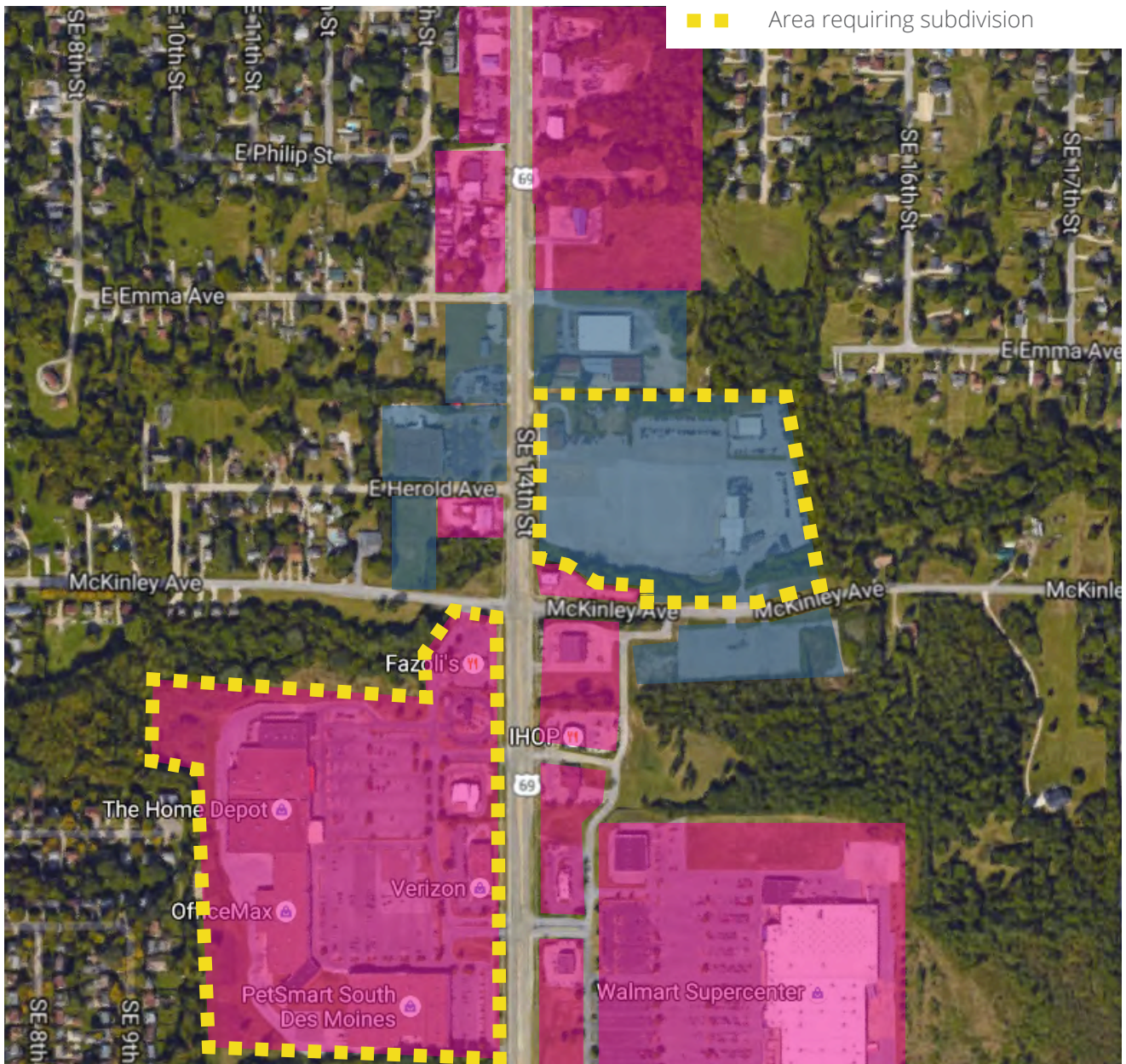
# South Park & Easter Lake: SE 14TH ST at McKinley Ave

## Proposed Node Type similar B3

Larger parcels, if redeveloped, would be B2, with residential or office in the rear and commercial center district towards the front.

### LEGEND

- Main Street/Storefront District
- Commercial Center District
- Office/Residential District
- Lt Industrial/Warehouse District
- Residential District
- Single Family Home Adjacency
- Area requiring subdivision



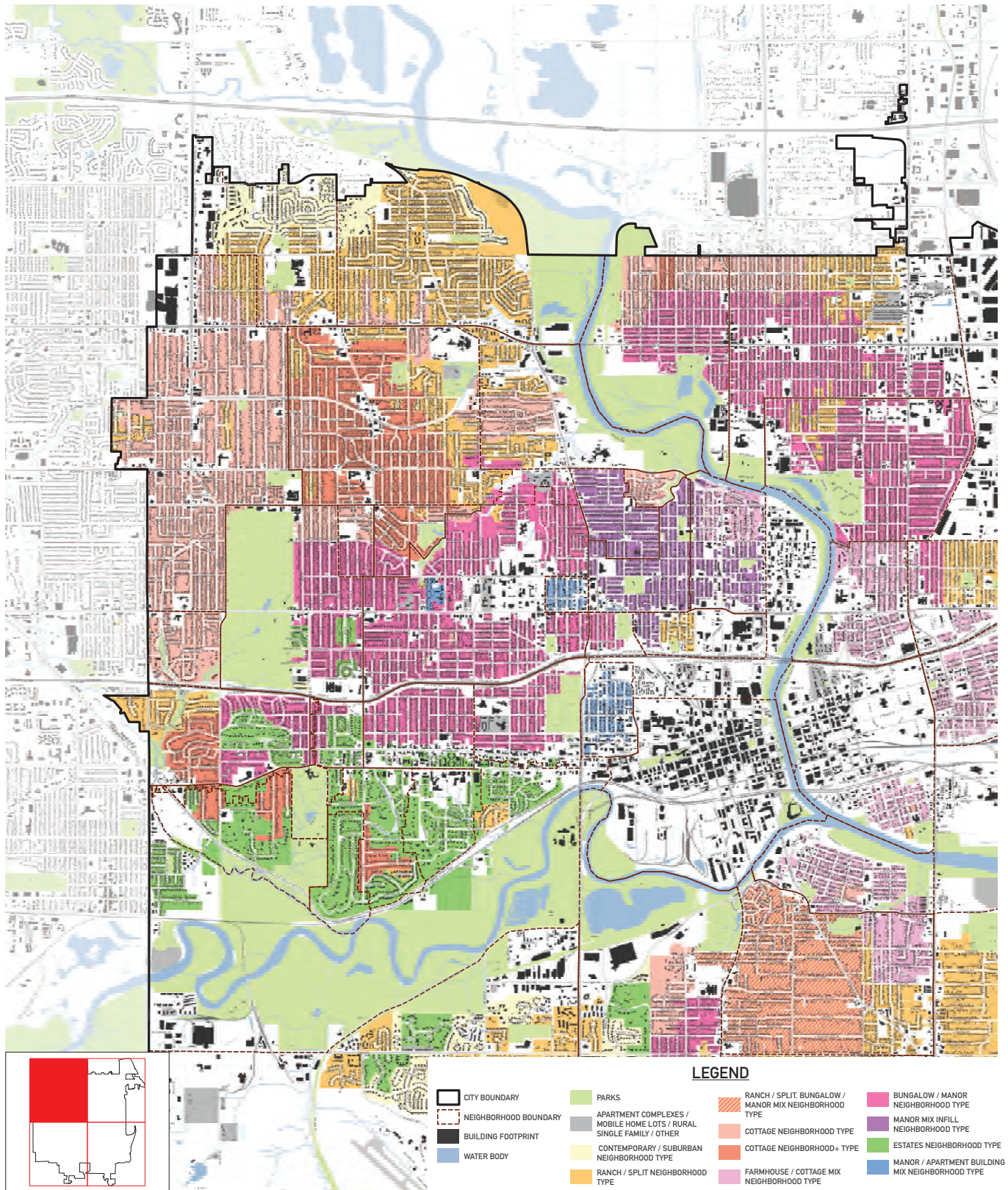
# Appendix 2:

