



CITY OF DES MOINES COMPREHENSIVE PLAN
Adopted April 2016



★ Roll Call Number

16-0717

Agenda Item Number

57

Date April 25, 2016

HOLDING PUBLIC HEARING ON ADOPTION OF PLANDSM: CREATING OUR TOMORROW AS AN AMENDMENT TO THE CITY'S COMPREHENSIVE PLAN

WHEREAS, the City Plan and Zoning Commission has advised that at a public hearing held April 7, 2016, the members voted 13-0 to APPROVE the "PlanDSM: Creating Our Tomorrow" Plan as an amendment to the City's Comprehensive Plan, subject to text and map amendments as shown in the attached Plan and Zoning Commission recommendation; and

WHEREAS, the "PlanDSM: Creating Our Tomorrow" Plan is the result of an 18-month process incorporating public and City staff comment, Steering Committee involvement, and Plan and Zoning Commission input, and has been drafted in accordance with the Iowa Smart Planning legislation set forth in Chapter 18B of the Iowa Code; and

WHEREAS, on April 11, 2016, by Roll Call No. 16-0565, it was duly resolved by the City Council that the adoption of "PlanDSM: Creating Our Tomorrow" Plan be set down for hearing on April 25, 2016 at 5:00 p.m. in the Council Chambers at City Hall; and

WHEREAS, due notice of said hearing was published in the Des Moines Register, as provided by law, setting forth the time and place for hearing on said proposed amendment to the City's comprehensive land use plan; and

WHEREAS, in accordance with said notice, those interested in said proposed Plan, both for and against, have been given opportunity to be heard with respect thereto and have presented their views to the City Council.

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

1. The communication from the Plan and Zoning Commission is hereby received and filed.
2. Upon due consideration of any and all statements of interested persons and arguments of counsel, all comments regarding the proposed adoption of "PlanDSM: Creating Our Tomorrow" Plan are hereby received, and the hearing is closed.
3. The "PlanDSM: Creating Our Tomorrow" Plan, as on file in the office of the City Clerk and as more fully described in the communication from the Plan and Zoning Commission, is hereby adopted as an amendment to the Comprehensive Plan for the City of Des Moines.
4. The "PlanDSM: Creating Our Tomorrow" Plan shall replace the Des Moines' 2020 Community Character Plan, subject to retention of the following Chapters of the Des Moines' 2020 Community Character Plan as reference for the City's existing Zoning Code and for preparation of the PlanDSM Zoning Code:

Date April 25, 2016

- Des Moines 2020 Community Character Plan, Chapter 2 “City Form” approved on August 7, 2000 by Roll Call 00-3381, including but not limited to the Significant Protection Corridors / Significant Corridors Map as amended by Council directive on August 20, 2007.
- Des Moines 2020 Community Character Plan, Chapter 3 “Des Moines Traditional Neighborhoods” approved on August 7, 2000 by Roll Call 00-3381.

5. The following previously adopted plans are hereby retained as elements of the City Comprehensive Plan, to the extent that said plans or portions thereof do not directly conflict with provisions of the “PlanDSM: Creating Our Tomorrow” Plan in which event the provisions of the “PlanDSM: Creating Our Tomorrow” Plan shall supersede:

| <u>Plan</u> | <u>Date of Adoption</u> |
|---|-------------------------|
| 2 Rivers District Land Use & Redevelopment Plan | 01/05/2009 |
| ACCENT Neighborhood Plan | 06/01/1993 |
| Beaverdale Neighborhood Plan Update | 03/25/2013 |
| Birdland Area Redevelopment Plan | 01/12/2015 |
| Capitol East Neighborhood Plan Update | 04/21/2014 |
| Capitol Park Neighborhood Plan Update | 04/21/2014 |
| Carpenter/Drake Park Neighborhood Plan | 09/18/1995 |
| Chautauqua Park Neighborhood Plan | 05/01/1990 |
| Columbus Park Neighborhood Plan | 02/01/1991 |
| Des Moines’ Community Preservation Plan | 05/16/1994 |
| Douglas Acres Neighborhood Plan | 04/30/2010 |
| Drake Neighborhood Plan | 02/28/2011 |
| Easter Lake New Town Plan | 01/08/2001 |
| Fairground Neighborhood Plan | 03/01/1998 |
| Gray’s Lake Neighborhood Plan | 06/24/2013 |
| Grays Woods Neighborhood Plan | 03/01/1999 |
| Greenwood Historic Neighborhood Plan | 02/01/2003 |
| Highland Park Neighborhood Plan | 10/23/1995 |
| King Irving Neighborhood Plan | 02/01/2004 |
| Lower Beaver Neighborhood Plan | 05/06/2013 |
| Merle Hay Neighborhood Plan | 10/01/2008 |
| MLK Jr Park Neighborhood Plan | 08/11/2014 |
| North of Grand Neighborhood Plan | 03/01/1998 |
| Parklands | 08/07/1995 |
| Principal Riverwalk Master Plan | 11/03/2003 |

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|---|------------|
| Riverbend Neighborhood Plan Update | 05/04/2015 |
| Sherman Hill Neighborhood Plan | 03/01/2000 |
| South Park Neighborhood Plan | 08/01/2008 |
| Union Park Neighborhood Plan | 01/01/1993 |
| Waterbury Neighborhood Plan | 11/01/2007 |
| Waveland Neighborhood Plan | 10/01/2003 |
| What's Next, Downtown? Plan | 03/10/2008 |
| Woodland Heights Neighborhood Plan Update | 03/26/2013 |

MOVED BY Hensley adopt the plan as presented; refer to the City Manager for review and recommendation regarding:

1. goal for the City to become carbon neutral by 2040.
2. reconvening a citizen Sustainability Task Force.

APPROVED AS TO FORM:

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

| COUNCIL ACTION | YEAS | NAYS | PASS | ABSENT |
|----------------|------|------|----------|--------|
| COWNIE | ✓ | | | |
| COLEMAN | ✓ | | | |
| GATTO | ✓ | | | |
| GRAY | ✓ | | | |
| HENSLEY | ✓ | | | |
| MOORE | ✓ | | | |
| WESTERGAARD | ✓ | | | |
| TOTAL | 7 | | | |
| MOTION CARRIED | | | APPROVED | |

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

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

T. M. Franklin Council Mayor

Diane Fauh City Clerk

CITY COUNCIL

T.M. Franklin Cownie, Mayor
Christopher Coleman, At-Large
Skip Moore, At-Large
Bill Gray, Ward 1
Linda Westergaard, Ward 2
Christine Hensley, Ward 3
Joe Gatto, Ward 4
Bob Mahaffey, Ward 2 (Former)

CITY MANAGER

Scott Sanders



Prepared by the City of Des Moines Community Development Department

Phil Delafield, Director
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Michael Ludwig, AICP, Planning Administrator
Robert Blanchard, AICP, Planning Consultant
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Anuprit Minhas, Assistant Planner
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Glenna Frank, Assistant City Attorney
SuAnn Donovan, Neighborhood Inspections Zoning Administrator
Planning and Urban Design Division
Neighborhood Development Division
Permit and Development - Planning Division
Neighborhood Conservation Services Division
Administrative Division

With the assistance of directors and staff from all City Departments, PlanDSM Marketing Team, Des Moines Water Works, Des Moines Area MPO, the Greater Des Moines Partnership, and Dr. Jane Rongerude and the Fall 2015 Master of Community and Regional Planning studio class from Iowa State University who provided data and information used in this document.

Thanks also to Kris Gaspari, City of Des Moines, Jason Harmer, Bill Nellan, Drake University, Des Moines Public Schools, and Greater Des Moines Convention and Visitors Bureau for the use of their photographs.

PLAN AND ZONING COMMISSION

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Francis Boggus
Jo Anne Corigliano
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John Hilmes
William Page
CJ Stephens

Jacqueline Easley
Dory Briles
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Greg Wattier

Dann Flaherty (Former)
Brian Millard (Former)

Ted Irvine (Former)
Jonathan Rosenbloom (Former)
Vicki Stogdill (Former)



PLANDSM STEERING COMMITTEE

T.M. Franklin Cownie, Mayor
Scott Sanders, City Manager
Greg Jones, Plan and Zoning Commission
Colleen MacRae, Urban Design Review Board
Frank Owens, Neighborhood Revitalization Board
George Davis, Parks and Recreation Board
Mel Pins, Zoning Board of Adjustment
Dr. Tom Ahart, Des Moines Schools Superintendent

Elizabeth Presutti, Des Moines Area Regional Transportation
Meg Schneider, Greater Des Moines Partnership
Rick Tollakson, Hubbell Realty Company
Larry James, Jr., ULI Iowa
Pam Carmichael, HOME Inc.
Todd Ashby, DMAMPO
Bob Mahaffey, City Council (Former)
Jed Fisk, Principal Financial (Former)

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INTRODUCTION

As Iowa's capital city, Des Moines is the state's hub of government, business activity and cultural affairs. With an estimated population of over 210,000, the City has become a bustling metropolis gaining national recognition. Today the capital city has been revitalized. It is a city where you can have more of what you love and less of what you don't. It is a place where life is accessible, affordable and achievable. Most people who live here think Des Moines is pretty great, and in the last few years, it has been made clear we aren't the only ones.

PLANNING IN THE DES MOINES METROPOLITAN AREA

Planning in Des Moines has a long history. The first plan, a plan for boulevards and civic spaces, was completed in 1909. The first Citywide comprehensive plan was adopted in 1928. Since that time, planning for the future of the City has been an on-going process recognizing changing values and circumstances.

A basis for planning in Des Moines has been recognition of the role neighborhoods play in the structure of the City. Residents not only associate with Des Moines, the city, but with the neighborhoods where they live. The City has 52 recognized neighborhoods, 28 of which have adopted neighborhood action plans focusing on programs and initiatives to enhance their liveability.

Additionally, as part of a larger metropolitan area, the City has participated in several State and regional planning efforts that serve as background to and provide direction to the City into the future. PlanDSM supports and implements each of these planning efforts.

IOWA SMART PLANNING LEGISLATION

Recognizing that the State had no planning enabling legislation, only zoning legislation, and in response to a series of devastating storm events, the State Legislature, in 2010, signed into law the Iowa Smart Planning Act (Iowa Code Chapter 18B). While the legislation does not require comprehensive plans to be developed, it encourages their preparation and has three components:

- The legislation articulates 10 Iowa Smart Planning Principles to be considered if, and when, comprehensive plans are developed at the local level;
- It provides comprehensive planning guidance for local governments through suggestions for Plan elements and their content; and,
- It established the Iowa Smart Planning Task Force, which developed recommendations on how best to implement the legislation.

Although the office that implemented the legislation has been dissolved, the legislation provides an organizational structure for comprehensive plans that is followed in PlanDSM.

DART FORWARD 2035

The Des Moines Area Regional Transit Authority (DART) was created in 2006 to facilitate the expansion of the then existing transit system. In 2011, DART Forward 2035 was adopted providing a long range vision for what the Transit Authority and the transit system could become. Residents of Des Moines were active participants in the planning process which resulted in a new transit system that added service in growth areas; provided for faster travel with less wait time; offered an increased number of transfer points; and, provided additional crosstown service.

Transit is a key element in planning for the future of Des Moines. The DART Forward 2035 document serves as the background for transit growth in the City. During the Spring of 2016, DART began a comprehensive process to update its Plan.



CAPITAL CROSSROADS

Capital Crossroads is a unique effort focusing on a large area in central Iowa centered on greater Des Moines. Built around 10 "Capitals," or focus areas, the vision of Capital Crossroads builds on the themes of Opportunity, Talent, and Sustainability to look toward the future of the region. Taking advantage of our strategic location as the crossroads of the Midwest, leaders throughout central Iowa developed a vision for the area's path to short and long-term economic growth.

Social Capital
Cultural Capital
Physical Capital
Governance Capital
Natural Capital

Capital Core
Business Capital
Cultivation Corridor
Human Capital
Wellness Capital



THE TOMORROW PLAN

Coordinated by the Des Moines Area Metropolitan Planning Organization, The Tomorrow Plan was a three year planning process that included 17 cities and four counties within the greater Des Moines area. This collaborative effort aligned economic, social, and environmental issues to provide for the long term health of the region. The Tomorrow Plan is focused around four overarching goals and includes initiatives for their implementation:

- Create a resilient regional economy;
- Improve the region's environmental health and access to the outdoors;
- Further the health and well-being of all residents in the region; and,
- Increase regional cooperation and efficiency at all levels.

City Council members were active participants in The Tomorrow Plan and the City Council supports the overarching goals and implementation initiatives as adopted. It is intended that PlanDSM will complement The Tomorrow Plan and will enable its implementation within Des Moines.



GUIDEDSM

GuideDSM, Strategic Plan 2015-2030, delineates action steps for an annual plan, a five year plan and a fifteen year plan for Des Moines policy makers. GuideDSM was originally developed in 2015 and will be updated annually to reflect opportunities and priorities that arise. The Action steps are organized around five goals:

- FINANCIALLY SOUND CITY – Providing adequate funding and resources for City services and delivering them in the most cost effective manner;
- SUSTAINABLE COMMUNITY – Collaborating with community stakeholders to create neighborhood and commercial centers to live, work, and play;
- HIGH PERFORMING ORGANIZATION – Providing excellent customer service through efficient City processes, exceptional communication, and continuous improvement;
- UPGRADED INFRASTRUCTURE – Modernizing the City through enhancement of transportation networks, utilities, and technology;
- LIVABLE COMMUNITY – Maintaining and expanding opportunities that enhance quality of life for all generations.

GuideDSM and PlanDSM work together as future needs are addressed and annual budgets and capital improvement plans are developed. A majority of the implementation items outlined in the Implementation chapter will address multiple priorities identified in GuideDSM. *(Please see www.guidedsm.dmgov.org for further information.)*



PLANNING PROCESS

The process to develop a new comprehensive plan for the City of Des Moines was broken into phases emphasizing extensive public outreach to allow City residents continuous input into Plan development:

The **FOUNDATION** phase involved interviewing elected officials concerning their view of the City and how to best approach and develop the plan that will guide Des Moines into the future.

The **EXISTING CONDITIONS** phase provided background and data analysis summarized in the Existing Conditions Workbook. *(Please see www.PlanDSM.org for further information.)*

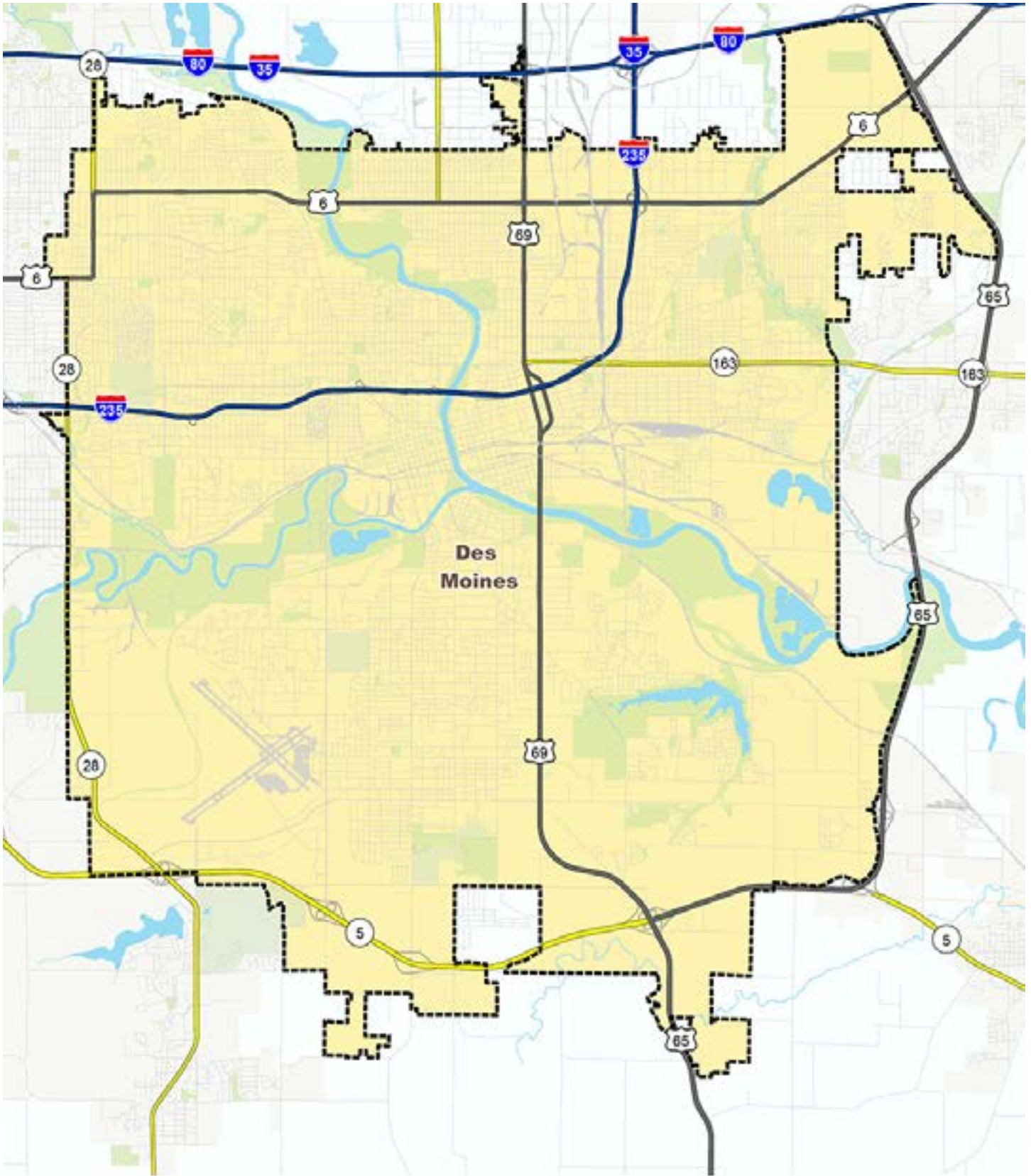
VISIONING engaged residents and local stakeholders in 15 separate outreach meetings to express their ideas about the future of Des Moines. The result of this outreach is the Vision Statement that provides a set of values about what Des Moines should be in the year 2040. This statement is the overall guide for the development of PlanDSM.