## Neighborhood Types Map

*The four quadrant maps that follow identify the neighborhood character types described in the “Neighborhood Character” section of the Analysis and Project Direction Report.*



## Appendix 2: Neighborhood Types Map



CITY OF DES MOINES, IOWA  
**DES MOINES ZONING UPDATE**  
 NEIGHBORHOOD CHARACTER NORTHWEST QUADRANT

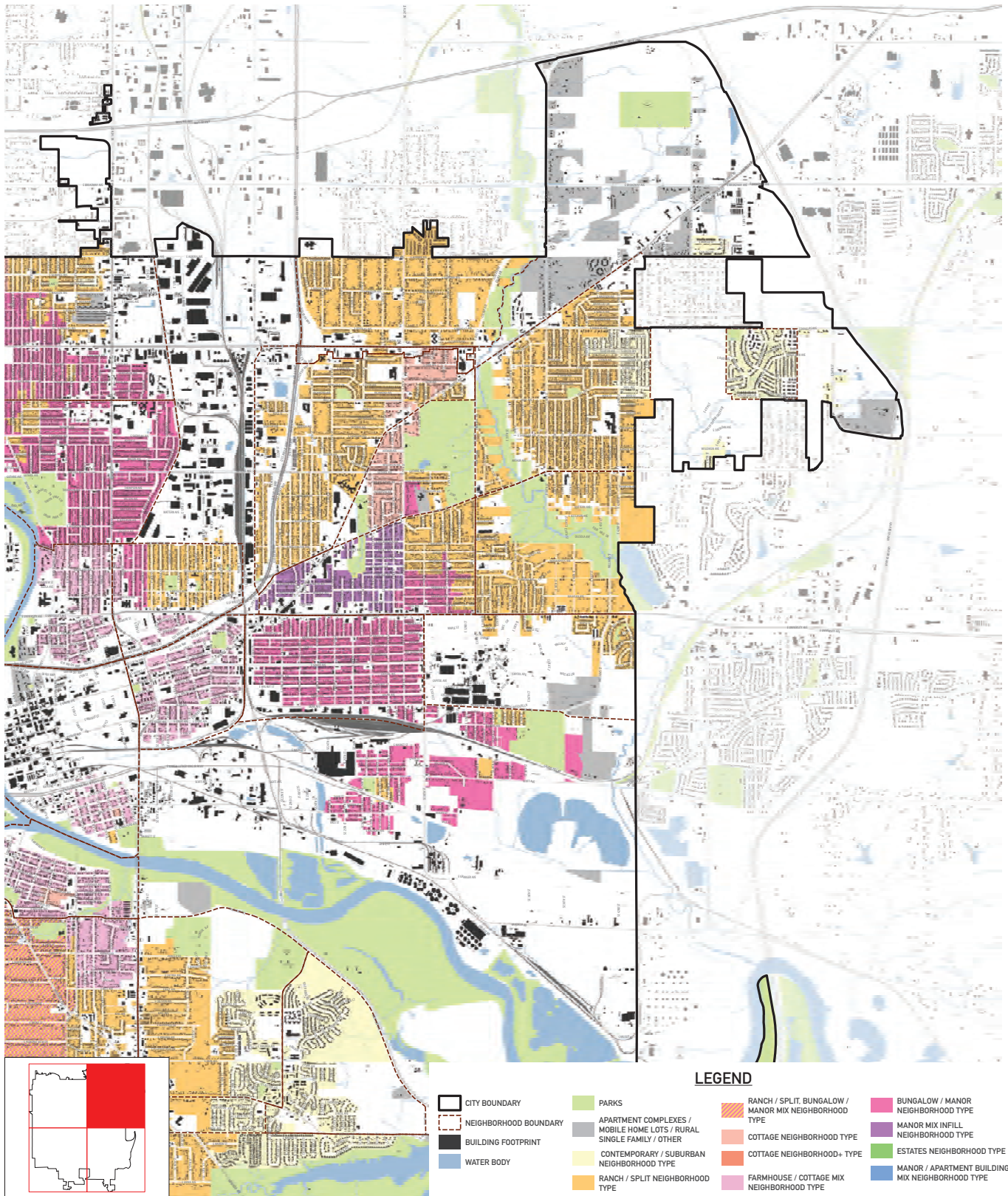
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 Miles