OPPORTUNITIES AND CHOICES were framed by the visioning. During this phase, and the writing of the draft plan, future land uses, and redevelopment challenges along with initial implementation actions were identified. Further, public comments received during the first three phases led to development of Goals and Policies resulting in a **DRAFT PLAN** that was presented for adoption at public hearings.

The Plan and Zoning Commission held public hearings and made a recommendation to the City Council regarding adoption of the Plan. City Council then held a public hearing to take official action adopting the **FINAL PLAN** – PlanDSM, Creating Our Tomorrow.



PLANDSM STUDY AREA



Community Development Department, Arzante Armour Building, 602 Robert D. Ray Drive, Des Moines, Iowa, 50308-1881





ORGANIZATION

PlanDSM is organized according to the Iowa Smart Planning legislation passed by the State Legislature in 2010. This legislation identified topical elements that may be addressed when a community prepares a Comprehensive Plan.

Beginning with a Vision Statement of what the community desires the City to become by the year 2040, PlanDSM includes the following nine topical elements, plus an Implementation chapter:

- The Land Use element describes the philosophy that will guide future land use decisions with goals and policies related to where new development and redevelopment should be encouraged. This element also introduces the Future Land Use Map and land use designations used on the map.
- The Transportation element describes the complete transportation system that is developing in Des Moines including transit, bicycles, pedestrians, and the automobile. It also recognizes the infrastructure that exists to move both products and people through the rail system and airports.
- The Housing element incorporates policies about the mix and diversity of housing that residents want to see in their neighborhoods and in downtown and the need to provide quality housing for all income levels.
- The Economic Development element encourages efforts to focus economic development activities in strategic locations to implement the direction described in the Land Use element.
- The Public Infrastructure and Utilities element addresses infrastructure needed to serve future development in a green, sustainable manner.
- The Parks and Recreation element speaks to how a parks and recreation and open space system provides recreation, transportation, health, and environmental benefits to City residents.
- The Community Character and Neighborhoods element includes policies to maintain the unique character and heritage of Des Moines' neighborhoods while developing in the direction described in the Land Use element.
- The Community Facilities element addresses the public safety, library, and school services and facilities necessary or desirable to meet the needs of the City.
- The Social Equity element encourages City action or coordination with other organizations to provide high quality human service programs and City services to all segments of the population.

An Implementation chapter follows these elements. Adopting a comprehensive plan is only the first step to realize the City's vision. A new Zoning Ordinance, the development of a comprehensive Transportation Management Plan, an updated Parks and Recreation Master Plan along with other City policies and planning efforts implement the Plan.

The Implementation chapter identifies on-going, near term, and intermediate priority actions that translate the vision of PlanDSM into action. These action items will begin the implementation of PlanDSM over the next five years at which time the effectiveness of the goals and policies in working toward the future identified in the Vision Statement will be evaluated. These high priority actions complement the City Council's identified priorities in the City's Strategic Plan 2015 – 2030 and annual Policy Agenda.

Key to keeping PlanDSM on track is the annual monitoring report that reviews and revises the implementation element. As near term and intermediate actions are completed, new priorities should be identified from the inclusive list of implementation actions contained in Appendix A and coordinated with the City Council's Strategic Plan, annual Policy Agenda, Capital Improvement Program, and Annual Budget processes.



VISIONING PROCESS

Simply put, a Vision Statement is a picture of what Des Moines might look like in the future. Made up of a series of value statements, when taken as a whole, it represents the values a community thinks are important to work towards into the future.

The Vision Statement for PlanDSM was developed through an extensive public outreach program. 15 meetings were held including one general meeting in each City electoral ward, 3 discussions with high school students, and eight meetings that focused on those residents that were underrepresented at the general public meetings. Over 400 residents attended the meetings.

During the visioning process, City residents were asked to consider what the characteristics of the City should be in the year 2040. Beginning with what they liked about Des Moines now, they also discussed what they thought could be improved and how that might happen. Residents were asked to dream big and think toward the future.

The resulting Vision Statement contains 11 values but should be read as a whole – as a picture of what the City can become in the future. It represents a picture of Des Moines in the year 2040.



PLANDSM VISION STATEMENT

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.





LAND USE



Since Des Moines was founded in the mid-1800's, development has centered on the confluence of the Des Moines and Raccoon Rivers. Original plats in the Town of Fort Des Moines created a street grid parallel to the Des Moines River. As the City of Des Moines grew, north-south streets were added to form a regular grid pattern shaping unique intersections as the old town met the newer city growth.

The City's early boundary annexations allowed for extensive development. Forward thinking Des Moines leaders increased the city's boundaries well in advance of its population growth. This allowed for extensive development but the result was scattered rather than orderly growth. Early comprehensive plans were used to consolidate and direct growth in a more orderly and economical pattern. Public improvements were implemented to correct mistakes of unregulated development as well as to open new areas for development.

Des Moines' extensive road system carried residents to neighborhood centers and downtown. A system of streetcars was introduced in the 1880s offering travel options within the City as well as providing additional locational choices for residential and commercial development. Automobile ownership further continued the outward development trends but insured easy access to the downtown. The development of I-235 in the 1960's offered easy mobility between suburban development and downtown employment and shopping. Unfortunately, it also brought disruption to the north-south grid pattern altering connectivity and street car routes for the central part of the city.

Historically, the City grew at a fairly constant rate until 1960. The construction of I-235, aging of the city's housing and infrastructure, and cultural norms, resulted in population decline over the next 20 years. Since 1980, however, the City has been regaining population with the rejuvenation of downtown as a regional employment center and increasing opportunities for downtown living. The City is reinvesting in its older neighborhoods as well as planning for new residential areas and creating a sense of place for its residents in older and new areas of the City.

The larger metropolitan area is continuing to grow as well. As a result, new growth areas for Des Moines are constrained by adjoining suburbs that abut the City's boundaries as well as rural development in unincorporated areas that are inappropriate for annexation and redevelopment. Annexed lands to the south do provide areas for future growth but are currently constrained by the lack of infrastructure. Because of this, a focus of PlanDSM is on infill and redevelopment.

Over the last 20 years, the City has built on its benefits of being an urban destination. With the State capitol located on the edge of downtown, conversions of aging industrial buildings into residential living opportunities, a growing entertainment and cultural sector, a dynamic and growing financial employment environment, and national recognition of our quality of life and economic opportunities, the future of Des Moines is the brightest it's ever been. PlanDSM provides a road map for the city to move from "survive" mode to "thrive" mode.

This Chapter provides policy guidance for land use decisions in the City with goals and policies to guide location and intensity of uses. It identifies priority areas for maintaining, developing and revitalizing the City's residential, commercial, and industrial areas. As with the goals and policies in the other chapters of PlanDSM, this chapter guides the implementation of the City's Zoning Ordinance and land use regulations and the development of department work programs and the City budget.

This chapter is divided into two sections: 1) goals and policies, and, 2) land use mapping.

GOAL 1

Develop new land development regulations consistent with this Comprehensive Plan, include development standards, provide for a mixture of land uses, mandate protection of natural resources, and promote flexible approaches to implementing the Plan.

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

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

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.

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

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.

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.

The existing Zoning Ordinance was last comprehensively rewritten in 1965 and has been extensively amended over the years to keep up with development proposals and new development trends. New development regulations are needed to recognize new growth trends and encourage development and redevelopment consistent with PlanDSM.



GOAL 2

Direct new growth and redevelopment to areas with existing infrastructure and nodes and corridors based on proximity to transit, shopping, services, and public amenities.

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.

LU11: 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.

LU14: Focus development of new Urban Renewal Plans to areas prioritized by PlanDSM.

LU15: Prioritize development and redevelopment in areas with existing infrastructure and properties included in adopted Urban Renewal Plans.

LU16: Require new development in recently annexed areas to work with the city to evaluate the cost of providing city infrastructure and services to ensure development has a positive financial return on any city investment.

LU17: Establish requirements for the existence or provision of adequate public facilities prior to allowing new development in recently annexed areas. Consider cost-sharing agreements when development occurs in targeted areas.

Des Moines' 52 neighborhoods remain the building blocks of the City. Providing opportunities for compatible redevelopment and new development will enhance neighborhoods, creating healthy and walkable environments for multiple generations of residents.



GOAL 3

Prepare corridor plans for significant North-South and East-West transit routes to identify development and redevelopment opportunities aligning with the goals and policies of PlanDSM.

LU18: Survey existing commercial areas along corridors to identify those properties that are locationally and functionally in decline or obsolete.

LU19: Identify alternative land uses and adaptive reuses for commercial properties that are both functionally and locationally obsolete as part of a corridor plan.

LU20: Revitalize or repurpose retail centers and commercial areas that are locationally or functionally obsolete or in decline.

LU21: Consider the potential for converting travel lanes to bike lanes and wider sidewalks while maintaining the ability to move traffic as intended.

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

“Downtown has become everyone’s.”

Des Moines resident during visioning

GOAL 4

Continue to embrace the distinct character of Des Moines’ neighborhoods while allowing for new development and redevelopment.

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

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

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

LU26: Strengthen the walkability and connectivity within and between neighborhoods focusing on completing and connecting the sidewalk network.



GOAL 5

Continue to support the development of Downtown as the economic, cultural, and residential core of Des Moines.

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.

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

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

LU31: Support the identification of emerging downtown neighborhoods.

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

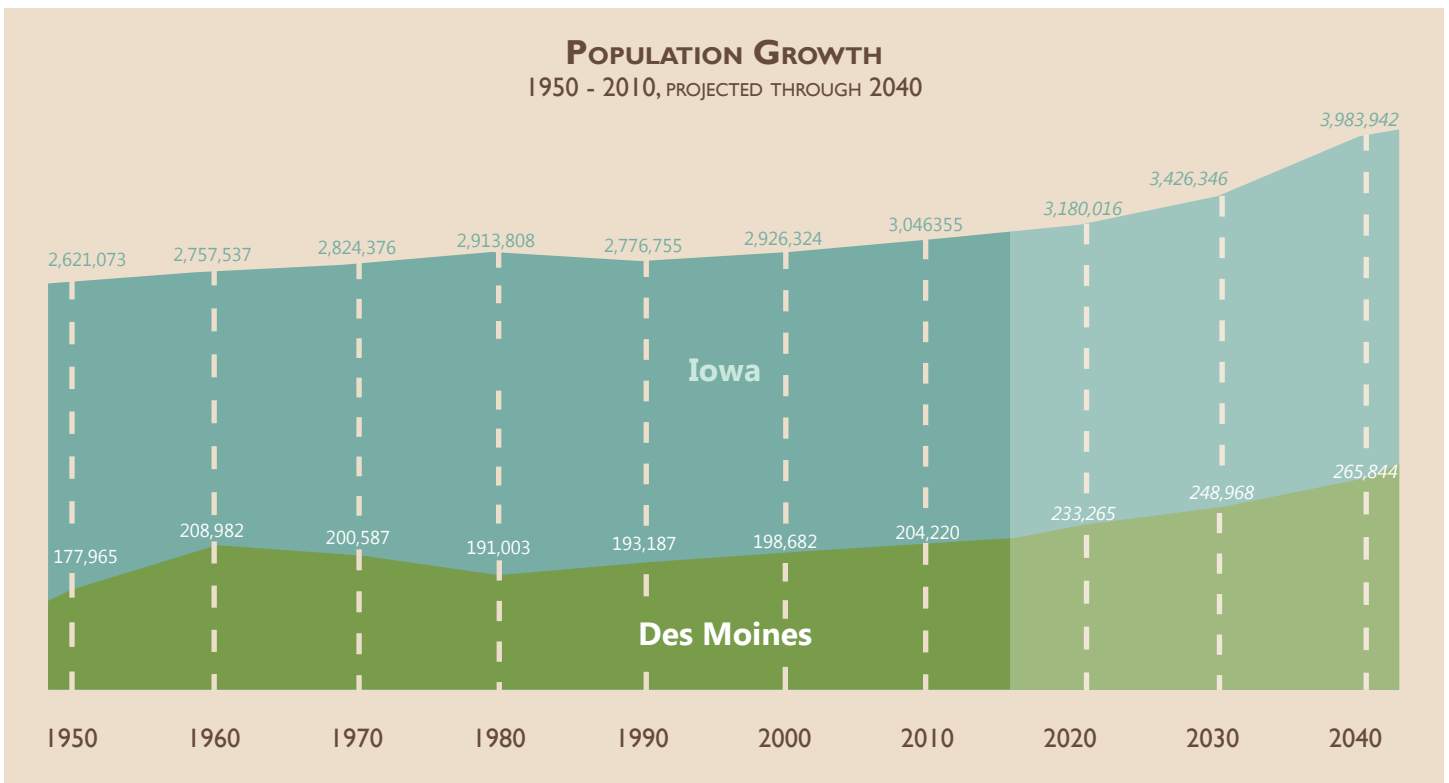
GOAL 6

Recognize the value of Des Moines' historic building stock and landscapes and ensure their preservation for future residents.

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

LU34: Continue to refine design guidelines and develop standards that protect the historical integrity and architectural character in identified Historic Districts.

LU35: Encourage expansion and establishment of National Historic Districts, local historic districts, and local landmarks.



GOAL 7

Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

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.

LU38: Capitalize on the City's locational strengths geographically and as a hub in the regional transportation network including, but not limited to, development of a transload facility and expansion of the Des Moines International Airport.

LU39: Eliminate and/or reduce offensive industrial odors.

GOAL 8

Recognize the value of ecologically sensitive land and natural resources and ensure preservation of these areas for future residents and urban vitality.

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.





While not readily recognizable, there are significant ecological resources in the City. From the system of streams and waterways that provide corridors for wildlife movement to stands of vegetation and plant life that are found nowhere else in the state or region, Des Moines has many sensitive areas to be managed and enhanced.


FUTURE LAND USE MAP

This section describes the Future Land Use Map for the City and describes the land use classifications used on the map. The Future land Use Map provides direction to the regulatory structure that implements PlanDSM including the City's Zoning Ordinance. It shows how and where the City will provide for a variety of housing densities and types as well as commercial and industrial uses.

 **LOW DENSITY RESIDENTIAL**
Areas developed with primarily single family and two family residential units with up to 6 dwelling units per net acre.


 **LOW-MEDIUM DENSITY RESIDENTIAL**
Areas developed with a mix of single family, duplex and small multi-family units up to 12 units per net acre.


 **MEDIUM DENSITY RESIDENTIAL**
Areas developed with mix of single family, two family and multi-family residential up to 17 dwelling units per net acre.

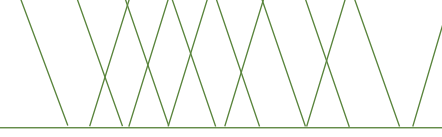
 **HIGH DENSITY RESIDENTIAL**
Areas developed with primarily higher intensity multi-family housing with a minimum density over 17 dwelling units per net acre.


 **NEIGHBORHOOD MIXED USE**
Small scale mixed use development typically located at the intersections of collector and/or arterial streets and along transportation corridors. Non-residential development is designed to serve the immediate neighborhood and include small retail, offices, restaurants, and service oriented development. Low-medium density residential may be included in mixed use development.

 **COMMUNITY MIXED USE**
Small- to medium-scale mixed use development, located on high capacity transit corridors or at the intersection of transportation corridors. Community mixed use areas include both a mix of medium density residential and a mix of retail and service establishments designed to attract customers from a large service area encompassing multiple neighborhoods and may include specialty retail that attracts regional customers.

 **REGIONAL MIXED USE**
Large-scale mixed use development, located on or at crossroads of major transportation corridors, emphasizing commercial, retail, and parking. High density residential may be incorporated within a development or along edges as transition to adjacent lower density residential. Mixed use may be horizontal as well as vertical, so there is no requirement that every building be mixed. May emphasize active uses (e.g. retail) on the ground floor, particularly at key intersections.


 **DOWNTOWN MIXED USE**
Allows mixed-use, high density residential uses, and compact combinations of pedestrian-oriented retail, office, residential, and parking in downtown. Should include active uses (e.g. retail) on ground floor, particularly at key intersections.




 **BUSINESS PARK**
Accommodates light industrial, office and employment uses along with limited complementary retail uses. Industrial uses in this category would produce little or no noise, odor, vibration, glare, or other objectionable influences, and would have little or no adverse effect on surrounding properties.

 **INDUSTRIAL**
Accommodates industrial development and limited supporting commercial uses. Development in this classification could have a large impact on adjoining properties and the environment which would need to be mitigated.

 **PARKS AND OPEN SPACE**
Land or water areas generally free from development. Primarily used for park and recreation purposes but may also indicate private or public open spaces reserved for natural resource conservation.

 **PUBLIC / SEMI-PUBLIC**
Areas that are mostly open to public use or public access. May include government facilities, schools, hospitals, libraries, and community facilities.

 **AIRPORT**
Includes all facilities related to the operation of the Des Moines International Airport including those of tenants on airport property.

 **DEVELOPMENT CONTROL ZONE**
Areas that are sensitive to development, such as airport runway protection zones, flood hazard areas, etc.

 **DEVELOPMENT RESERVE**
Accommodates areas within city's corporate limits that are currently underserved or not served by public infrastructure.

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

NEIGHBORHOOD NODE

These nodes are the smallest in size and offer services that provide for basic daily needs of the local population in the surrounding neighborhood. May include restaurants, shops and smaller scale businesses. Residential development including low-medium and medium densities may occur.



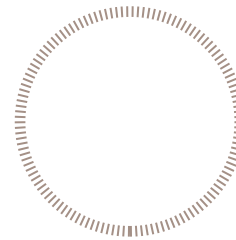
COMMUNITY NODE

Mid-sized centers providing a range of daily needs and specialized services within a larger neighborhood context. Consist of a mix of housing, retail, and offices serving a larger population and geographical area than a neighborhood node. May include a shopping district including a grocery and drug store. Residential development including medium and high densities may occur.



REGIONAL NODE

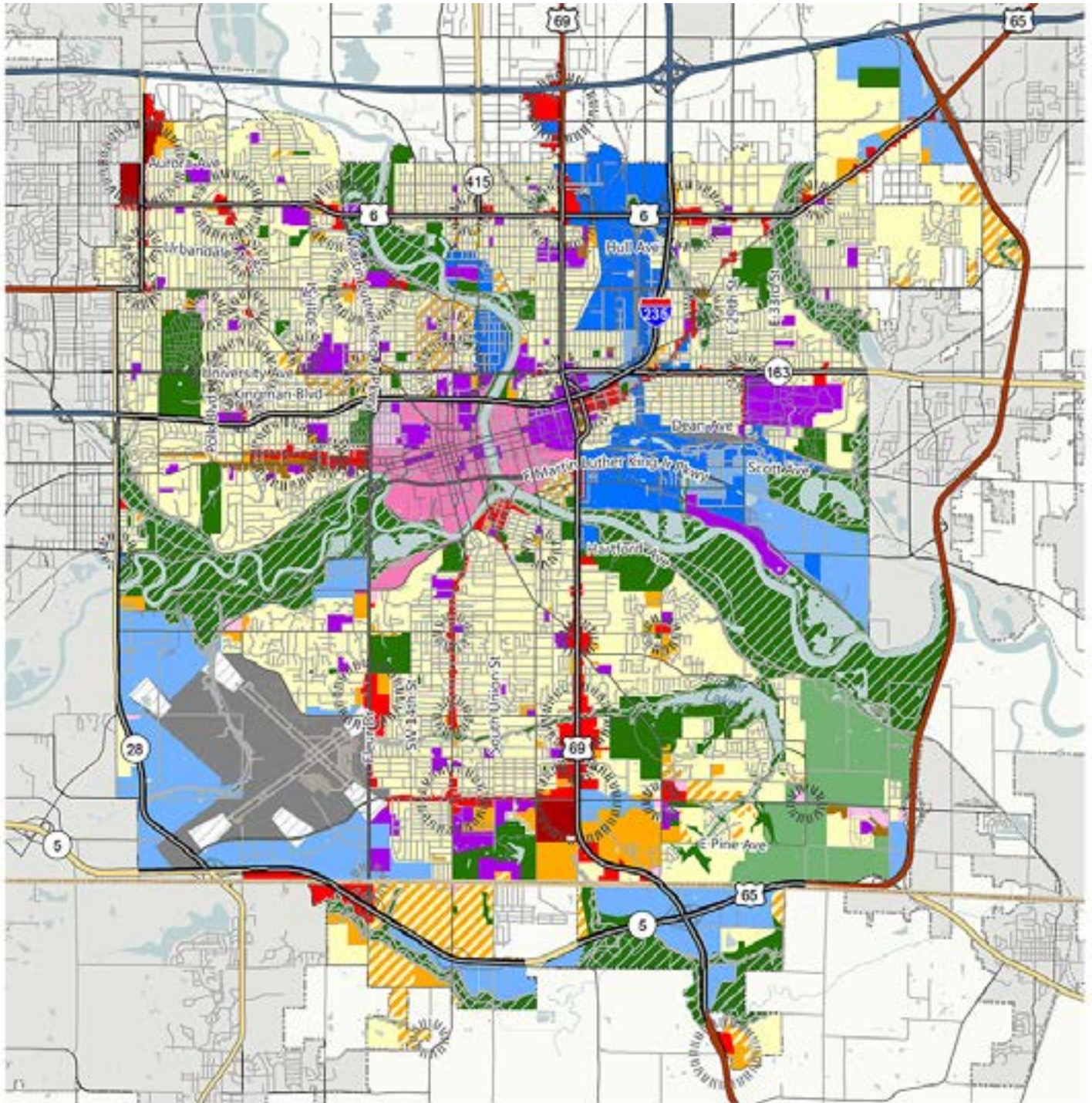
The largest node, regional nodes are concentrations of employment, retail, and housing and may include light industrial uses. They serve the widest geographical area and attract people from throughout the City and region. High density residential development is appropriate at regional nodes.



RESIDENTIAL LAND USE DENSITY

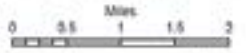
| CORRIDOR | NODE | | | |
|------------------------|--------------------|-----------------------------|----------------|--------------|
| | NONE | NEIGHBORHOOD | COMMUNITY | REGIONAL |
| Neighborhood Mixed Use | Low-Medium Density | Low-Medium & Medium Density | Medium Density | |
| Community Mixed Use | Medium Density | Medium & High Density | High Density | |
| Regional Mixed Use | High Density | | High Density | High Density |

PLANDSM FUTURE LAND USE MAP



- | | | | |
|--|--------------------------------|--|--------------------------|
| | Low Density Residential | | Business Park |
| | Low/Medium Density Residential | | Industrial |
| | Medium Density Residential | | Public/Semi Public |
| | High Density Residential | | Park/Open Space |
| | Neighborhood Mixed Use | | Airport |
| | Community Mixed Use | | Development Control Zone |
| | Regional Mixed Use | | Development Reserve |
| | Downtown Mixed Use | | |

- Neighborhood Node
- Community Node
- Regional Node



Community Development Department, Argonne Armory Building, 602 Robert D. Ray Drive, Des Moines, Iowa, 50309-1881





TRANSPORTATION



The range of available transportation options can significantly affect the development of a City. Des Moines residents generally walked to work from the 1840's to the 1880s creating "walking cities" on the east and west sides of the river with their own businesses, institutions, and residential neighborhoods. By the 1880's a system of streetcars was implemented, first drawn by horses and then motorized, that allowed workers to commute longer distances and linked the east and west sides of the river. Continued investments in the local street system opened up the northern and southern parts of the city for development and allowed residents to commute to work in the relative comfort of trolley cars or early autos.

Increases in automobile ownership brought expanded corridors and highways and impacted development on adjacent land. Obversely, streets improved for automobiles encouraged more trips with a single occupant and less density of commercial and residential development adjacent to the street. When a street is developed solely to move automobile traffic, adjacent development is often low-intensity strip commercial and low-density residential that does not support public transit or convenient walking routes. Examples include the construction of Interstate 235 but also the widening and redevelopment of more established corridors to further support commuter traffic. The combined roadway changes made it easier to live in low-density residential areas outside the City core and still easily commute to work downtown. In many cases, these changes had a detrimental impact on established neighborhoods.

Transportation plays a key role in an exciting and healthy living and working environment when it considers more than moving vehicular traffic. The concept of a multi-modal transportation system is one that offers a range of transportation choices and supports mixed land uses along corridors. Recognizing that automobiles will remain the primary form of transportation, PlanDSM emphasizes a complete transportation system to provide safe and pleasant walkways, connected bicycle routes and trails, as well as easy access to a reliable transit system along with well-maintained streets. A complete multi-modal transportation system will also implement sustainability goals of reducing emissions and maintaining good air quality.

The City has already taken steps toward this vision with the funding and initiation of a walkability study that will make the downtown more pleasant and functional for pedestrians. Increased support for the Des Moines Area Regional Transit Authority (DART) in its effort to enhance transit services is necessary to support the vision of PlanDSM and encourage mixed-use redevelopment at prioritized nodes and corridors. More analysis is being done on major and minor corridors to facilitate the complete streets concept.

GOAL 1

Develop a complete multi-modal transportation network for pedestrians, bikes, transit, and automobiles.

T1: Prioritize the funding and development of a Transportation Master Plan for the City.

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

T3: Implement the recommendations of the City's Walkability Study for downtown.

T4: Reprioritize transportation initiatives and funding to improve the pedestrian, bicycle, and transit networks.

T5: Coordinate with the Des Moines Area Regional Transit Authority's planning process to identify streets that may be identified for future high capacity transit corridors and plan for their redesign to accommodate that use.

T6: 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.

GOAL 2

Develop updated street design standards that allow for and balance the needs of all forms of transportation.

T7: Adopt alternative street design policies and standards that relate to adjacent land uses and buildings and address the needs of all users.

T8: Identify City streets that can benefit from redesign such as traffic calming measures, reduced travel lane widths, lane removal, addition of on-street parking, intersection improvements to manage traffic, landscaping, and new and enhanced sidewalks. Incorporate these changes into the CIP.

T9: Evaluate, refine, and implement the adopted Complete Streets Policy.

T10: Establish the position of Complete Streets Coordinator to coordinate implementation of the multi-modal elements of PlanDSM.



GOAL 3

Provide opportunities for healthy lifestyles through walking as a primary mode of transportation.

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

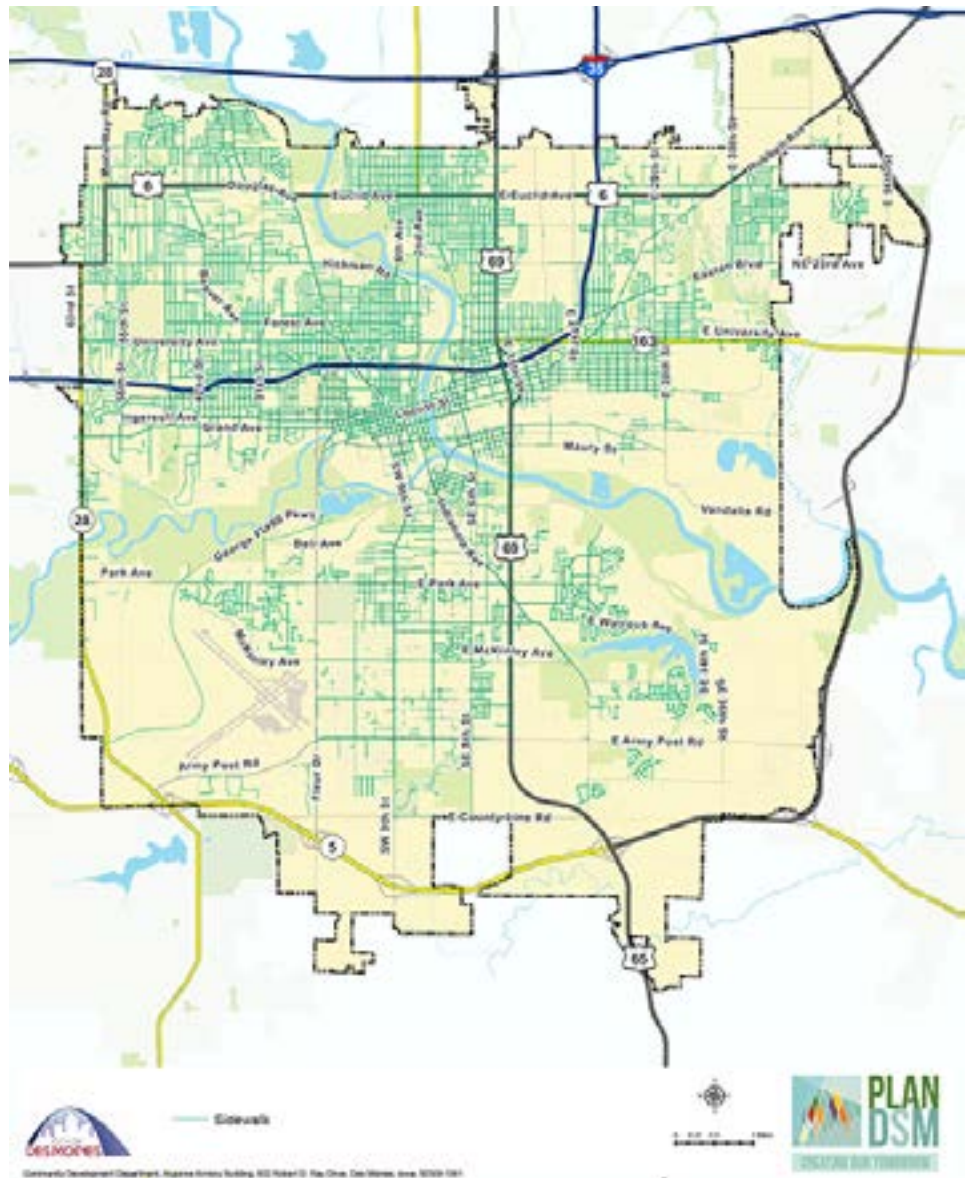
T14: Develop an ongoing funded program to improve sidewalk and crosswalk maintenance and repair.

T12: Develop guidelines for streets and sidewalks to provide safe, attractive, and accessible pedestrian ways including pedestrian crosswalks.

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

T13: Increase the mileage of continuous sidewalks throughout the City by prioritizing segments that fill in gaps and provide connections to destinations and transit corridors.

CITY OF DES MOINES EXISTING SIDEWALK NETWORK



Sidewalks are a significant element of the City's transportation infrastructure as more people are walking to get around their neighborhood and as part of a healthy lifestyle. The lack of complete sidewalk system contributes to the inability to reach walkable destinations safely and conveniently. Sidewalks connecting neighborhoods to transit stops are also frequently non-existent.



CITY OF DES MOINES SIDEWALK GAPS



“It’s very easy to get quickly around Des Moines.”

Des Moines resident during visioning

GOAL 4

Make transit a more attractive option for all City residents.

T16: Direct transit resources to improve overall system reliability, service, and connections.

T17: Dedicate resources to address transit needs for seniors, those with physical disabilities and those that are disadvantaged including increased access to social service providers.

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

T19: Enhance bus service along key corridors and to key locations including cross-town bus service and high capacity transit corridors.

T20: Identify sites for potential stations for intercity bus and rail service.

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.

T23: Pursue resources to facilitate the design and implementation of a high capacity transit corridor system on high-volume routes.