SEPTEMBER, 2016

CODAMETRICS  
 DUNCAN ASSOCIATES

**THE LAKOTA GROUP.**





CITY OF DES MOINES, IOWA  
DES MOINES ZONING UPDATE  
NEIGHBORHOOD CHARACTER NORTHEAST QUADRANT



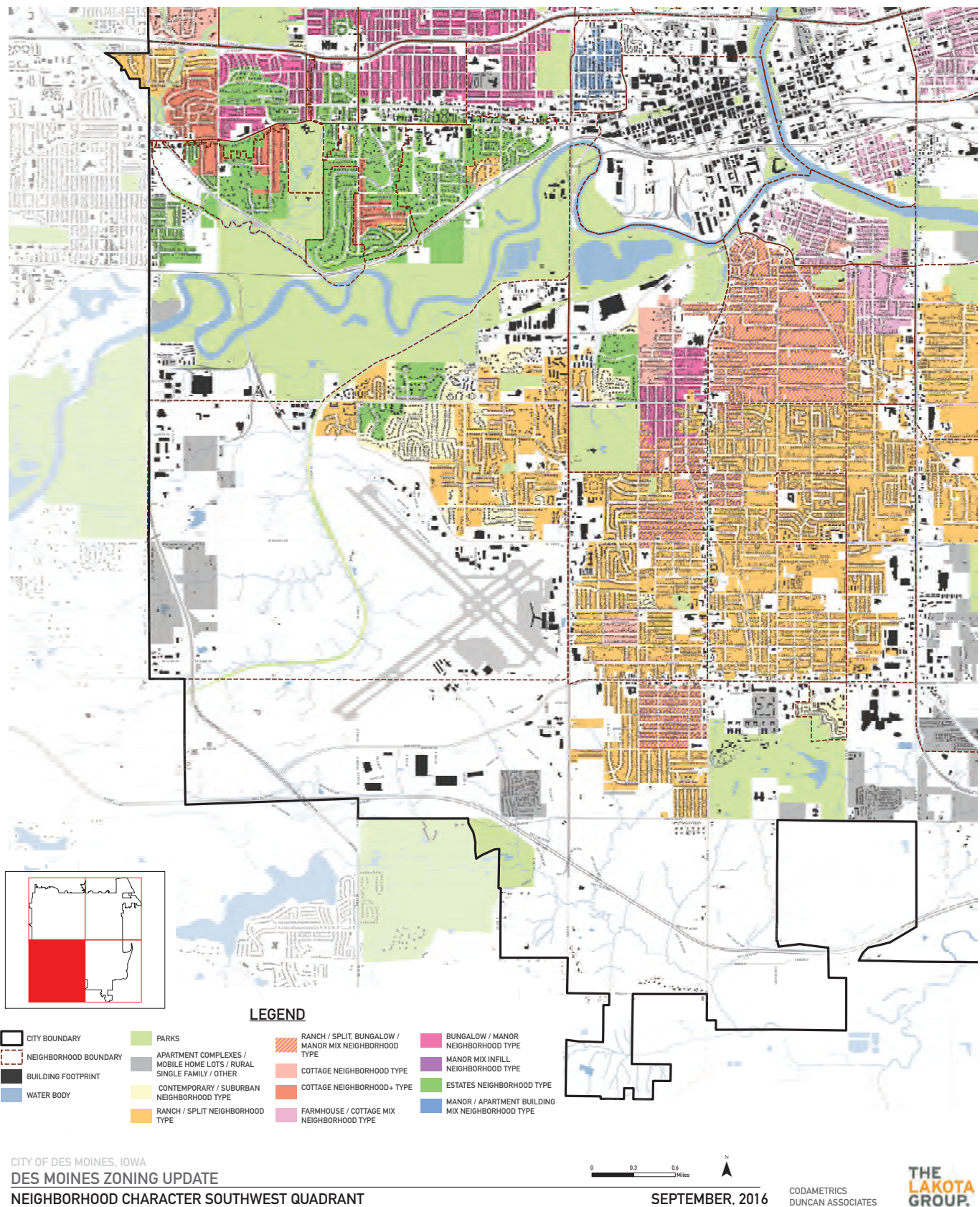
SEPTEMBER, 2016

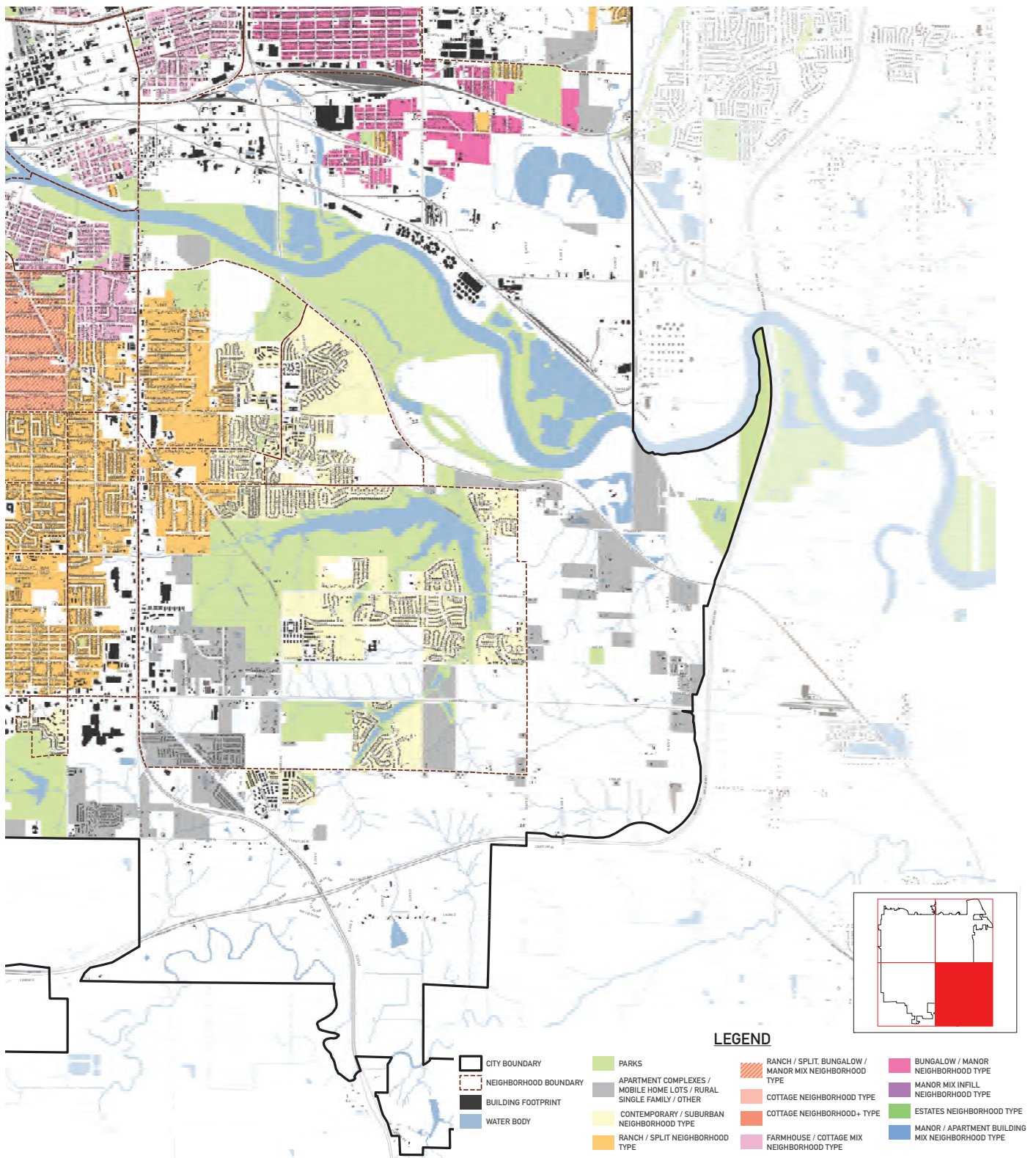
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DUNCAN ASSOCIATES

THE  
LAKOTA  
GROUP



## Appendix 2: Neighborhood Types Map





CITY OF DES MOINES, IOWA  
**DES MOINES ZONING UPDATE**  
 NEIGHBORHOOD CHARACTER SOUTHEAST QUADRANT

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 SEPTEMBER, 2016

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 DUNCAN ASSOCIATES

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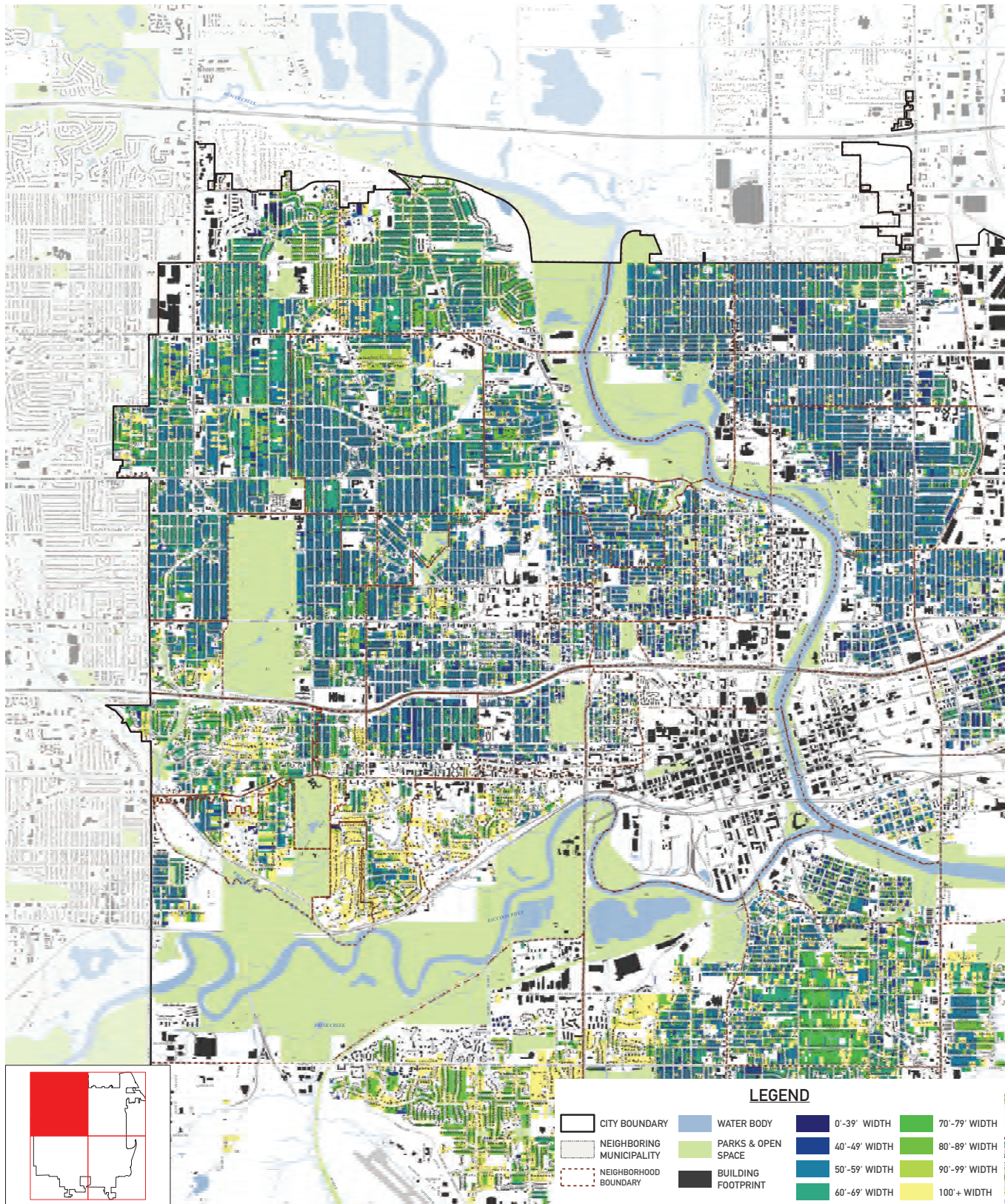
# Appendix 3: Lot Width Maps