T24: Maintain, add, and improve bus shelters, particularly in the neighborhoods. Coordinate their placement with the City.

T25: Develop a program for paving connections between transit stops and adjacent sidewalks.

GOAL 5

Enhance the bicycle network by expanding bicycle facilities that are safe, comfortable, and easily accessible.

T26: Update the Bicycle and Trails Master Plan.

T27: Accommodate bicycles on City streets designing bicycle facilities based on street classifications, transit corridors, speed limits, design capacity, and access control.

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.

T30: Work toward a complete connected on- and off-street trail system that connects major destinations and employment centers.

T31: Support reduced rate B-cycle bike rentals with Greater Des Moines Recreational Activity Scholarship (GRASP) card.

T32: Expand the B-cycle bike rental system to university campuses and high capacity transit corridors. Incorporate into students’ activity fees.



CITY OF DES MOINES DART BUS ROUTES



— DART Route  DART Facility  DART Park and Ride Locs



GOAL 6

Ensure freight facilities continue to meet the needs of the local economy while being sensitive to impacts on surrounding land uses.

T33: Invest in safety and roadway / pedestrian connectivity improvements along railroad rights-of-way.

T34: Work with railroads and Iowa Department of Transportation to ensure adequate noise protection when housing is adjacent to railroad track rights-of-way or heavily used highways.

T35: Continue the process of securing a developer to construct a transload facility in the vicinity of SE 14th and SE 18th streets near the Southeast Connector.

T36: Identify, reduce impediments, and enhance the current freight network, including air, rail, and truck freight options.

GOAL 7

Ensure the Des Moines International Airport continues to meet the needs of the local economy.

T37: Investigate multi-modal access between the airport and downtown including non-stop bus service.

T38: Support the development of a new airport terminal.

T39: Continue working with the Des Moines International Airport regarding airport/land use compatibility areas considering the recommendations of the Iowa Airport Land Use Guidebook.

GOAL 8

Plan for future changes in transportation demand, technology, and innovation.

T40: Continue to support the designation of Highway 5 as an interstate highway.

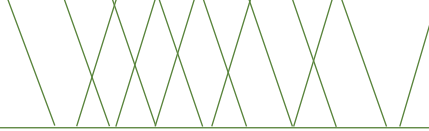
T41: Evaluate the feasibility, identify potential corridors and preserve rights-of-way for an urban and regional light rail system.

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

T43: Support the development of a car sharing program.

T44: Commit to new and emerging transportation technology.







733



HOUSING



Shelter is a basic need of human welfare and housing is an essential to a strong city. Des Moines encourages housing for all current and future residents regardless of income, background or family history. At the same time, the City recognizes that providing housing options goes beyond just affordability and size. Housing options need to address all segments of the population and land area must be available to provide a variety of housing types aimed at all ages and all types of households.

The housing stock in Des Moines ranges from single-family homes to high-density apartments and condominiums. Approximately 65% of the housing units are single family which reflects a historic emphasis on home ownership and low density development. The multi-family housing ranges from historic “flats” or apartment buildings from the turn of the last century to new high density residential apartments and condominiums. This mix is the result of historical development patterns, past Comprehensive Plans, and city policies including those providing incentives for multi-family housing and recent financing opportunities.

Housing has followed distinct trends over time and needs to continue to evolve to meet the housing challenges of the 21st century. Des Moines has the oldest homes in the metro area – almost 50% of the homes are over 50 years old. Promoting and maintaining this built residential environment is a goal of the City’s 25-year old Neighborhood Revitalization Program. In newly annexed portions of the city, new developments have offered for a more suburban style housing plus higher density townhomes with numerous amenities. Downtown conversions of industrial and office buildings to residential use and an increase in multi-family developments have grown over the last decade introducing more young professionals and lower income households to the residential mix. Neighborhoods remain basic building blocks in the make-up of the City as well. Many residents express a desire to remain in the neighborhood in which they reside in and look for a diversity of housing types so they have a choice when they must change domiciles. Comments received during PlanDSM public outreach events emphasized that the “form” of multifamily residential is more critical than numerical density.

The City is prioritizing development in two areas:

- Those areas of the City where infrastructure already exists or can be efficiently upgraded; and,
- Identified nodes and corridors.

By encouraging infill development and redevelopment, the City strengthens its return on previous investment in infrastructure construction. By encouraging new development to be contiguous to existing streets, water lines, and sewer, the City maximizes the use of existing infrastructure and makes the most efficient use of limited resources.

As shown in the Land Use element, regional, community, and neighborhood nodes have been identified. Mixed-use development in these nodes, and development along transportation corridors connecting them, encourages compact mixed-use development of active and healthy neighborhoods. Additionally, the health of viable commercial districts are stabilized, transit use is maximized, corridors become more walkable, and streets become safer.

“Des Moines has a variety of housing types which adds character to our neighborhoods.”

Des Moines resident during visioning

GOAL 1

Provide a diversity of housing options to accommodate residents of all ages, income levels, household sizes, and cultural backgrounds.

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.



Households of all income levels require basic human services which includes safe, quality housing. Housing of all types for households of all incomes should be dispersed throughout the City and the region.

GOAL 2

Preserve, maintain, and improve the existing inventory of single-family and multi-family housing.

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

H7: Continue to support the Neighborhood Finance Corporation (NFC) to provide homeowners and homebuyers with favorable financing to assist in the rehabilitation of existing housing stock. Consider expansion of the program.

H8: Provide enhanced residential tax abatement for minor and major renovations and rehabilitation of existing housing stock.

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

H10: Coordinate with local non-profit organizations to provide owner-occupied repairs to assist low-income, disabled, and elderly residents with ongoing maintenance needs.

H11: Support programs and agencies that help with weatherization and sustainability measures to reduce home operating costs for water and energy usage.

H12: Encourage organizations and non-profits to coordinate, develop, and maintain a housing resource guide to connect owners and renters with available programs and services.

H13: Ensure safe and habitable housing through continued implementation and enforcement of the building and rental codes.

H14: Strengthen codes and increase enforcement options to address properties in early stages of disrepair.

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.

GOAL 3

Promote sustainable housing development that utilizes existing resources and supports compact, walkable, and bikeable neighborhoods.

H17: Encourage the use of existing public infrastructure by focusing housing development on infill, vacant, and under-developed land.

H18: Develop a program to assemble infill and redevelopment properties for residential development.

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.

GOAL 4

Support development of and access to quality housing affordable to all income level households.

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

H22: Distribute affordable housing broadly throughout the City to avoid concentrations in neighborhoods or one sector of the City.

H23: Support and promote a regional approach to provision of affordable housing.

H24: Support financial education and financial management programs that help households buy, maintain, and keep homes.

H25: Decrease homelessness through a comprehensive approach of prevention and provision of stable housing that promotes long-term stability.

H26: Identify and collaborate with community and advocacy organizations to assist immigrant and minority population groups to understand and access available housing services and programs.

H27: Promote the easy access to fair housing information and resources for City residents provided by the Civil and Human Rights Commission.

H28: Continue to develop educational materials on tenant's rights and responsibilities, on fair housing laws, rights, and processes, and work with applicable agencies to distribute this information.

H29: Continue to pursue and efficiently distribute financial resources to provide subsidized and affordable housing to low-income residents.

H30: Educate broader community on impacts of homelessness.







ECONOMIC DEVELOPMENT



Des Moines is fortunate to have a robust, growing, and varied economy. The City's economy is diversified among insurance, finance, real estate, wholesale trade, and government sectors. Manufacturing also remains a significant contributor to the local economy.

Des Moines is home to several institutions of higher learning including Drake University, Grandview University, Des Moines University, and Des Moines Area Community College. Additionally, there are branches of both the University of Iowa and Iowa State University. The City has a dynamic downtown and a quality cultural and entertainment community. These are all strong attributes that describe a city where people want to live, work and play. Des Moines is committed to building on these qualities.

The Des Moines Independent School District continues to improve its facilities, curriculum, and academic performance. While the district continues to face challenges similar to other urban districts across the country including providing for low income students, the district's ethnic and racial diversity should be viewed as a positive in preparing students for a diverse world and life after school.

Like many cities, economic competition comes from the suburbs for business development. And while a large portion of Des Moines is developed, it can still accommodate new growth. Opportunities for new industrial development exist particularly in the distribution and warehousing sectors and redevelopment opportunities exist in mixed-use centers and downtown retail.

GOAL 1

Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.

ED1: Participate in state and regional efforts to target preferred industry clusters to focus recruitment efforts.

ED2: Utilize tax incentives, including tax abatement and tax increment financing (TIF), to retain, recruit businesses, and encourage higher quality design.

ED3: Support business development through the identification of special investment zones, such as self-supported municipal improvement districts (SSMID) and urban renewal areas.

ED4: Engage in regional efforts to create a prepared workforce.

ED5: Foster relationships with regional higher education institutions to promote growth in research and creative industries.

“Des Moines is a great environment for start-ups.”

Des Moines resident during visioning



Urban renewal districts are areas Des Moines has identified for extra consideration to plan and facilitate investment in new housing, business, and public infrastructure. Public and private partnerships in these districts often result in increased property values, employment, services, and amenities. Urban Renewal Districts are required by state law as a planning tool to establish Tax Increment Finance (TIF) districts and Self-Supporting Municipal Improvement Districts (SSMID).

GOAL 2

Focus economic development efforts in strategic locations for continued vitality and growth.

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.

ED9: Identify infrastructure, transportation, and connectivity needs in strategic areas and work with the appropriate agencies to serve the needs of existing development and ensure availability for new development.

ED10: Assemble infill and redevelopment properties for business development.

ED11: Provide educational programs and outreach to keep developers informed of the rationale for economic decisions and projects by City decision makers.

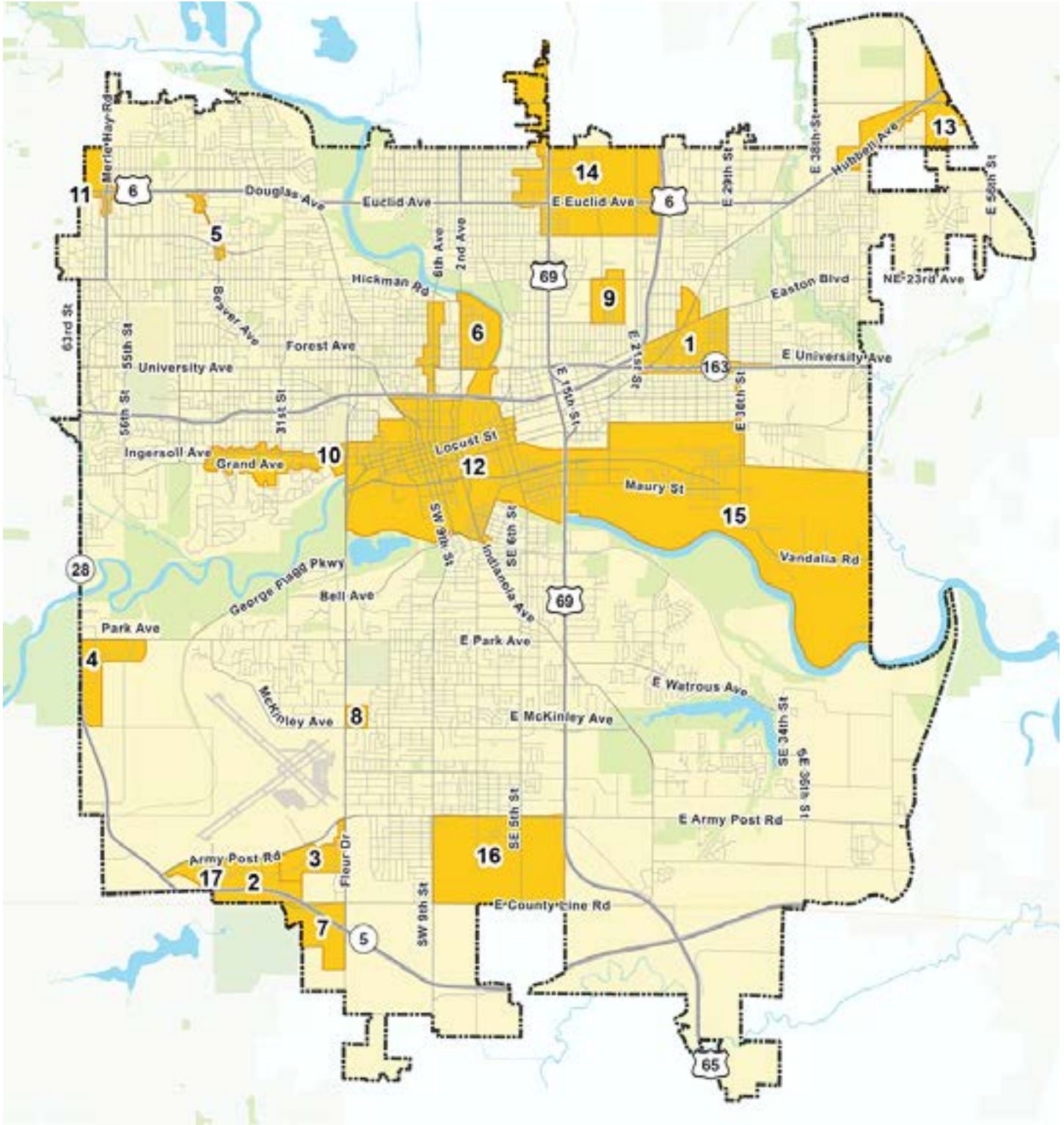
ED12: Coordinate with business community to foster growth and evolution in a world class downtown, including:

- Maintenance and expansion of the skywalk system;
- Optimize on-street parking;
- Infill of catalytic development sites
- Growth in employment;
- Revitalization and expansion of retail;
- Support for a variety of housing types for all income levels;
- Expansion of cultural resources and amenities;
- Provision outdoor recreational opportunities;
- Creation of a robust transportation network, including transit, walking, biking, and driving;
- Celebration of the rivers as the City's premiere natural resource;
- Expansion of offerings for visitors, including unique retail, restaurant, entertainment, and hospitality opportunities;
- Excellence in downtown education;
- Vibrant street life/24 hour city.

CITY OF DES MOINES URBAN RENEWAL AREAS

1. ACCENT
2. Airport Business Park
3. Airport Commerce Park South
4. Airport Commerce Park West
5. Beaverville
6. Central Place
7. Echo Valley
8. Fleur Drive Commercial
9. Guthrie
10. Ingersoll Grand
11. Merle Hay
12. Metro Center
13. Northeast Economic Development District
14. Northeast Gateway Revitalization
15. SE Agribusiness
16. Southside
17. SW 42nd and Army Post

CITY OF DES MOINES URBAN RENEWAL AREAS



Urban Renewal Area with Tax Incremental Financing District



“Des Moines is a great environment for start-ups.”

Des Moines resident during visioning

GOAL 3

Recognize livability as a key aspect to economic development.

ED13: Coordinate with local champions to provide amenities such as parks, trails, recreation spaces, cultural places, and community spaces that make Des Moines a premiere choice for businesses and residents.

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

ED15: Expect quality in the creation of public places and private development

ED16: Collaborate with the Des Moines Public School District to ensure they offer the highest quality education curriculum. Continue to promote the quality of the public school system.

GOAL 4

Foster a sustainable economy.

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.

ED20: Coordinate with organizations and businesses to develop and ensure access to educational programs that re-train residents during periods of economic change.

CITY OF DES MOINES URBAN RENEWAL SUBAREA BOUNDARIES

| | SUB-AREA NAME | URBAN RENEWAL PLAN |
|------|---|--------------------|
| 12A. | Capitol - Center Development Area II - Area A | Metro Center |
| 12B. | Capitol - Center Development Area II - Area C | Metro Center |
| 12C. | Capitol - Center Development Area II - Area D | Metro Center |
| 12D. | RiverPoint - Area A | Metro Center |
| 12E. | RiverPoint - Area B | Metro Center |
| 12F. | RiverPoint - Area C | Metro Center |
| 12G. | Capitol - Center III - Area A | Metro Center |
| 12H. | Sixth Avenue | Metro Center |
| 12I. | Capitol - Center | Metro Center |
| 12J. | River Hills 2011 | Metro Center |
| 12K. | Capitol - Center Development Area II - Area B | Metro Center |
| 15A. | Subarea B | SE Agribusiness |
| 15B. | Subarea A | SE Agribusiness |

CITY OF DES MOINES METRO CENTER AND SE AGRIBUSINESS URBAN RENEWAL PLAN SUBAREA BOUNDARIES







PUBLIC
INFRASTRUCTURE
AND UTILITIES



Des Moines works to keep our built environment functional and safe for all residents and businesses. The City provides basic infrastructure and public services to all neighborhoods. This includes streets, traffic signals, stormwater management, sanitary sewer (through the Wastewater Reclamation Authority), trash collection, and recycling services. Additionally, the City works closely with providers of drinking water (Des Moines Water Works) and street lighting (Mid-American Energy). All of these elements make up the basic infrastructure that allows the City to function on a day-to-day basis.