*The four quadrant maps that follow identify R1-zoned areas of the city with a high prevalence of lot widths not currently permitted in the ordinance. The smallest lot width permitted in the R1-60 district is 60 feet in width.*

*This map is referred to in the first recommendation of the directions report on page 7: Develop Context-Sensitive Residential Zoning Regulations.*



## Appendix 3: Lot Width Maps



CITY OF DES MOINES, IOWA  
 DES MOINES ZONING UPDATE  
 RESIDENTIAL AREA LOT WIDTH MAP NORTHWEST QUADRANT

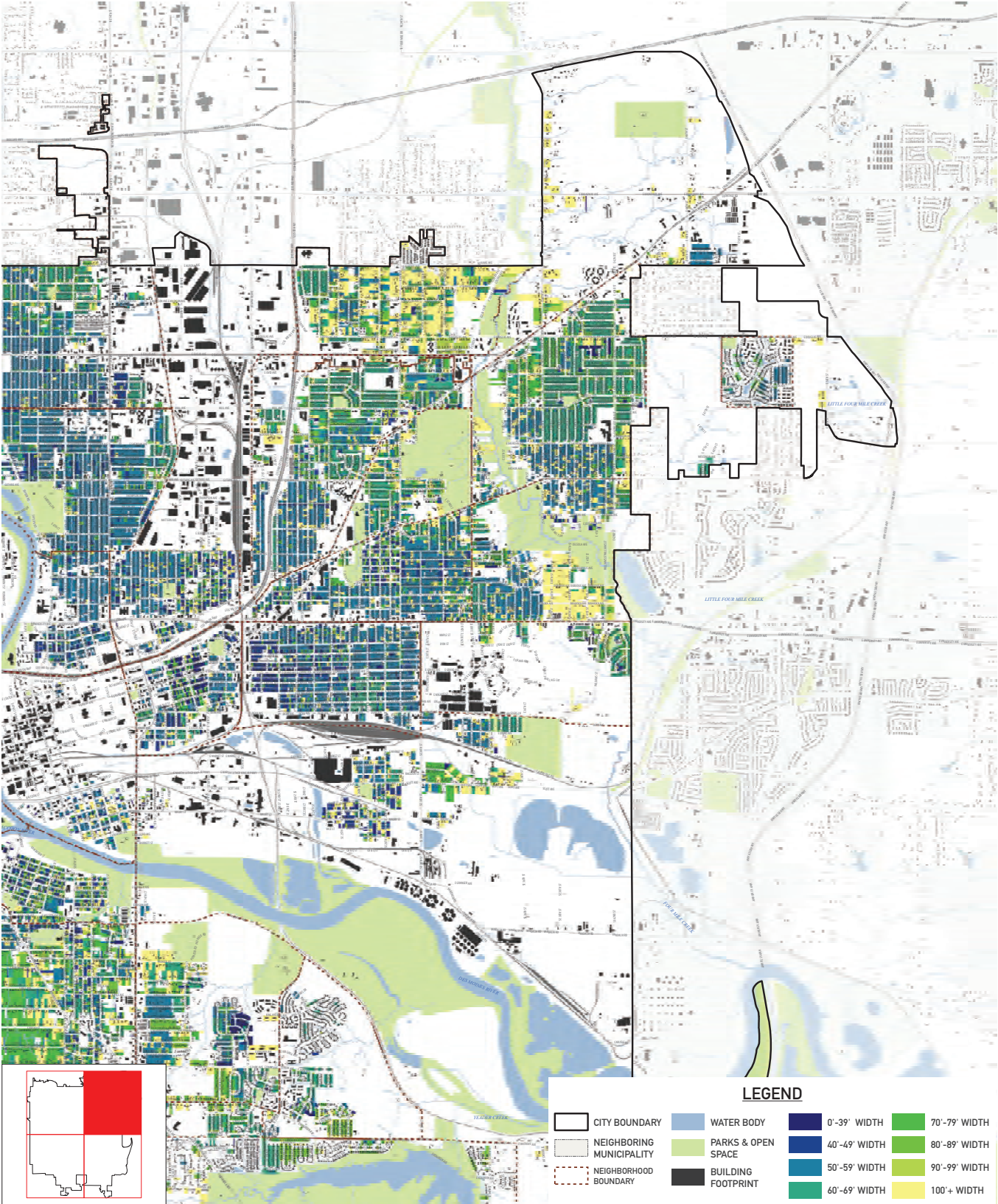
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SEPTEMBER, 2016

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CITY OF DES MOINES, IOWA  
DES MOINES ZONING UPDATE  
RESIDENTIAL AREA LOT WIDTH MAP NORTHEAST QUADRANT

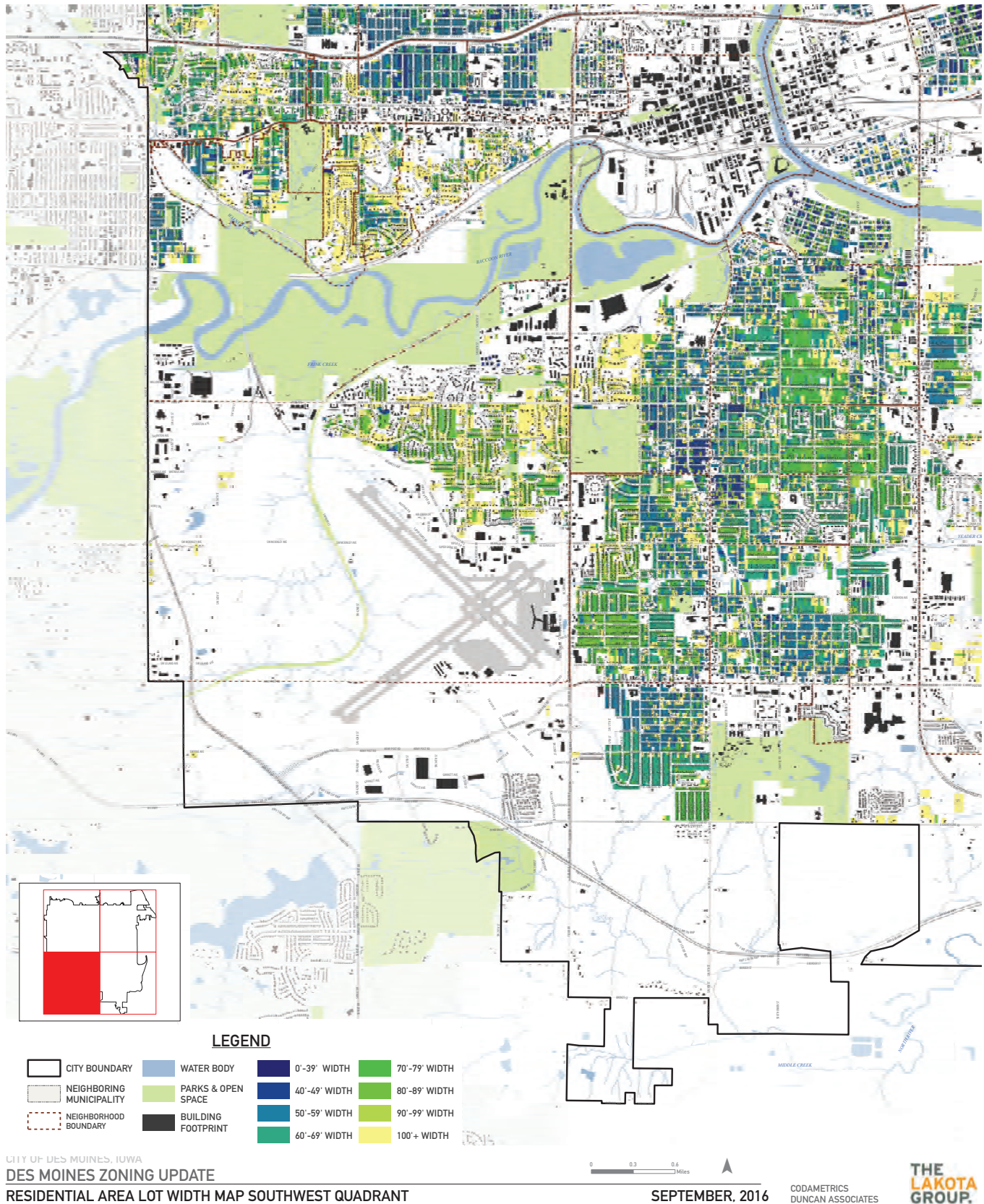
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SEPTEMBER, 2016

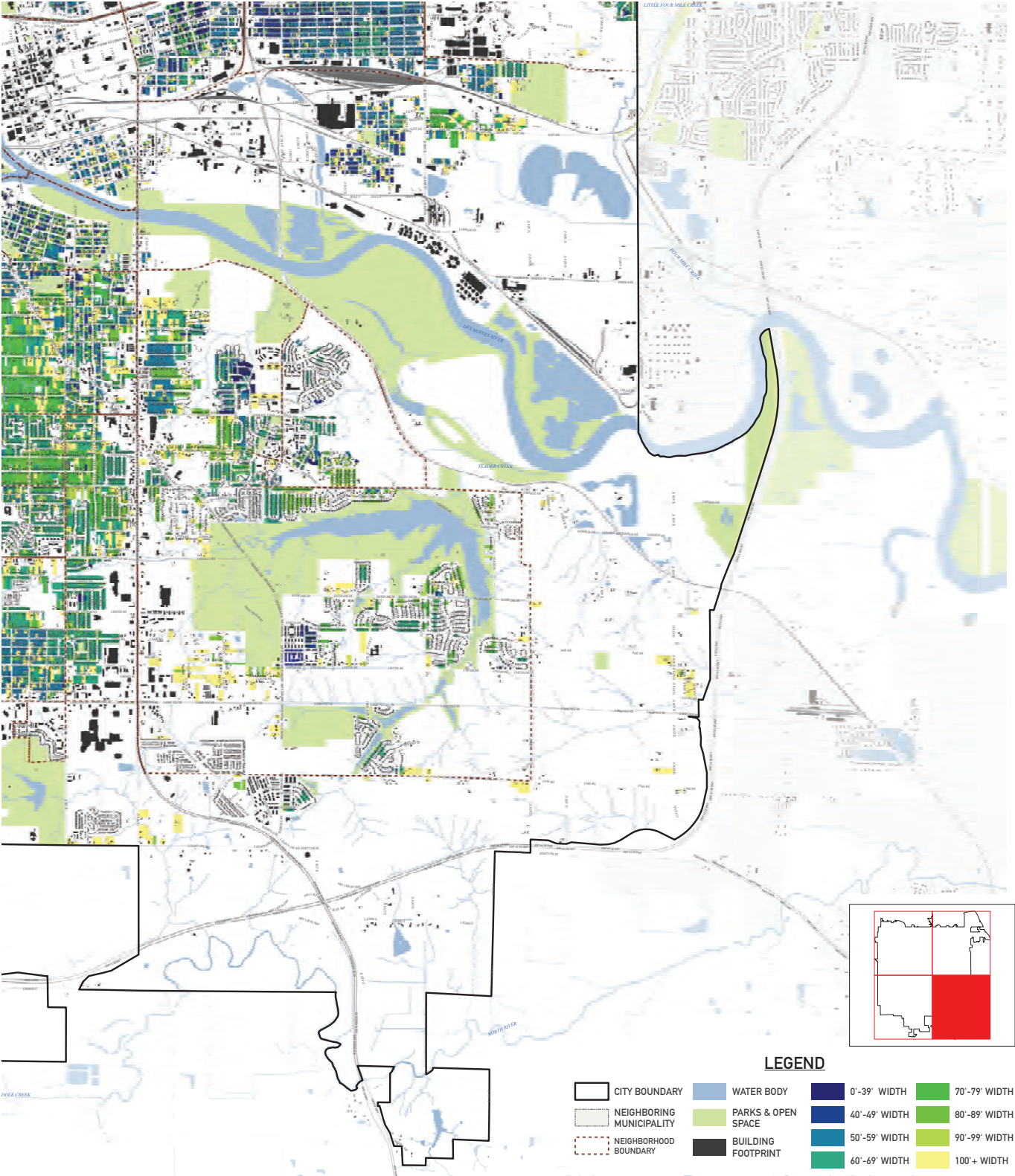
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DUNCAN ASSOCIATES

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LAKOTA  
GROUP.



## Appendix 3: Lot Width Maps





CITY OF DES MOINES, IOWA  
**DES MOINES ZONING UPDATE**  
RESIDENTIAL AREA LOT WIDTH MAP SOUTHEAST QUADRANT

0 0.3 0.6 Miles  
SEPTEMBER, 2016

CODAMETRICS  
DUNCAN ASSOCIATES  
**THE LAKOTA GROUP**





# Appendix 4: Relevant Plan Policies

*The city's new comprehensive plan includes dozens of goals and policies that are directly or indirectly related to the zoning ordinance update. As stated throughout this report, the regulations and procedures of the new zoning ordinance should be tailored to accommodate and promote established land use and development policies. This section includes a listing of relevant plan policies.*

## Regulations

**LU1:** Develop a new Zoning Ordinance and other land development regulations consistent with the goals and policies of PlanDSM.

## Neighborhoods

**LU3:** Ensure new zoning and land use regulations promote development and redevelopment that is compatible with the neighborhood character and reduces negative impacts between incompatible uses.

**LU23:** Create opportunities for a mixture of land uses within neighborhoods including mixed use centers, diverse housing products, recreational opportunities, public spaces, and schools.

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

**LU31:** Support the identification of emerging downtown neighborhoods.

**LU33:** Promote preservation, restoration, and reuse of historical structures and landmarks.

**LU27:** Refine Downtown Zoning Districts to ensure consistency with the goals and policies of PlanDSM.

**LU28:** Encourage infill development at strategic downtown development sites and corridors.

**CCN1:** Celebrate the City's culture and diversity through the creation of vibrant neighborhood nodes and corridors.

**CCN2:** Ensure a diverse mix of housing types, styles, scales, density, and affordability that complement existing neighborhood character.

**CCN4:** Adopt high quality development standards, such as zoning district and site plan regulations, and design guidelines related to form, massing, and materials that lead to the development of attractive, walkable neighborhoods.

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

**CCN6:** Expand the street tree program to provide green infrastructure, to encourage neighborhood beautification, and to define corridors.

## Nodes and Corridors

**LU2:** Develop regulations sensitive to adjoining development and potential development to promote unique land use objectives including neighborhood centers and transit-oriented development (TOD).

**LU5:** Develop regulations to reduce blight and visual clutter including, but not limited to, signage, overhead power lines, telecommunications equipment, and other utilities. Regulations will be consistent with federal and state code and case law.

**LU7:** Adopt the regional, community, and neighborhood nodes identified in *The Tomorrow Plan*.



**LU8:** Encourage continued redevelopment and enhancement of regional nodes emphasizing a mix of uses, ease of access by transit, enhanced walkability, and high density residential.

**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.

**L11:** Identify nodes appropriate for Transit Oriented Development (TOD). Prioritize nodes identified along high capacity transit corridors.