It is necessary to keep these functions viable which, for those services provided by the City, means maintaining a capital improvements program (CIP) which addresses safety improvements, forecasts future needs, and anticipates the location of future investments. Given limited financial resources for capital improvements, the CIP must balance safety concerns and the City's priorities for growth and future development, including anticipating long-term investment needs. Close coordination between City departments' work programs and budget requests and PlanDSM will implement the City's long range goals and policies.

GOAL 1

Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.

PIU1: Invest in and manage public infrastructure systems to support development and redevelopment in targeted areas.

PIU2: Require new development to provide adequate public infrastructure to serve the needs of the development and ensure facilities are sized and staged to provide for additional development beyond its boundaries.

PIU3: Adequately plan for maintenance, repair, upgrades, and replacement of City infrastructure. Align with neighborhood revitalization and economic development programs. Coordinate infrastructure work with other department work programs and outside utilities.

PIU4: Establish infrastructure project priorities and CIP requests based on PlanDSM goals and policies.

PIU5: Expand the underground utility district to cover the entire downtown area.

PIU6: Work with utility companies to continue the burial and consolidation of overhead utility lines during street improvement projects, along new streets, and redevelopment proposals.

PIU7: Promote the deployment of Internet service infrastructure with other public infrastructure during improvement projects and new projects. Work with providers to expand high speed internet access in all neighborhoods.

PIU8: Encourage lessening of negative impacts on the infrastructure system and natural environment by continuing to reduce the amount of solid waste headed to the landfill.

PIU9: Broaden the types of materials that can be removed from the waste stream and processed as recyclables including yard waste. Provide expanded education to residents and users.

PIU10: 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.



GOAL 2

Evaluate capacity for implementation of and adaptation to green infrastructure in the city.

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.

PIU12: Incrementally adopt the International Green Construction Code (IGCC).

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.

PIU19: Explore implementation of renewable alternative energy sources, technology, and design for municipal facilities.

PIU20: Survey brownfield sites for renewable alternative energy collection as development opportunities.

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.

GOAL 3

Reduce the consumption of energy in City owned buildings.

PIU23: Reduce energy consumption and waste generation in all public buildings to reduce expenses and meet sustainability goals.

PIU24: Continue to design new and renovate existing municipal buildings to meet Leadership in Energy and Environmental Design (LEED) Silver or higher.

PIU25: Develop public buildings and facilities that create healthy work environments and educate the public about energy-efficient, sustainable building, sustainable purchasing policies, and greening best practices.

PIU26: Audit existing municipal facilities to establish a baseline of current energy and water use and identify opportunities for reductions using the Energy Star Portfolio as an assessment tool. Strive to receive Energy Star recognition for municipal facilities.

PIU27: Audit the City's stormwater facilities to establish input benchmarks and ensure they function as originally designed. Monitor stormwater runoff to find reduction opportunities and identify water treatment costs.

In encouraging the use of green infrastructure and designing energy efficient buildings, the City can lead by example as public buildings are constructed and remodeled with energy efficient design and City facilities are monitored to identify opportunities for reduced energy consumption.

GOAL 4

In conjunction with local utility providers, ensure lighting standards and policies provide all residents with safe urban environments day and night while protecting views of the night sky.

PIU28: Provide high quality lighting fixture designs that are appropriate to street types and adjoining land uses, provide pedestrian friendly illumination, preserve dark sky conditions, and minimize glare and other unnecessary light pollution.

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

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

GOAL 5

Ensure noise standards and policies provide all residents with a safe and enjoyable environment day and night.

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

PIU32: Draft noise ordinances that are sensitive to location and time of day.

GOAL 6

Ensure clean, safe water resources are equitably available to all current and future residents.

PIU33: Develop programs to guarantee provision of water to low-income residents.

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

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.

PIU39: Prepare a comprehensive flood mitigation and prevention plan that reduces threats to public safety and private property.

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.

PIU40: Support development and implementation of watershed management plans.

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

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

PIU37: Prohibit development in the 100 year floodplain.





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PARKS AND RECREATION



Parks and recreation services are essential when establishing and maintaining a healthy and livable community. Availability and accessibility to recreation opportunities and parks provide a host of positive benefits and outcomes. Opportunities and facilities that promote physical and mental wellbeing that bring citizens together in a positive, supportive, and fun environment and create memorable experiences for families are critical to the future of the city of Des Moines.

The origins of the Des Moines park and open space system dates to 1894 when the first 600 acres of land were acquired for public recreation. These purchases accounted for what is known today as Greenwood, Grandview and Union Parks and Waveland Golf Course. Since that time the park system has grown to nearly 4,000 acres across over 76 parks and open space areas and has changed to accommodate the needs of a growing city.

In the last 20 years the public has had a growing need for trails to provide opportunities for recreation, fitness, and transportation. The city now has a network of trails that reaches almost every corner of the community and connects many of the city's parks and neighborhoods.

The City's most recent comprehensive park and recreation plan known as Parklands, A Celebration of Des Moines' Community Spirit was completed in 1995 has guided much of the change we have seen since that time, including the expansive growth in our trail system, the development of the Principal Riverwalk, Gray's Lake Park, and Western Gateway Park. In the coming year it will be time to undertake a new parks and recreation plan update to meet the recreation needs of the community into the future. The goals and policies of PlanDSM will be a key driver of that planning effort.

GOAL 1

Develop a parks and open space system that promotes a communitywide network of public spaces to provide recreational, transportation, health, and environmental benefits to citizens of all abilities.

PR1: Prioritize and fund an update of the Parks and Recreation Plan.

PR2: Ensure adequate resources for maintenance and enhancement of existing parks. Work with metro jurisdictions and the Iowa League of Cities to pursue State legislation allowing parkland impact fees.

PR3: Pursue joint use of school-based recreation facilities during non-school hours.

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

PR5: Establish a connected system of parks, trails, bikeways, and natural areas.

PR6: Investigate, and, if possible, implement, the development of a downtown park, playground and outdoor sports facilities suitable for all ages and abilities.

PR7: Provide areas for public gathering in all neighborhoods that promote community interactions.

PR8: Recognize cemeteries and public golf courses as additional open spaces and as part of the Parks system.

PR9: Develop a broad array of recreational facilities and opportunities in response to a diverse range of resident interests.

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

PR11: Sustain engagement with resident population to increase ownership in the park systems through volunteer programs and other public investment.

PR12: Provide aquatic opportunities for residents of all ages and abilities.

PR13: Investigate, and, if possible, implement, the development of an additional large scale in-city regional park(s) similar to Gray's Lake, Water Works Park, and Riverview Park.

The City's Parks and Recreation system includes both regional and neighborhood parks, pedestrian and bike trails, athletic facilities, community facilities, golf courses, natural areas, cemeteries, and organized recreational programs.



See page 59 for a map of the Des Moines Trail System

GOAL 2

Maintain and improve accessibility of parks for all residents.

PR14: All residents should live within a ¼ mile of a park, trail, or open space facilities via vehicle access or a safe walking or bicycling route.

PR15: Improve directional signage to locate parks and move people within parks.

PR16: Provide residents and visitors information about recreational locations, events, recreation programs, and educational opportunities. Develop bilingual information sources for non-English speaking residents and visitors.

PR17: Expand grassroot programs similar to the Greater Des Moines Recreational Activities Scholarship Program (GRASP) to ensure all residents have affordable access to cultural events. Admission to programs will continue to be discounted based on income.

GOAL 3

Design the City's trail system for all users including commuters and recreational users.

PR18: Update the existing Bicycle and Trail Master Plan while continuing to implement priority facilities within the plan.

PR19: Trails should be designed with destinations in mind. Prioritize connecting parks to one another and connecting trails to work centers.

PR20: Connect local trails and on-street bike lanes with the regional trail network.

PR21: Provide safe pedestrian and bike routes/connections.

PR22: Ensure that trails and bike lanes are kept in good condition and are well lit, signed, and striped.

PR23: Provide educational opportunities and outreach to learn about bike lanes and trails use and etiquette via signage and other promotional materials.

GOAL 4

Preserve, restore, and enhance natural systems in identified natural areas.

PR24: Develop a system of linked natural corridors throughout the City.

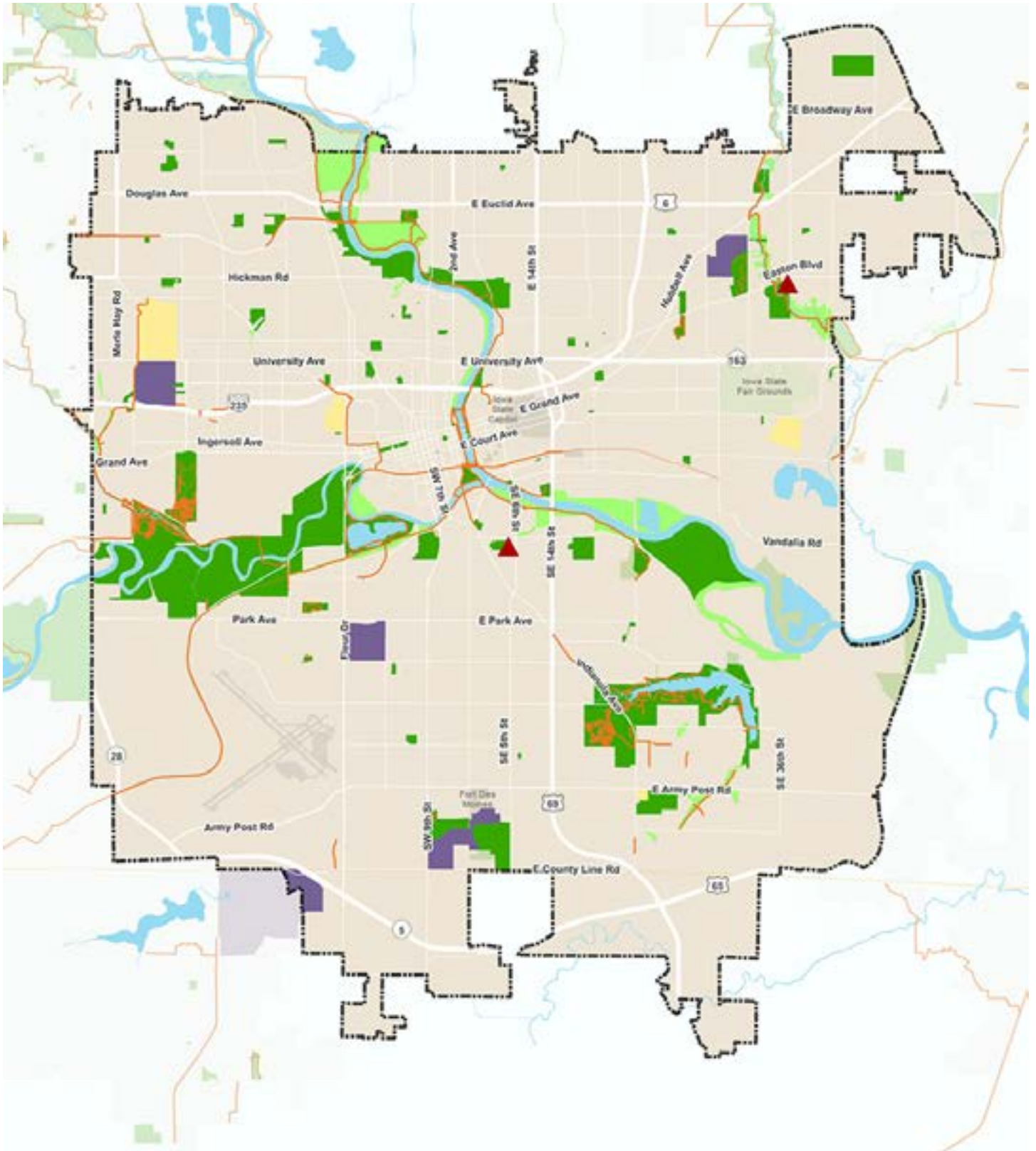
PR25: Incorporate natural areas as part of a green infrastructure system.

PR26: Increase the use of green infrastructure to decrease the city's impact on the natural environment.

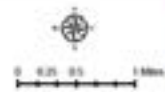
PR27: Protect and preserve the park and open space system's natural areas.

PR28: Identify and acquire land to ensure protection of stream banks, natural greenways, and other areas that could be converted to park or open spaces. Such possible acquisitions could include old gravel mining areas and floodplains.

CITY OF DES MOINES PARKS AND CEMETERIES



- Open Space
- Cemetery
- Trails
- Park
- Golf Course
- Community Center



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“The trail system in Des Moines is very good, safe, and connects easily to the greater regional system.”

Des Moines resident during visioning

GOAL 5

Preserve, restore, and enhance access to the Des Moines and Raccoon Rivers.

PR29: Maintain and improve water quality of rivers.

PR30: Develop additional access to encourage the use of the Des Moines and Raccoon Rivers for active and passive recreation.

PR31: Continue to participate in the MPO’s Water Trails and Greenway Plan as part of recognizing the value of the rivers to recreation opportunities in Des Moines.

PR32: Evaluate the possibility of removing or altering the Center and Scott Street Dams to encourage water activity in the downtown area while protecting the ability to recreate on the Des Moines and Raccoon Rivers above the dams.

GOAL 6

Establish and fund a program for art in public places.

PR33: Emphasize installations by local artists.

PR34: Provide greater support to the Greater Des Moines Public Art Foundation. Consider a public art levy on new development projects.

GOAL 7

Provide recreational programming as an intricate part of the social fabric of Des Moines and its park and open space system.

PR35: Continue providing and developing programs that include all ages of participants.

PR38: Provide affordable programming for all residents.

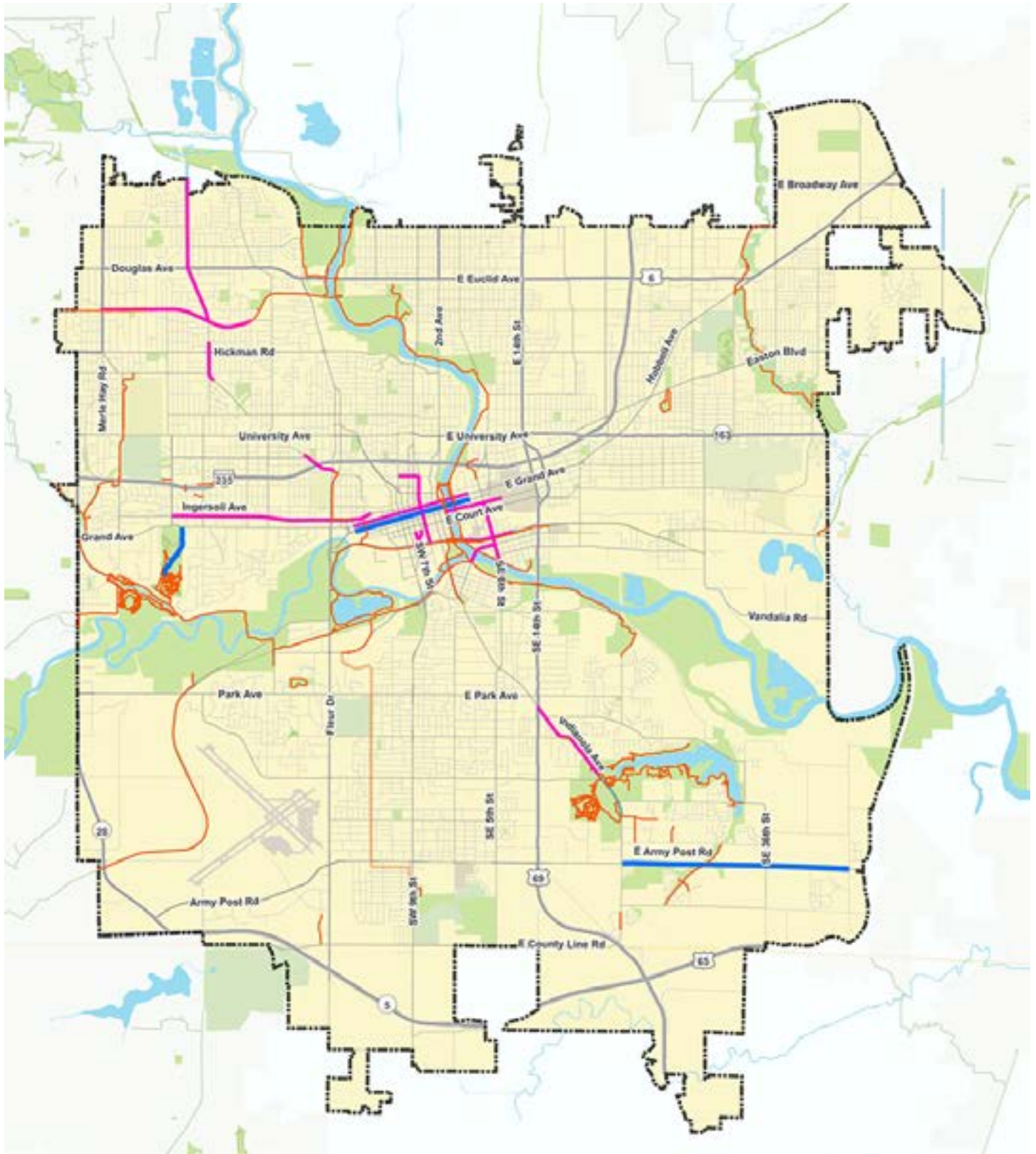
PR36: Provide programming across all areas of the city, particularly targeting low-income neighborhoods.