**LU12:** Prepare small area Transit Oriented Development (TOD) plans for the nodes located on high capacity transit corridors. Plans should include incentives to encourage high density, mixed use, market rate and affordable housing, and walkable development.

**LU13:** Encourage high-density housing in identified nodes and along corridors that provide convenient access to public transit, public amenities and services, schools and open space, and are in close proximity to job centers.

**CCN16:** Improve the appearance of property along “Gateway Corridors” through property maintenance and code enforcement.

**CCN17:** Encourage commercial development that meets the service, retail, and entertainment needs of area residents.

**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.

**CCN23:** Support DART’s plans for high capacity transit corridors through infrastructure design, as well as appropriate transit-oriented development (TOD) land use and zoning.

## Housing Options

**LU30:** Promote development of additional housing and amenities for all age groups and families

**H1:** Ensure an adequate supply of housing through a mix of new development, infill development, and redevelopment of existing properties.

**H2:** Identify and explore the applicability of creative and innovative housing solutions such as Accessory Dwelling Units (ADUs), Single Room Occupancy (SRO), and smaller housing units through flexible zoning to meet the demand for smaller and affordable housing.

**H3:** Achieve a balanced mix of subsidized rental housing, income restricted, and market rate rentals in all neighborhoods and across the city.

**H4:** Promote accessible, affordable, and age friendly housing alternatives in all neighborhoods to accommodate persons with disabilities and allow seniors to age in place, in proximity to known services, and with easily accessible quality open space.

**H5:** Address availability and affordability of housing options for all families.

**H6:** Maintain sufficient residentially designated land to accommodate growth over the life of PlanDSM.

**H9:** Provide information, such as a pattern book, to demonstrate how homeowners can modernize their existing residence with additions or renovations.

**H15:** Evaluate existing occupancy standards, zoning codes, and design standards to remove barriers that impact access, development, and maintenance of safe and affordable housing for all residents.

**H16:** Streamline permit and development processes to encourage development in accordance with applicable regulations.

**H19:** Encourage mixed use development that incorporates affordable and market rate housing along transit corridors and in neighborhood nodes.

**H20:** Prioritize housing development at an increased density in locations that are close to public transit, shopping, public amenities, schools, and open spaces.

**H21:** Ensure availability of rental and owner-occupied housing that meets the needs of households with all income levels in the city.

**SE9:** Ensure healthy, safe, and sanitary housing for all residents.

**SE18:** Enable residential care facilities and other housing for aging persons to be located close to services and amenities.

## Transportation Choice

**T2:** Address all forms of transportation including walking, bicycling, transit, and automobile.

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

**T15:** Include sidewalks as required infrastructure for high-density multifamily development.

**T18:** Increase neighborhood connectivity to transit corridors and bus stops.

**T21:** Develop a transit oriented development (TOD) zone district or overlay for proposed nodes and corridors to achieve mixed-use, walkable environments.

**T22:** Encourage higher densities and mixed-use transit oriented development (TOD) to locate on transit corridors.

**T28:** Provide bicycle parking downtown and establish bicycle parking requirements for new development.

**T29:** Integrate bicycling and transit facilities with the provision of bicycle parking or storage near transit stops.

**T42:** Consider workplace, residential, and publicly available sites for electric vehicle charging stations.

## Business and Industry

**LU32:** Ensure a variety of business, employment, and building densities to develop an engaging downtown.

**LU36:** Develop land use regulations for industrial uses that address potential impacts with adjoining non-industrial land uses, particularly residential areas.

**LU37:** Restrict expansion of existing or development of new non-industrial uses within industrially designated areas.

**LU39:** Eliminate and/or reduce offensive industrial odors.

**ED6:** Support revitalization of obsolete commercial locations and identify alternative land uses and adaptive reuses for commercial properties that are both functionally and locationally obsolete.

**ED7:** Focus economic development efforts in neighborhood, community, and regional nodes and corridors served by transit.

**ED8:** Support industrial growth and expansion.

**ED17:** Encourage businesses that diversify the economy; use locally produced materials and market their products locally; practice energy efficiency, provide a living wage; utilize green building practices; employ exemplary stormwater management practices; and/or utilize sustainable transportation and distribution systems.

**ED18:** Assist redevelopment and infill development on sites with adequate infrastructure through incentives, intergovernmental coordination, and facilitated processes.



**ED19:** Support entrepreneurship, new business models, small business owners, and business incubators.

**CCN20:** Improve access to jobs in neighborhood nodes and corridors through economic development and transportation connections to other employment centers.

## Environment and Health

**LU4:** Integrate development with the natural environment through green building and site planning practices.

**LU6:** The City of Des Moines will strive to reduce greenhouse gas emissions by encouraging energy efficient buildings, reducing vehicle miles traveled, increasing landscape plantings, and utilizing green infrastructure.

**LU22:** Identify landscape enhancements, including green infrastructure, to beautify corridors and encourage private investment.

**LU29:** Support downtown development that investigates and incorporates green building techniques and design

**LU40:** Prohibit development in identified ecologically sensitive and critical areas to limit impacts of construction and land disturbing activities.

**LU41:** Establish policies that recognize the benefits provided by natural ecosystems, such as ecological processes or functions in wetlands and riparian areas that have value to individuals or society.

**LU42:** Permit reasonable development of land that addresses environmental constraints and minimizes disturbance of natural habitats.

**LU43:** Regulate development in flood prone areas to protect from damage to public health, safety, and property.

**PIU11:** Encourage the use of local renewable energy resources, technology, and design, and consider code and process amendments that encourage or do not inhibit sustainable development practices.

**PIU13:** Evaluate and develop an incentive program that encourages property owners to adopt green infrastructure practices.

**PIU14:** Expand and maintain the city's green infrastructure network to include such elements as preserves and parks, trails, stream corridors, green streets, greenways, and agricultural lands.

**PIU15:** Identify and mitigate barriers to implementation of green infrastructure in public and private development and rehabilitation/repairs.

**PIU16:** Update zoning standards to support the installation and maintenance of solar access.

**PIU17:** Limit impact of restrictive private covenants on installation and use of renewable energy resources, technologies, and design.

**PIU18:** Balance the regulation of wind and solar access with preservation of the urban canopy.

**PIU21:** Increase landscape requirements in public and private parking lots to reduce heat island effects.

**PIU22:** Allow the use of permeable pavement in parking lots and driveways when soil types are suitable.

**PIU29:** Require full cutoff, down-directional lighting in all new developments to minimize both upward and sideways light pollution.

**PIU30:** Provide sufficient lighting for better wayfinding and safe circulation within and around developments.

**PIU31:** Require that new development does not significantly increase ambient noise levels.

**PIU34:** Protect and improve the water quality of the city's rivers, creeks, lakes, and aquifers for the use and support of aquatic life and resident enjoyment.

**PIU35:** Minimize sources of water pollutants in urban runoff through stormwater retention, on-site water treatment technologies including green infrastructure, and the implementation of pollution prevention programs.

**PIU36:** Enhance the protection of creeks and floodplains to preserve environmentally sensitive areas and improve the quality of water.

**PIU37:** Prohibit development in the 100 year floodplain.

**PIU38:** Plan for and adapt to increased drought, severe weather, and other potential impacts of climate change on the water supply.

**PIU41:** Reduce per capita potable water use through conservation, water reclamation, graywater use, and other water resource stewardship programs.

**PR4:** Expand community garden spaces to encourage outdoor activity and access to healthy food.

**PR10:** Continue to provide a variety of open spaces like pocket parks, plazas, and community gathering spaces.

**CCN31:** Identify and develop strategies to eliminate food deserts and ensure access to healthy foods for all residents.