PR39: Provide quality athletic opportunities at the city’s sports complexes including league and tournament activities.

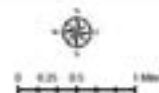
PR37: Provide environmental education programming throughout the park system.



CITY OF DES MOINES TRAILS AND ON-STREET BIKE FACILITIES



- On-Street Bike Facility
- Shared On-Street Bike Facility
- Trail



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WOODLAWN CEMETERY 1848

WOOD



COMMUNITY
CHARACTER AND
NEIGHBORHOODS



Many traits and qualities define Des Moines' character: a distinctly urban and densely developed downtown; neighborhoods containing single family housing integrated with multi-family housing and commercial services; unique landmarks both historical and contemporary; and, natural resources that are integrated throughout the City. City residents value the sense of community, the neighborhoods, our human scale, our history and architecture, and the orientation to the natural environment and rivers.

Where people choose to live and work and where business elects to locate is a choice. Cities that thrive will have to be attractive places that exhibit a commitment to community character. Des Moines' urban downtown and first ring of neighborhoods that combine for a distinctly urban character integrated with the traditional neighborhoods that offer a diverse mixture of housing styles with easy connections to a variety of uses are the City's competitive edge in the region. This structure cannot be duplicated in the surrounding suburban communities.

A city is also defined by its commitment to its past. Historical structures and archaeological sites are not merely remnants of the past but provide a connection to the City's history, settlement patterns and the foundation the City was built on. Preserving historic buildings and archaeological sites signify the value of the historical fabric of the community.

GOAL 1

Embrace the distinct character offered in each of Des Moines' neighborhoods.

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.

CCN3: Establish a program to encourage public art installations, mural projects, and distinctive landscaping in neighborhood nodes and along corridors.

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.

CCN7: Identify and strengthen neighborhood destinations unique to specific areas.

CCN8: Prepare a city-wide forestry plan to address the maintenance and re-planting of the City's urban tree canopy.

"Des Moines' neighborhoods offer housing types and prices to fit a variety of budgets."

Des Moines resident during visioning

GOAL 2

Further Des Moines' revitalization efforts to improve the strength, stability, and vitality of all neighborhoods.

CCN9: Realize neighborhood potential through focused planning efforts that bring residents, community stakeholders, and partners together to make a greater impact.

CCN10: Improve interdepartmental coordination and resource prioritization to achieve neighborhood revitalization.

CCN11: Acknowledge and adequately plan resources to implement neighborhood, corridor, and other small area plans.

CCN12: Coordinate housing and human services, non-profit organizations, and City service delivery among departments to ensure timely response to issues and concerns within neighborhoods.

CCN13: Develop a comprehensive set of strategies to eliminate blighted, vacant or abandoned properties, such as a vacant property registry, strengthened property maintenance, public nuisance, and rental codes, and land banking mechanism.

CCN14: Ensure neighborhood edges and corridors are attractive and inviting through effective planning and revitalization strategies.

CCN15: Adequately fund neighborhood infrastructure maintenance and streetscape projects and prioritize to coincide with other revitalization work.

GOAL 3

Promote the redevelopment and revitalization of neighborhood nodes and corridors.

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.

CCN19: Utilize incentives and economic development tools such as urban renewal plans, TIF, tax abatement, and façade improvement programs to encourage rehabilitation and/or redevelopment in targeted neighborhood nodes and corridors.

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

CCN21: Match infrastructure investments, such as streetscape projects, with economic development tools, such as façade improvement programs, to make a greater impact in neighborhood nodes and corridors.

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.

GOAL 4

Protect Des Moines’ historic and cultural assets that contribute to neighborhood and community identity.

CCN24: Develop an updated historic preservation plan.

CCN25: Partner with the historic preservation community to promote Des Moines’ rich history through education and outreach on historic structures, districts, and landscapes.

CCN26: Partner with the historic preservation community to identify historic districts also ensuring context sensitive infill and redevelopment.

CCN27: Develop policies that prioritize rehabilitation over demolition of historic structures and in historic districts.

CCN28 : Enforce local historic district and local landmark regulations.

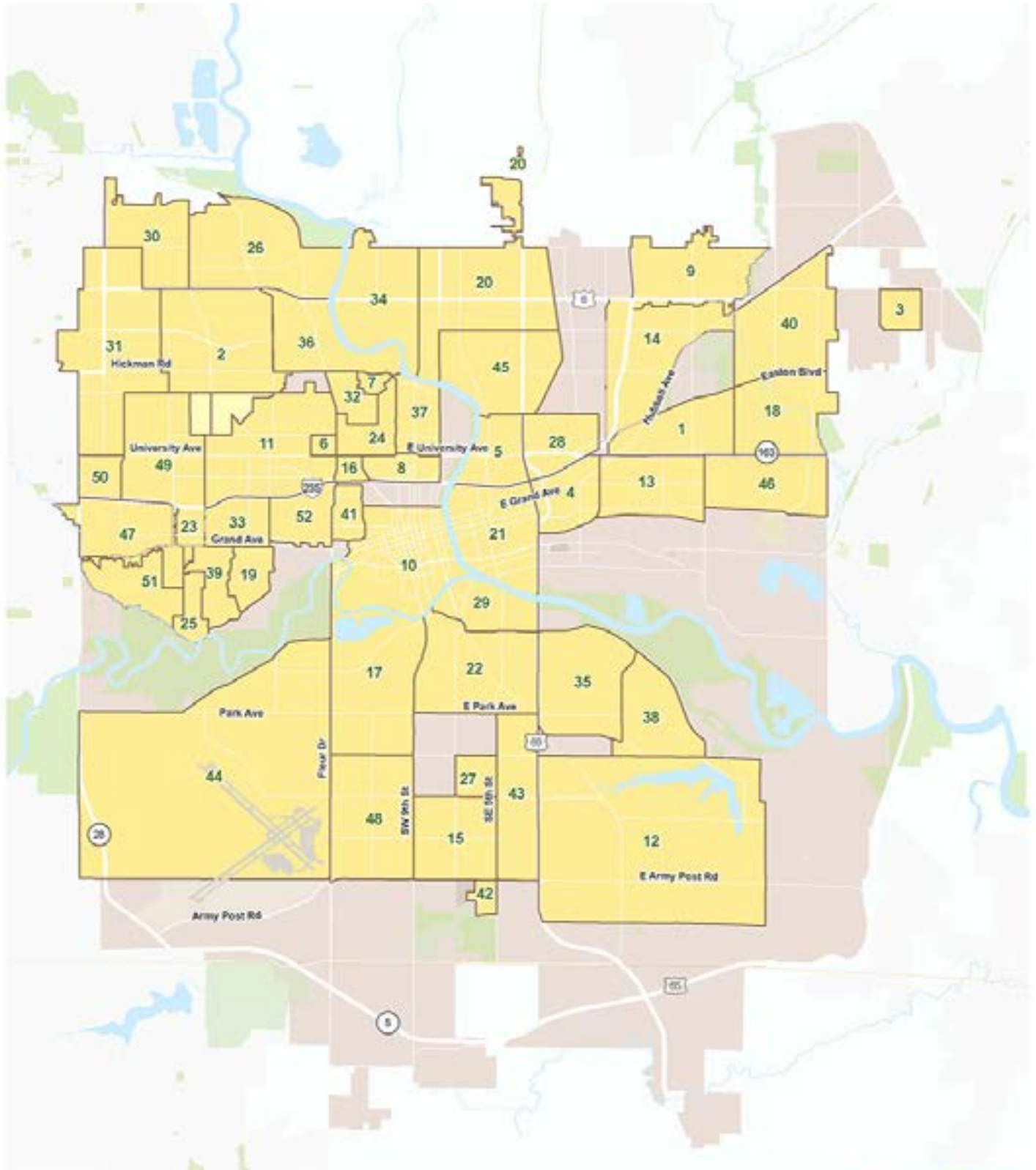
DES MOINES NEIGHBORHOODS

- | | | | |
|-------------------------------|---------------------------------|--|------------------------------------|
| 1. ACCENT (1993) * | 14. Fairmont Park | -- Martin-Hickman | 41. Sherman Hill (2000) * |
| 2. Beaverdale (1991/2013) * | 15. Fort Des Moines | 29. McKinley School/ Columbus Park (1991) * | 42. Somerset |
| 3. Brook Run | 16. Good Park | 30. Meredith | 43. South Park (2008) * |
| 4. Capitol East (1990/2014) * | 17. Grays Lake (2014) * | 31. Merle Hay (2008) * | 44. Southwestern Hills |
| 5. Capitol Park (1995/2014) * | 18. Grays Woods (1999) * | 32. Mondamin Presidential | 45. Union Park (1993) * |
| 6. Carpenter (1995)* | 19. Greenwood Historic (2003) * | 33. North of Grand (1998) * | 46. Valley High Manor |
| 7. Chautauqua Park (1990) * | 20. Highland Park (1995) * | -- North Park (1991) * | 47. Waterbury (2007) * |
| 8. Cheatom Park | 21. Historic East Village | 34. Oak Park | 48. Watrous South |
| 9. Douglas Acres (2010) * | 22. Indianola Hills | 35. Pioneer Park | 49. Waveland Park (2003) * |
| 10. Downtown Des Moines | 23. Ingersoll Park | 36. Prospect Park | 50. Waveland Woods |
| 11. Drake (2011) * | 24. King Irving (2004) * | 37. River Bend (1992/2015) * | 51. Westwood |
| -- Drake Park (1995) * | 25. Linden Heights | 38. River Woods | 52. Woodland Heights (1991/2013) * |
| 12. Easter Lake Area | 26. Lower Beaver (2014) * | 39. Salisbury Oaks | |
| -- Ewing Woods - Evergreen | 27. Magnolia Park | 40. Sheridan Gardens | |
| 13. Fairground (1998) * | 28. MLK Jr. Park (2014) * | | |

* Indicates neighborhoods with plans and year adopted

See Roll Call 16-0717 for list of plans retained as elements of the City’s Comprehensive Plan.

CITY OF DES MOINES NEIGHBORHOODS



CO Department, Argonne Army Building, 602 Robert D. Ray Drive, Des Moines, Iowa, 50305-1881



GOAL 5

Expand opportunities for healthy and active living for all residents.

CCN29: Design and construct infrastructure and the built environment that enables a healthier community that walks, bikes, and is physically active.

CCN30: Provide all residents with readily accessible parks and open space areas.

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

GOAL 6

Strengthen the walkability and connectivity within and between neighborhoods.

CCN32: Connect the existing sidewalk network.

CCN33: Avoid removal of existing sidewalk segments.

CCN34: Implement the City of Des Moines Complete Streets Policy on all City street projects considering the context of the street and its function.

CCN35: Emphasize transit usage in street design and land use on corridors with bus routes.

CCN36: Work with neighborhood and business associations to prioritize and implement projects identified in the Bicycle and Trail Master Plan.

CCN37: Ensure proper lighting and sidewalk maintenance through resident education, code enforcement, and adequate funding levels.



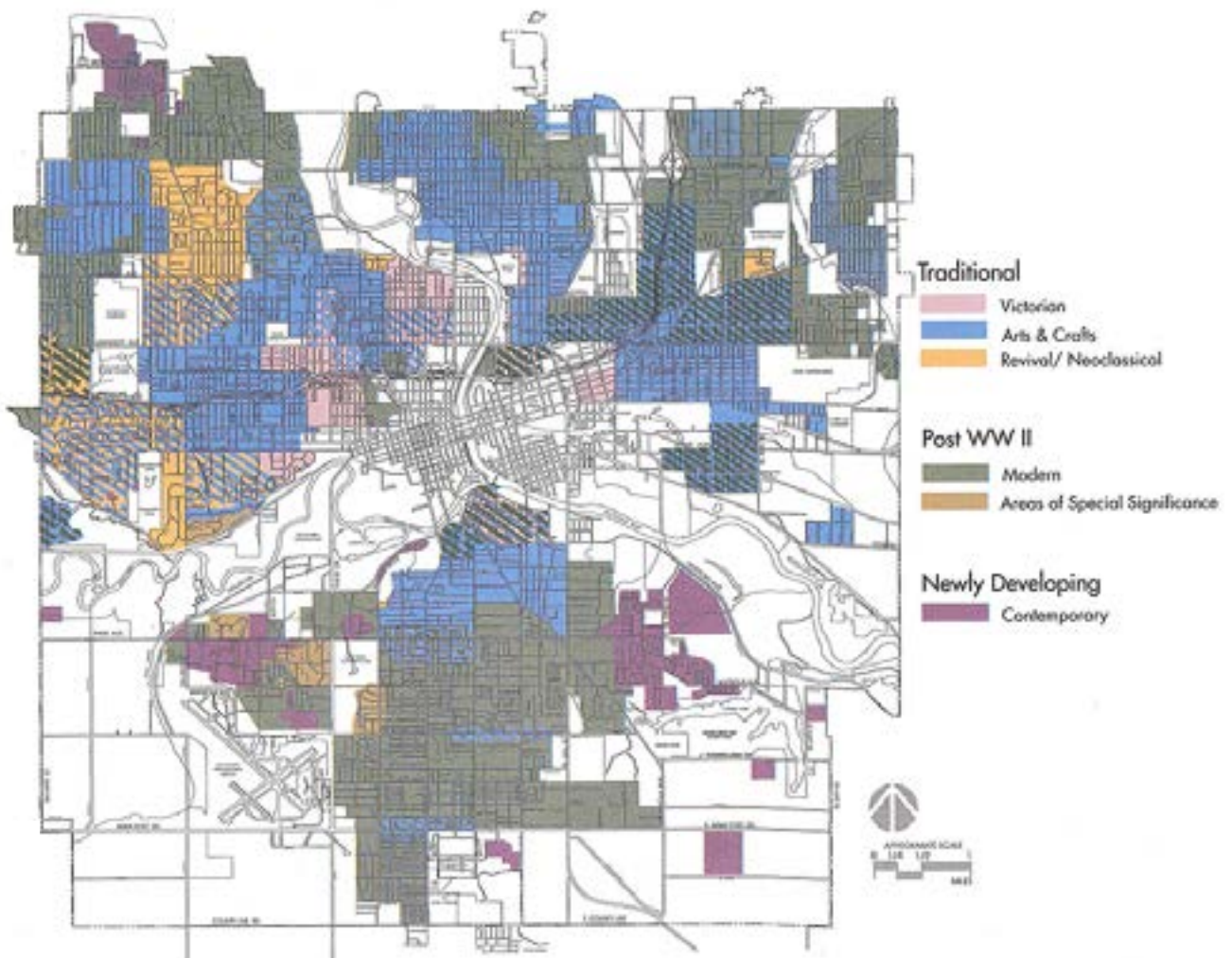


DES MOINES'
2020
COMMUNITY CHARACTER
PLAN

City of Des Moines, Iowa
Community Development Department

The Des Moines 2020 Community Character Plan focused on protecting the City's neighborhoods while promoting a range of housing choices and commercial services within those neighborhoods. See Roll Call 16-0717 for chapters of the 2020 Community Character Plan that were retained as reference for the existing Zoning Code and for the preparation of PlanDSM Zoning Code.

ERAS OF HOUSING DEVELOPMENT (THROUGH 2000)
from 2020 Community Character Plan







COMMUNITY FACILITIES



Public safety and security is a traditional role of City government. Police and fire services play an important role in maintaining Des Moines' quality of life as we continue to grow and prosper. Reducing crime and providing high quality emergency response all affect the ability of the City to attract and retain residents and business.

Likewise, the library system is frequently central to residents' connection to their neighborhood and City services. As an educational resource with information and reference assistance, reading programs, study and meeting rooms, and a source of internet access, the Des Moines public library is critical to families' lives. As a leisure activity, it offers life-long learning opportunities and hours of enjoyment.

While the Des Moines Public School District (DMPS) is the largest and most recognizable, eight different public school districts draw students from parts of the City. Schools are a principal indicator of the attractiveness of a community to businesses and families moving to the area. The DMPS learning environment is unique and varied with the student population representing countries from around the world. The quality of the educational environment is evident with the number of advanced placement classes offered. With significant financial investment in facilities, school buildings are offering an improved learning environment for the 21st century.

The City of Des Moines and the metro cities have numerous agreements to enhance the availability of services to the community. These collaborative efforts need to be continued and increased to provide the most cost effective and top quality services to all residents of our community.

GOAL 1

Provide accessible public facilities and spaces for all residents that support safe, active, and healthy environments and civic participation.

CF1: When possible, increase the sharing of facilities among public safety departments, other city service providers, Polk County, and Des Moines Public Schools, to provide residents with efficient services, reduce costs, and maintain public safety.

CF2: Support the expansion of the combined emergency communication and dispatch system between the City of Des Moines and Polk County to include the rest of the metro municipalities.



Public safety is not just responding to calls for police or fire assistance. It also includes preventative measures such as conducting safety inspections and becoming involved in the neighborhoods through community policing. Operating efficiencies can be realized through collaborating with other metro fire and police departments.

GOAL 2

Provide a safe and secure environment for all City residents, workers, and visitors.

CF3: Provide preventative safety education (fire, police, and emergency services) to all residents, including those who speak little or no English.

CF4: Combine design standards that promote quality and sustainable development with those that address public safety.

CF5: Update and maintain emergency operation capabilities by planning, acquiring equipment, and training for response to emergencies and disasters through the regional efforts of the Polk County Comprehensive Emergency Plan.

CF6: Maintain effective law enforcement through community outreach efforts and focusing resources through the Neighborhood Based Service Delivery (NBSD) Program.

CF7: Conduct a facility study to determine the need for new and expanded police facilities.

CF8: Collaborate with other metro police and fire departments regarding operational efficiencies and building planning.

CF9: Maintain and strengthen partnerships with other public safety departments within the metro area, with Des Moines Area Community College, and Metro Special Tactics and Response team (S.T.A.R.) for operational efficiencies and training.

CF10: Establish level of service standards for fire response through the Fire Department's accreditation efforts.

CF11: Evaluate Levels of Service, response times, and staffing levels to determine need for relocation or new location of police stations consistent with PlanDSM Land Use policies

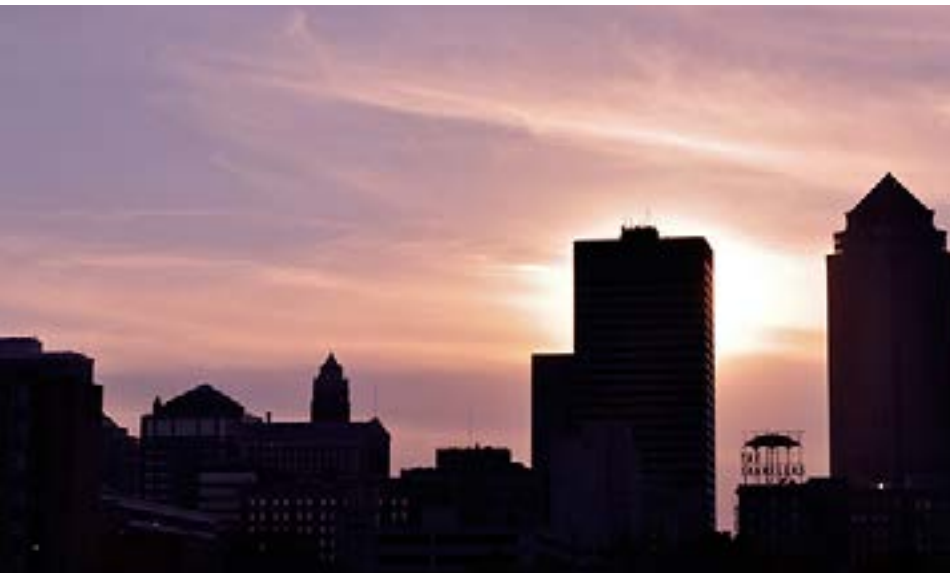
CF12: Maintain quality standards in recruiting and training new public safety employees and strive for a public safety workforce that reflects a cross section of the city's cultural diversity and geography.

CF13: Update and maintain the fire inspection program as a means of identifying and remedying potential hazards before fires occur.

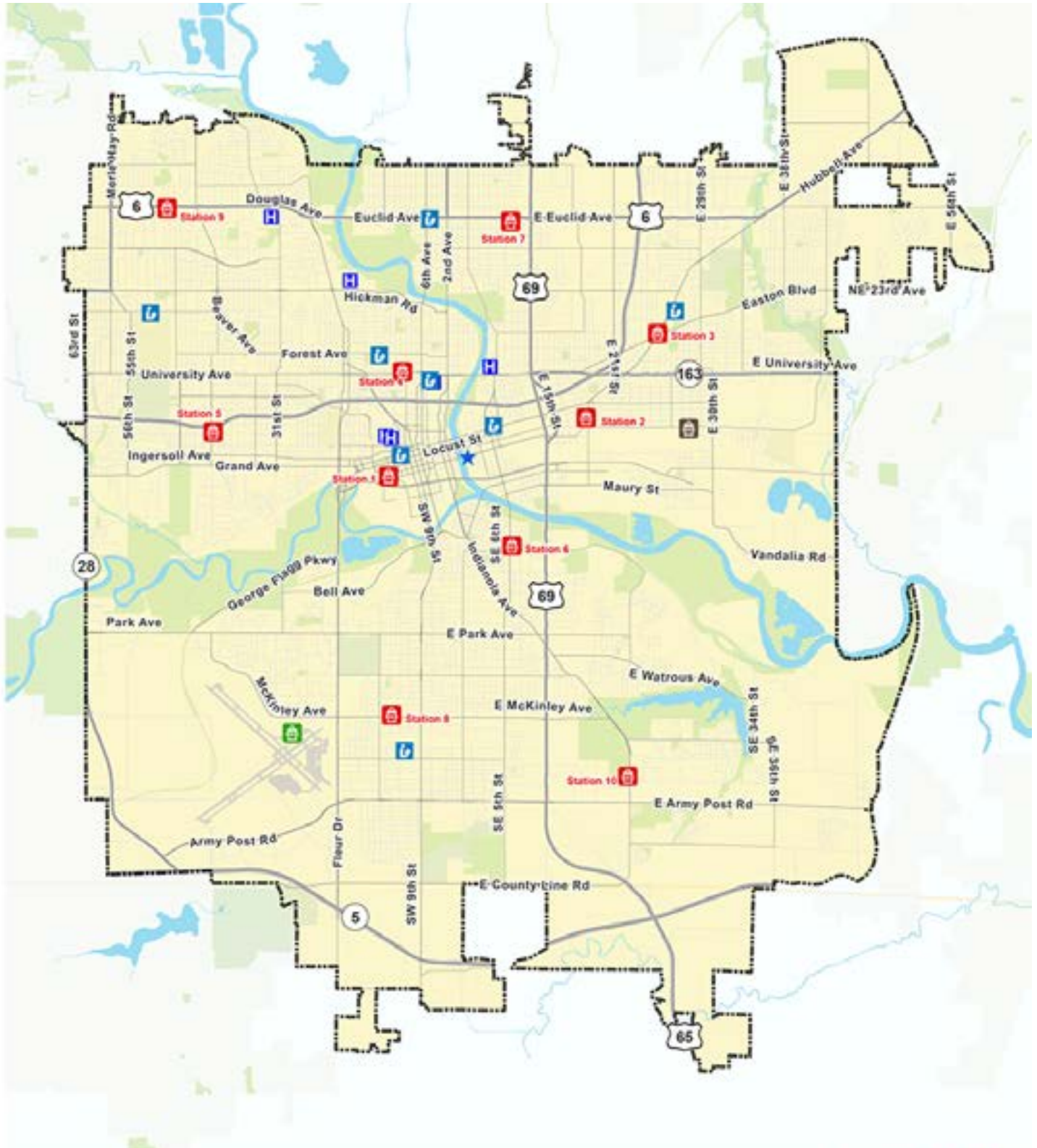
CF14: Maintain required hazardous material mitigation response and enhance resource collaboration.

CF15: Maintain and enhance specialty rescue capabilities such as extrication, trench rescue, high- and low-angle rescue, and water rescue.

CF16: Minimize risk to life and health from exposure to hazardous materials through designation of appropriate travel routes for hazardous materials transportation, groundwater monitoring, contamination remediation, brownfield sites remediation, and required testing and remediation of contaminated sites prior to development.



CITY OF DES MOINES COMMUNITY FACILITIES



-  Library
-  Hospital
-  Police Station
-  Fire Station
-  Fire Admin, Maintenance and Training
-  Aircraft Rescue and Firefighting Facility



Community Development Department, Argonne Army Building, 802 Robert D. Ray Drive, Des Moines, Iowa, 50309-1881

GOAL 3

Continue a strong library system with highest quality services, programs, and resource collections to meet the community's informational, literary, cultural, and educational needs.

CF17: Respond to changes in technology and social media to continue providing for the diverse and changing needs and interests of all library patrons.

CF18: Provide an array of services and programs that enable, encourage, and teach people to connect to information.

CF19: Expand library hours and outreach efforts to provide equitable library service throughout Des Moines.

CF20: Continue literacy-based services to youth and their families.

CF21: Provide space within library buildings for shared programming venues.

CF22: Develop a bookmobile program that delivers library books and services directly to neighborhoods.

GOAL 4

Support all residents' right to quality education through collaboration and cooperation with all school districts operating within city boundaries.

CF23: Develop a program to provide safe routes and access to schools by mapping pedestrian and bicycle access to all schools on local streets, trails, and pathways.

CF24: Continue to notify and consult with school districts concerning housing developments within their respective districts.

CF25: Promote shared use of school facilities and properties for neighborhood activities.

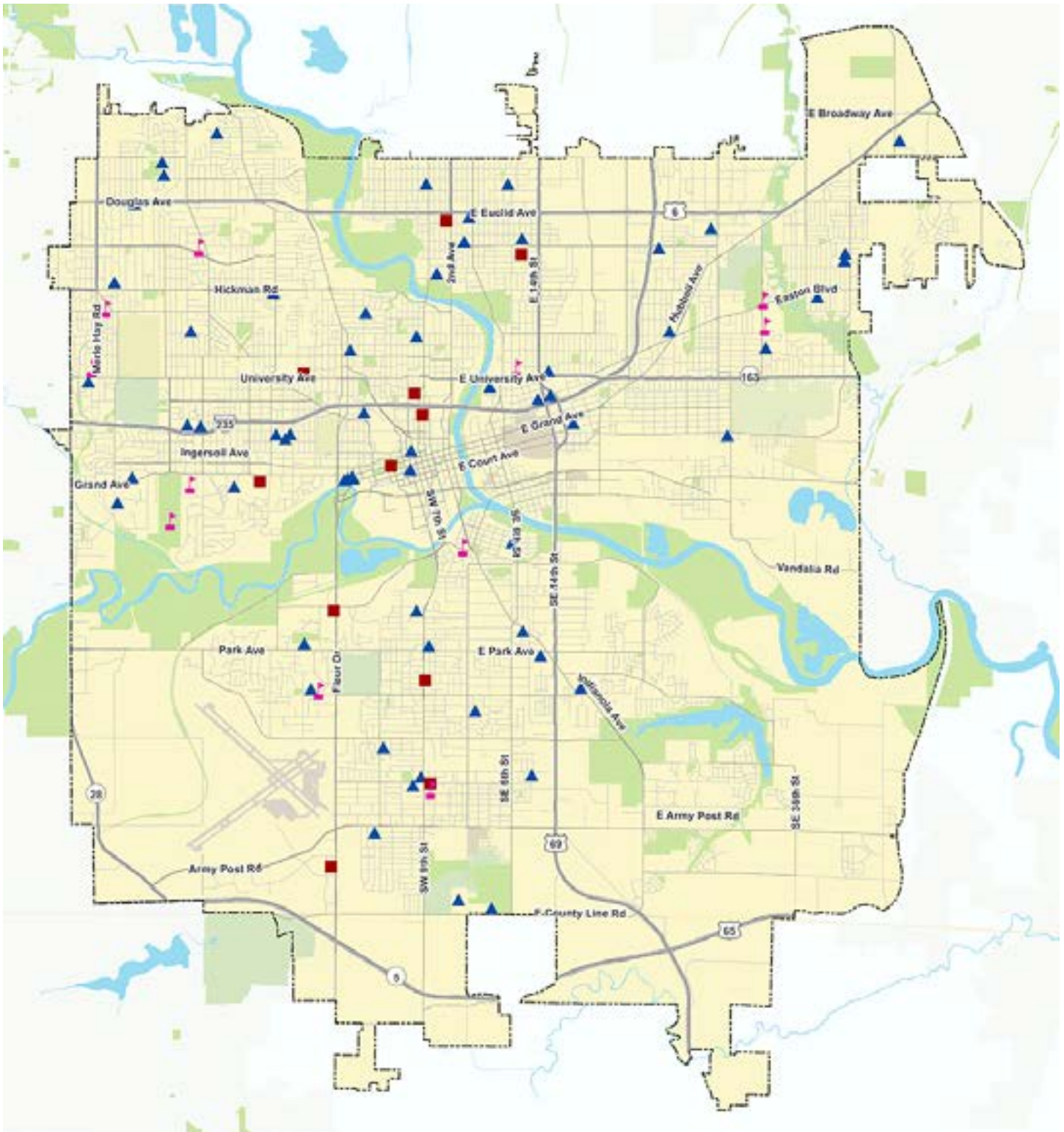
CF26: Promote accomplishments and positive aspects of school districts.

CF27: Encourage school districts to identify and reduce barriers to student participation in extracurricular programs.

CF28: Support school programs that provide non-English speaking students with access to support services and mentors.



SCHOOLS IN DES MOINES



- ▲ Public School
- Higher Education
- Private School



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SOCIAL EQUITY



PlanDSM has committed to providing a fair and equitable formation of public policy involving all segments of the population. To achieve that commitment, numerous meetings have been held with myriad organizations spread throughout the community. The organizations varied in their focus from geographic, ethnic, age, gender, sexual preference, and family formation. Successful implementation will require continued outreach and full participation in the political and cultural life of the community by all Des Moines residents.

Des Moines is a surprisingly diverse city. The growing population of minority and under-represented communities creates unique demands on social programs, health care, and City services as well as housing and schools. But it also provides for a rich cultural environment where residents can learn about other countries' traditions and celebrate the diversity that is a trademark of Des Moines. The challenge is to ensure equal opportunities exist for all residents to enjoy not only basic human needs of housing and food but live active, healthy, and safe lifestyles.

Des Moines also has residents with some of the lowest incomes in the metro area requiring additional help with housing, education, and other services. The central part of the City surrounding the downtown was often impacted negatively by past land use practices and low standards for development. Continued revitalization and growth of the City depends on providing just and equitable services to every segment of the community throughout the City and metropolitan area.

GOAL 1

Ensure high quality human services programs are available, accessible, and utilized to guarantee basic human needs so all residents lead lives of dignity.

SE1: Restructure the Civil & Human Rights Department to expand beyond investigations so that the department can effectively address the social needs of the citizens of Des Moines.

SE2: Facilitate coordination of services and funding provided by municipalities, businesses, and organizations within the greater metro area to ensure, maintain, and reduce the need for emergency shelter and services.

SE3: Investigate and develop housing, such as permanent supportive housing units, for the chronically homeless, those experiencing episodic homelessness, and those at risk of homelessness.

SE4: Develop a community plan to provide high quality health and social services that assist in the prevention and reduction of poverty.

SE5: Ensure all residents have convenient and safe access to financial literacy education regarding saving and investing to enjoy strong fiscal health.

SE6: Support efforts to inform and provide needed emergency and assistive services to households through coordinated information and referral centers available 24 hours.

SE7: Support a Community Health Needs Assessment to identify needed physical and mental health supportive services.

SE8: Promote strategies to enhance health and wellness education, information on resources, and opportunities for civic engagement by persons of all ages.