**SE10:** Prohibit new residential development in vulnerable areas such as floodplains.

**SE15:** Establish community gardens and farmers' markets as a by-right use in residential neighborhoods.





# Appendix 5:

## Stakeholder Comments

*A wide variety of views and opinions were expressed during the early project listening sessions held over two days in July 2016. This section summarizes the views expressed at those meetings. These views do not necessarily represent those of the city or the consultant team. They are presented here to provide context and a sense of the diverse community sentiment surrounding the types of issues that may be addressed in the zoning update.*

### Non-Profits

- Some worry that downtown may be approaching over-built condition (bubble).
- NDC trying to build stacked townhouses on arterial corridors. Zoning is not terribly conducive. Mainly using NPC district.
- Missing mix of housing types: 2 flats, duplexes, small lot housing, townhouses. Right now mainly just have sf homes and apartments.
- The biggest gap in available housing units is in the 60-120% AMI range. DSM losing those potential residents.
- Downtown construction cost inflation hurts neighborhood (NH)/affordable housing production efforts
- R-1 district is NOT accommodating to affordable or lower-cost market rate housing production. Can't build traditional product with today's zoning.
- Has been difficult to secure approval of rezoning/re-subdivision
- Would like to see DSM have "hip" in-city neighborhoods (beyond downtown)
- Where do millennials go when they outgrow downtown?
- NH areas with potential: Ingersoll, Drake (University Ave), SW 9th (Maybe E. Grand and 6th Ave North. Highland Park has blocks for replacement
- SW 9th doesn't "feel" residential
- Arterials are best place for higher densities (where existing naturally occurring affordable housing), but also can turn corner off arterial
- Places with most potential are where most affordable housing is now found, so need to be mindful of gentrification effects
- Need to promote/encourage/require mixed-income housing developments through zoning without going to inclusionary zoning
- There are 650 "naturally occurring" affordable units in the Grand-Ingersoll corridor (out to 42nd)
- Understanding how DSM developed is important story going forward. Need to look at type of historic housing that was built: worker housing built pre-war was not as high quality (Highland Park, Union Square)
- "150% parking rule" is problematic—key to lowering required parking: (1) zoning, (2) finance, (3) market. Should be crediting on-street parking.
- Don't get hung up on vertical mixed-use; horizontal works too.
- Virtually impossible to do successful development without subsidy
- Tax abatement design review is focused on "counting bricks", requires some brick or stone, but usually a 3' swathe across bottom. (Can't build stucco in DSM – no tradesmen, not



the climate)

- \$25,000 dumpster enclosure is an expensive design requirement, required for only 6 units.
- 3-4 story, all wood construction – rents are too low, so lots of upper glass is not feasible unless required/subsidized.
- When it comes to development/redevelopment the city's focus should be on FORM first, DURABILITY 2nd and APPEARANCE 3rd
- Review and approval process in DSM is very fast—faster than anyone else in region; biggest complaint is site inspectors having different opinion from plan reviewers—things get flagged in the field that have been approved at plan stage
- Identifying neighborhood anchors is key to understanding what can be supported (Grandview Univ., Drake, downtown employment)
- No E side neighborhoods can support market-rate housing
- Arterials have been and should be the focus for most density
- On-street parking on Ingersoll (during non-rush hours) should be the model for other corridors (SW 9th)

## City Council

- 20/20 plan was not followed up with zoning update
- Tomorrow Plan sets the regional framework (a la GOTO)
- Corridors and Nodes strategy is good
- Run-of-the mill zoning issues: Air BnB, group homes, in-home daycare, home occupations (e.g., swimming lessons morning meeting of landscape crew)
- Property maintenance is a concern in many areas; vacant lots are an issue, rented to vendors without parking
- Multi-family residential is “the play” in SW 9th area on north end, with single family

going away; nodes should be mixed use (see corridor plan)

- City has antiquated tree policies and beautification standards
- Don't write regulations that city is not in a position to administer and enforce
- Impact fees?
- Ingersoll area should have lower minimum parking requirements
- Need more small lot residential (housing) options
- Tax abatement requires 75% residential, which translates as 4 story building -- not allowed.
- DSM needs to focus on the competitive advantage of urbanism—only jurisdiction in region with dense, walkable, urban character

## Steering Committee

- Need walkable, dense urban centers & corridors served by transit, compact grid of neighborhoods. Ideally FBC, as pure as possible.
- Existing process has too many steps and too many meetings
- Existing neighborhoods have a particular form, which is sometimes a barrier – need to balance infill with existing. Allow divided lots without complicated subdivision process. Need a mix of housing.
- Need more zoning options
- Existing ordinance does not recognize or promote varying neighborhood character
- Front-end concern: requiring quality building materials (no vinyl, corrugated metal... materials should complement brick if not brick)—back-end concern: city enforcement of standards and requirements (including property maintenance)
- Shouldn't “push” density, but it should be allowed along corridors
- A focus on corridors will lift the interior

## neighborhoods

- Negotiations at the staff level are okay – good staff
- DSM is not difficult place to develop but process is cumbersome
- Need property maintenance codes
- Sometimes planning is not good, as in the case of closing schools in the N/E area then building hundreds multi-family units up there
- Should eliminate parking minimums; not sure parking maximums are needed yet
- Focus on Alt. transportation—to support transit, density is the driver; form is important, especially on corridors with parking and connections from street to door; think about peds
- CEOs for cities—nodes and corridors, equity/parity, fewer hoops, enable staff to get to yes, time is now
- Need to shoot for highest quality we can while at the same time being (economically) realistic; 2 story main streets have more value than walmart
- Okay to set materials, but be sure to revisit them and allow flexibility; be careful not to be too limited on “looks”
- Duplexes are basically prohibited in DSM
- Consider density bonuses (aff housing) to combat gentrification
- Refugees have different lifestyles – housing them requires consideration
- approve lesser standards all the time because code is not good
- Code is too complex; hard to keep track of the changes; hopes the new code is easier to understand; needs index, graphics, cohesion; online
- Code shouldn't be simplified...just more organized and easier to read/understand
- Too much exclusion results from NH opposition
- Parking minimums are too high; also people provide more than required
- Issues of outdoor storage
- Use variance – have to be denied for rezoning before can get use variance. Some use variances: commercial in residential area, outdoor storage, semi parking in a neighborhood, convenience store
- Code should be flexible to support small businesses with small scale impacts, especially when going into an existing vacant building (can recyclers outdoor storage)
- Avoid vanilla developments – same townhouse design just in different color; gear code towards differences in the neighborhoods
- Enforcement, enforcement, enforcement!
- PZC regularly defers to the neighborhoods – is it required that developers meet with neighbors [when, how]
- City tends to “over-notice” (i.e., exceed legal requirements)

## Plan and Zoning Commission

- Be careful about attempting to legislate too much – sometimes too much specificity (e.g. not allowing prairie plants instead of shrubs, setting minimum house sizes when there aren't houses being built too small)
- Code does need more clarity
- Sign regulations need to be more flexible in campus setting
- Need higher standards for building design –

## Neighborhoods

- Enforcement is top issue for many
- City needs consistent alley policy
- Should require accessory storage on residential lots; garage or storage is not currently required if you have a basement
- Pay attention to high-quality, durable materials – brick, stone; Dunkin Donuts at E 14th & University is all siding – will look bad in a few years; inconsistency with materials



- requirements – tire shop had to have brick, but all metal auto body shop approved.
- Ordinance is always being “bent”
- BoA always grants variances
- Need better sign regulations—window signs, electronic signs, etc.; pole signs on Douglas Ave; signs in residential areas allowed to be too big (church sign can be 64 sf) too many signs
- PUDs are just a variance process; trade-offs are usually not as good for the neighborhoods
- Commercial to residential transitions need work; but keep in mind many mom & pop shops can’t afford buffers
- NH notice/meeting process occurs too late—NHs would like to be involved earlier
- Need better NH involvement process
- There’s an us vs them mentality
- Lots of 40-foot lots in King Irving but they can’t be developed because of zoning—BAD; 40’ lot splitting in McKinley School/Columbus Park is not appropriate--18’ wide houses are too small [specific to neighborhoods?]
- Should require sidewalk setbacks from curb or have min. parkway width requirements
- Big multi-family projects should require traffic study
- New landscape looks great at first, but does not get maintained
- Many NH leaders see themselves as protectors of all things SF, but these groups really aren’t representatives of nodes and corridors
- In order to have legitimacy NHs, need to be representative of their entire footprint, including the bordering commercial, multi-family corridors
- Staff wants density; NHs want none of it
- Chief points of opposition: traffic, noise, (some) commercial uses
- Code has been reactionary—vinyl sided 70s box dropped into urban fabric caused reaction against small lot infill
- Grasping at poor wrong tools--Neighborhoods “negotiate” for things like storage buildings because they don’t have the tools or vocab to get what they really want/need
- NHs gave up on alleys, but with infill, staff fighting for them now
- Need to celebrate urbanism; encourage tighter urban lots – garages off alley, but maintain neighborhood character through porches, scale of bldg., roof forms, elev/level of floors, nicely scaled windows (should really say no vinyl...)
- Not sure how far to go in terms of prescriptive design standards
- Level field – same standards, not project by project
- Could we do away with abatement as of right? Do it by use? By form/design quality (TIF is incentivized by design performance) consider long-term building benefit
- Some existing design regulations are a race to the bottom (e.g., urban edge/fence or 3-foot brick wainscoting)
- \$20k to \$30k for DSM-style trash enclosure, but it’s a regulation that consistently applied so they budget for it and live with it
- Price chopper site is example of substituting amenities for the right thing in the first place—more “urban” design

## Consultants #1

- Landscape regulations/policy are good— is flexible, gives planning director leeway to approve, if too specific would great delays for variances, to consider grade changes and existing trees.
- Need to continue to empower staff to make decisions and negotiate solutions
- Pre-app process is great; best in metro
- Sometimes difficult for staff to navigate between world of guidelines and standards

- UDRB has tough job because folks coming to them so late in process; after economics of the project are already set; developers often go into it with garbage so don't have to do more... if they go in with a good design, always get asked to do more.
- Sherman Hills is a study in how quality regulations can create value
- Regulatory continuum varies by NH area
- Site plan approval should be mostly administrative
- Why do PUD plans require architect's signature? Why can't engineers sign landscape plans?

## Consultants #2

- Major site plans use minor site plan submittal list
- Should require or incentivize green infrastructure
- Pre-app is good, though format is confusing; critical items are buried; could use a quick summary form
- When designs are in flux (downtown switching to 2way streets), what are the designers supposed to do – should establish a system/ process

## Developers #1

- Predictability is the key—important for developers and NHs; “time kills all deals”
- NH communication is ad hoc, unorganized and frustrating
- Open house formats seem to work better than mob presentations
- Traffic and transport are usually biggest issues
- Pre app process needs to have econ dev't at the table
- Need to empower more admin approvals, variances and other things
- Too many people on P&Z—some members untrained and unprepared

- 2,300 units coming on line downtown in next 2 years

## Developers #2

- Need to accommodate and address low-impact development (e.g., streetscapes with bio-retention)
- Need more flex streetscape standards than just simple types.
- Walkable doesn't mean wider sidewalk
- Need to protect urban character—from suburban think
- Urban edge is good standards but...
- Why does city require garages?
- Parking requirements are too high
- Is it time for parking maximums?
- P&Z doesn't get feedback on final CC action
- Nearly all of the city's dev't focus is downtown and that's fine with NHs because they are worried about rising taxes
- Need more prescriptive standards, clearer, more predictable – as long as ability to negotiate above standards

## Commercial and Signs

- Biggest need is speed and efficiency
- PUD process is lengthy
- Some would pay for expedited review option
- City should not have prohibited pole signs
- Schools are forced to get variances for EMCs—must send \$2 notices to surrounding property owners
- Industry hates city's pole sign and EMC regulations
- Ordinance lacks clarity on menu board signs, score boards, directional signs
- Why can't EMCs have transitions?
- How to measure the sign area of EMC?
- Traffic/transport perceived as weak link in



- review process chain
- Why require TIA for equivalent rebuild on the same site—too much free reign to use TIAs
- What's the role of building dept in sign review?
- Rules for projecting signs are not clear
- Rooftop screening –schools would like to use integrated screening (as opposed to separate structure)
- What needs to be screened from what? Is screening necessary in all industrial area?
- Schools concerned with too much plant material—cost and visibility/security
- 50 trees on 2 acre convenience store site?
- Need new small lot R districts with design standards – 50' lots and smaller
- Should accommodate ADUs on larger lots – historic pattern.
- In DSM “missing middle” also refers to price points (\$300k to \$500k)
- Drake area downzoned from R3 to R1-60
- University and Ingersoll are likely BRT routes
- Ingersoll is strongest redevelopment corridor
- Gruen and Gruen study shows significant surplus of commercial except in four areas
- Common issues from tech team—signs, home occs, air BnBs, home daycares, nonconforming, ADUs

### Staff Technical Team

- Sign ordinance is “brutal”, needs simplification, neighborhoods hate it
- Issue of signs in r.o.w. and mobile billboards
- Need hybrid code: to get buy in from development community “we have to be able to say: this is our preferred design in exchange for easier process”, yet be agile, not too prohibitive
- Legal nonconforming language is difficult to understand (double negatives)
- Inspections have issues – too many regulations in too many places – confusing, often duplicative (economic based incentives, overlays)
- Planned business Park (PBP) District has 35% open space requirement; project by airport is seeking relief
- How to handle C stores at nodes – rush to approve them before the code gets rewritten
- West Des Moines Residential Pattern Book for additions
- Brook Run became the template for R-PUDs
- Interested in some level of residential design standards
- Beaverdale—lots of character small (50-foot) lots, bungalows
- Administrative adjustments don't work
- Rooftop mechanical, HVAC location, meter location, Trash location, Dumpsters—common design issues/frustrations
- Neighborhood Ped districts and R historic districts work well (produce good results)
- Overlapping-overlays
- Tax abatement
- P&Z has 15 members (too many)
- UDRB is too late in the process and issue of no checklist review, subjective design critique
- Lots more PROCESS in DSM, yet Wellmark didn't have to go P&Z -- problem
- Nonconformity issues sometimes stymie redevelopment – neighborhood commercial sits vacant when too many variances are needed
- Problem uses: C stores, appliance repairs, used car lots, pawn shops, tobacco shops
- C1A had an approach to building reuse
- Apartment buildings with vinyl siding are not allowed under tax abatement guidelines
- Like to get better quality buildings without designing them
- Volume of review is currently huge, but

- administrative review would be easier than P&Z review – need a checklist to make review easier
- Materials! site plan ordinance does not require materials to be submitted – church can put up a Morton building
- Thin brick issues, clapboard siding, details at intersections and windows, fake brick-stone panels – issue of where different materials get used, too
- Window openings—60% on first level in NPC; 20% under tax abatement (issues on corner side...not enough windows)
- Infill doesn't always add value to NH—it should be required to do so (materials, lack of windows esp on sides, alley access?)
- Streamline the process for multiple infill scatter sites – currently each separate
- Thirty-, 40-, 50-foot lots are hard to build on
- NH sometimes oppose small multi-unit buildings but much of that might be overcome with design standards
- ADUs—Sherman hills folks have to get relief
- Zoning doesn't allow multiple detached houses on a lot
- Need to provide for more life-cycle housing options—ethnic change-multi-generational (ADUs, 2 houses on one lot)
- Rental code and maintenance code are key elements to getting NH acceptability
- In 1996 the duplex issue blew up and now very difficult to build duplexes
- People love Sherman Hill but it's very hard to replicate under zoning (mixed housing types)
- River Bend is trying to be Sherman Hill
- Many conditional rezonings—most prohibit LULUs—billboards, pay day loans, bars, etc
- Need use modernization
- Bars and liquor are hard to regulate monitor (60/40 rule)
- Urban AG—Community gardens, farmers markets, greenhouses
- Outdoor storage on corridors
- Boarding houses and group homes—city vs. state siting and parking
- Access controls—city vs. state