“We need to be recognized for diversity achievements -- for the work that’s already been done to recognize diversity in our community.”

Des Moines resident during visioning



GOAL 2

Ensure that all residents have convenient access to healthy food, health care, safe environments, and choices for an active lifestyle.

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

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

SE11: Support local healthcare facilities to provide responsive, high-quality care to all users.

SE12: Coordinate with community efforts, local businesses and organizations, and school districts to establish food pantries and food pantry distribution/off-site monthly pick-up/distribution.

SE13: Support local efforts to ensure all residents have consistent access to emergency food assistance.

SE14: Provide opportunities for healthy activity in safe and accessible public spaces for all residents.

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

SE16: Foster a range of health and community support services to ensure delivery is coordinated, respectful, user-friendly, and wellness focused.

SE17: Support health and social services that are accessible by all means of transportation.

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



GOAL 3

Ensure all city services, projects, programs, and events represent and encourage participation of a cross section of the city's cultural diversity and geography.

SE19: Ensure city government staffing, board membership, and policies reflect the diversity of the city's demographics.

SE20: Provide access to major city documents in multiple languages and/or provide translation services. Improve the City's website to provide information in both Spanish and English.

SE21: Provide staff and elected officials with diversity and gender equity training to ensure all citizens receive respectful and responsive answers and services.

SE22: Effectively engage the public and city partners/organizations/entities when making decisions that create, remove, or change a city service, project, or policy.

SE23: Promote full enjoyment of civil and human rights for all residents through advancement of the Civil and Human Rights Commission mission.

SE24: Coordinate with cultural communities and school district(s) metro-wide to identify non-English speaking resources to assist with translation of city services.

Insuring that all persons in Des Moines have the right to succeed and that there are no governmental barriers that prevent them from doing so is the essence of social equity.

GOAL 4

Continue to celebrate the diversity of Des Moines provided by the many cultural communities that have chosen to live here.

SE25: Support events and celebrations that highlight the cultural heritage of our residents.

SE26: Provide a liaison at the City to assist non-English speaking residents.


SE27: Support programs and organizations that assist new residents to access programs and services that enhance their position as members of the community.







IMPLEMENTATION



PlanDSM establishes a broad vision for growth and development in the City of Des Moines over the next 25 years to the year 2040. Combined with the Des Moines City Council's Strategic Plan (GuideDSM), it charts a course for Des Moines to become a world class city. The PlanDSM vision was established through an extensive public outreach process that included City residents and key stakeholders. The vision is clarified through detailed goals and policies set forth in nine elements that comply with the Smart Planning Principles contained in Chapter 18B of the Iowa Code. Therefore it is important to identify priority actions that are critical to its implementation.

This chapter outlines a set of implementation actions that translate the vision of PlanDSM. The suggested actions include new directions resulting from the planning process as well as ongoing efforts. These actions also implement priorities contained in the current Des Moines City Council's Strategic Action Plan (GuideDSM, Strategic Plan 2015 – 2030). While the implementation actions do not address each and every policy contained in this Plan; rather they are reflective of the City's highest priorities related to the Plan for the next five years. This implementation chapter should be reviewed and updated concurrently with future Council Strategic Action Plans to reflect the City's accomplishments, available resources, and potential changes in policy direction.

ONGOING ACTIONS

A Plan's success is largely determined by its relevance to the changing times and needs of City residents and property owners. Towards this end, this Implementation chapter should be reviewed annually and revised as necessary to reflect changes in City policy, the availability of new implementation tools, the most recent City Council Strategic Planning process and the evaluation of existing goals and policies. The Community Development Department will prepare the annual review on the status of the plan and progress made in its implementation and present it to the Plan and Zoning Commission and City Council during Council's annual strategic planning process. The annual report will be prepared in coordination with other City departments involved in implementation projects and studies and include a component that addresses the progress of other plans and studies related to the Comprehensive Plan. As priority actions are completed, additional implementation projects from the list in Appendix A should be moved into priority positions in the revised Implementation chapter. This annual review should also include a report detailing activities associated with amendments to the Zoning Ordinance.

It is important that a major review of the entire PlanDSM be carried out every five years. This review and evaluation will identify the effectiveness of the Plan's goals and policies in working toward the future Des Moines shown in the Vision Statement. This evaluation should also take into consideration changes that affect Des Moines at the city, state, regional, and even the national level and assess whether the values of PlanDSM remain consistent with the City's desired direction. These periodic evaluations would ensure that the Plan is refined as needed and remains a true reflection of the City's most current needs.

Comprehensive plans are decision-making tools. It is the Council's expectation that PlanDSM be used as a guide in designing Departmental work programs and capital projects. As part of the annual budget process, presentation of budget requests should include an explanation of how the requested budget item implements PlanDSM as well as the City Council's Strategic Plan.

PRIORITY ACTIONS

This section identifies high-priority items that will implement some of the goals and policies of PlanDSM. They are organized into two time-frames:

- **Near Term:** Items that are on-going or prioritized to begin during the budget year following the adoption of PlanDSM. Many of these items are identified as high-priority action and policy items in GuideDSM, the City's Strategic Plan 2015 - 2030.
- **Intermediate:** Actions that will begin or be completed prior to the five-year evaluation and possible Plan update.

NEAR TERM ACTIONS

- Update the Zoning Ordinance and Subdivision Regulations to be consistent with PlanDSM.
- Prepare a Transportation Master Plan.
- Update the Parks and Recreation Master Plan.
- Identify priority corridors and begin the preparation of corridor plans to include streetscape plans and implementation of the nodes and corridors concept.
- Develop an infill/redevelopment program.
- Complete study and recommendations regarding a joint public safety communications center.
- Complete the Police Facility and Workspace Needs Report. Include evaluation on Levels of Service, response times, and staffing levels.
- Begin the fire accreditation program and develop levels of standards for fire response
- Expand library hours and develop bookmobile program.
- Begin incremental adoption of the International Green Construction Code (IGCC).
- Develop a policy for undergrounding overhead utility lines including coordination with utility companies to combine efforts during new street projects and during street improvement projects.
- Update the rental code.
- Develop an exterior property maintenance code.

INTERMEDIATE ACTIONS

- Identify nodes for consideration for Transit Oriented Development incentives.
- Prepare a "catalyst" TOD small area plan.
- Establish Adequate Public Facilities requirements.
- Implement recommendations of Transportation Management Plan including funding a Complete Streets Coordinator and recommendations from the Downtown Walkability Study.
- Update existing Bicycle and Trail Master Plan while continuing to implement priority facilities within the plan.
- Develop a program to assemble infill and redevelopment properties for residential and business development.
- Audit municipal facilities and stormwater facilities to determine baselines and thresholds.
- Prepare a comprehensive flood mitigation and prevention plan.
- Prepare an updated Historic Preservation Plan.
- Prepare a strategic restructuring plan for the Civil & Human Rights Department based on best practices.
- Coordinate the preparation of a Community Health Needs Assessment.
- Provide a liaison position to assist non-English speaking residents.
- Provide a translation service for interpreting forms and processes.





APPENDIX A: ACTION ITEMS

This Appendix is a list of actions that go beyond those identified in the Implementation chapter to carry out the goals and policies of PlanDSM. All policies in PlanDSM are important but some continue existing efforts and cut across several topics or elements. Although their implementation requires continuous evaluation, they do not warrant a major new initiative at this time.

Other policies require additional resources and time to investigate and implement. They are important to begin but their urgency is less than those identified in the Short Term and Intermediate Actions. Many of these policies and goals should be placed into annual work programs in years to come to address Council priorities that evolve during the annual Strategic Planning process and annual review of PlanDSM.

LAND USE

- Prepare small area Transit Oriented Development (TOD) plans for the nodes located on high capacity transit corridors.

TRANSPORTATION

- Increase neighborhood connectivity to transit corridors and bus stops.
- Identify sites for potential stations for intercity bus and rail service.
- Pursue resources to facilitate the design and implementation of a high capacity transit corridor system on high-volume routes.
- Add bus shelters at various points in the City, particularly in neighborhoods.
- Pave connections between transit stops and adjacent sidewalks.
- Provide bicycle parking downtown.
- Complete connected on- and off-street trail system.
- Expand the B-cycle bike rental system.
- Invest in safety and roadway/pedestrian connectivity improvements along railroad rights of way.
- Work with railroads and Iowa Department of Transportation to ensure adequate noise protection when housing is adjacent to railroad track rights-of-way or heavily used highways.
- Partner with private developer to construct the Transload Facility.
- Investigate multi-modal access between the airport and downtown including non-stop bus service.
- Evaluate the feasibility, identify potential corridors, and preserve rights-of-way for an urban and regional light rail system.
- Partner with private entities to install Electric Car Charging stations.



HOUSING

- Work towards a balance of market rate, income restricted, and subsidized rental housing across the City.
- Address availability and affordability of housing options for all families.
- Continue to support the Neighborhood Finance Corporation (NFC). Consider expansion of the program.
- Provide information, such as a pattern book, to demonstrate how homeowners can modernize their existing residence with additions or renovations.
- Coordinate with non-profit organizations to provide owner-occupied repairs to assist low-income, disabled, and elderly residents with ongoing maintenance needs.
- Strengthen code and increase enforcement options to address properties in early stages of disrepair.
- Streamline permit and development processes to encourage development in accordance with applicable regulations.
- Encourage mixed use development that incorporates affordable and market rate housing along transit corridors and in neighborhood nodes.
- Distribute affordable housing broadly throughout the City to avoid concentrations in neighborhoods or one sector of the City.
- Continue to develop educational materials on tenant's rights and responsibilities, on fair housing laws, rights, and processes, and work with applicable agencies to distribute this information.
- Continue to pursue and efficiently distribute financial resources to provide subsidized and affordable housing to low-income residents.

ECONOMIC DEVELOPMENT

- Participate in state and regional efforts to target preferred industry clusters to focus recruitment efforts.
- Utilize tax incentives to retain, recruit businesses, and encourage design standards including tax abatement and tax increment financing (TIF).
- Identify special investment zones, such as self-supported municipal improvement districts and urban renewal areas.
- Foster relationships with regional higher education institutions to promote growth in research and creative industries.
- Support revitalization of obsolete commercial locations and identify alternative land uses and adaptive reuses for commercial properties that are both functionally and locationally obsolete.
- Identify infrastructure, transportation, and connectivity needs in identified areas and work with the appropriate agencies to serve the needs of existing development and ensure availability for new development.
- 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.



PUBLIC INFRASTRUCTURE AND UTILITIES

- Continue to reduce the amount of solid waste headed to the landfill.
- Broaden the types of materials that can be removed from the waste stream and processed as recyclables.
- Develop an incentive program that encourages property owners to adopt green infrastructure practices.
- Limit impact of restrictive private covenants on installation and use of renewable energy resources, technologies, and design.
- Balance the regulation of wind and solar access with preservation of the urban canopy.
- Explore implementation of renewable alternative energy sources, technology, and design for municipal facilities.
- Survey brownfield sites for renewable alternative energy collection as development opportunities.
- Allow the use of permeable pavement in parking lots and driveways when soil types are suitable.
- Reduce energy consumption and waste generation in all public buildings.
- Design new and renovate existing municipal buildings to meet Leadership in Energy and Environmental Design (LEED) Silver or higher.
- Strive to receive Energy Star recognition for municipal facilities.
- Audit the City's stormwater facilities to establish input benchmarks and ensure they function as originally designed. Monitor stormwater runoff to find reduction opportunities and identify water treatment costs.
- Require full cutoff, down-directional lighting in all new developments to minimize both upward and sideways light pollution.
- Require that new development does not significantly increase ambient noise levels.
- Draft noise ordinances that are sensitive to location and time of day.
- Develop programs to guarantee provision of water to low-income residents.
- Protect and improve the water quality of the city's rivers, creeks, lakes, and aquifers.
- Minimize sources of water pollutants in urban runoff.
- Prepare a comprehensive flood mitigation and prevention plan.
- Support development and implementation of watershed management plans.
- Reduce per capita potable water use.

PARKS AND RECREATION

- Pursue joint use of school-based recreation facilities during non-school hours.
- Expand community garden spaces.
- Provide aquatic opportunities for residents of all ages and abilities.
- Investigate and develop, if possible, an additional large scale in-city regional park(s).
- Improve directional signage to locate parks.
- Provide residents and visitors information about recreational locations, events, recreation programs, and educational opportunities. Develop bilingual information sources for non-English speaking residents and visitors.
- Expand grassroots programs similar to the Greater Des Moines Recreational Activities Scholarship Program (GRASP).
- Develop a system of linked natural corridors throughout the City.
- Incorporate natural areas as part of a green infrastructure system.
- Develop additional access to encourage the use of the Des Moines and Raccoon Rivers.
- Continue to participate in the MPO's Water Trails and Greenway Plan.
- Evaluate the possibility of removing or altering the Center and Scott Street Dams to encourage water activity in the downtown area.
- Provide greater support to the Greater Des Moines Public Art Foundation.

COMMUNITY CHARACTER AND NEIGHBORHOODS

- Ensure a diverse mix of housing types, styles, scales, density, and affordability that complement existing neighborhood character.
- Establish a program to encourage public art installations, mural projects and distinctive landscaping in neighborhood nodes and along corridors.
- Expand the street tree program to provide green infrastructure, to encourage neighborhood beautification, and to define corridors.
- Develop a comprehensive set of strategies to eliminate blighted, vacant or abandoned properties.
- Improve the appearance of property along “Gateway Corridors” through property maintenance and code enforcement.
- Match infrastructure investments, such as streetscape projects, with economic development tools, such as façade improvement programs, to make a greater impact in neighborhood nodes and corridors.
- Identify and develop strategies to eliminate food deserts and ensure access to healthy foods for all residents.

COMMUNITY FACILITIES

- Increase the sharing of facilities among public safety departments, other city service providers, Polk County, and Des Moines Public Schools.
- Provide preventative safety education to all residents, including those who speak little or no English.
- Update and maintain emergency operation capabilities through the regional efforts of the Polk County Comprehensive Emergency Plan.
- Maintain effective law enforcement through community outreach efforts and focusing resources through the Neighborhood Based Service Delivery (NBSD) Program.
- Collaborate with other metro police and fire departments regarding operational efficiencies and building planning.
- Update and maintain the fire inspection program as a means of identifying and remedying potential hazards before fires occur.
- Minimize risk to life and health from exposure to hazardous materials through designation of appropriate travel routes for hazardous materials transportation, groundwater monitoring, contamination remediation, brownfield sites remediation, and required testing and remediation of contaminated sites prior to development.
- Provide space within library buildings for shared programming venues.
- Develop a program to provide safe routes to schools.
- Promote shared use of school facilities and properties for neighborhood activities.

SOCIAL EQUITY

- Facilitate metro-wide coordination of efforts to ensure, maintain, and reduce the need for emergency shelter and services.
- Assist in the development of housing, such as permanent supportive housing units, for the chronically homeless, those with episodic homelessness, and those at risk.
- Develop a community plan to provide high quality health and social services that assist in the prevention and reduction of poverty.
- Ensure all residents have convenient and safe access to financial literacy education.
- Ensure city government staffing, board membership, and policies reflect the City's diversity.
- Provide access to major City documents in multiple languages and/or provide translation services.
- Provide staff and elected officials with diversity and gender equity training.
- Engage the public and city partners when making decisions regarding City services.
- Coordinate with cultural communities and school districts to provide resources to assist with translation services.
- Provide a liaison at the City to assist non-English speaking residents.





APPENDIX B: TAX ABATEMENT

The City Council has adopted the tax abatement program to stimulate community revitalization, improve existing housing stock, retain and attract residents and homeowners to the City of Des Moines, and to reduce development costs for high quality commercial and industrial projects. Tax abatement is a temporary reduction in property taxes over a specified period of time on the portion of assessed value added by new construction or improvements to an existing structure. The City of Des Moines tax abatement program encourages new construction and rehabilitation of existing structures through property tax incentives.

The Third Restated Urban Revitalization Plan, adopted in December 2015, is effective from January 1, 2016 through December 31, 2020. The revised plan instituted changes to residential tax abatement schedules that correspond with the policies in Plan DSM including:

1. Increasing the term of abatement for rehabilitation and improvement of existing residential properties throughout the city to emphasize the city's commitment to maintaining and enhancing the existing multi-family and single family housing stock;
2. Extending the term of abatement but gradually reducing the annual percentage of abatement for construction of row house and one and two-family dwellings thereby allowing a family's budget to adjust gradually to full property taxes; and
3. Offering abatement to multi-family developments only in targeted areas where existing infrastructure and transit can accommodate the increased density.

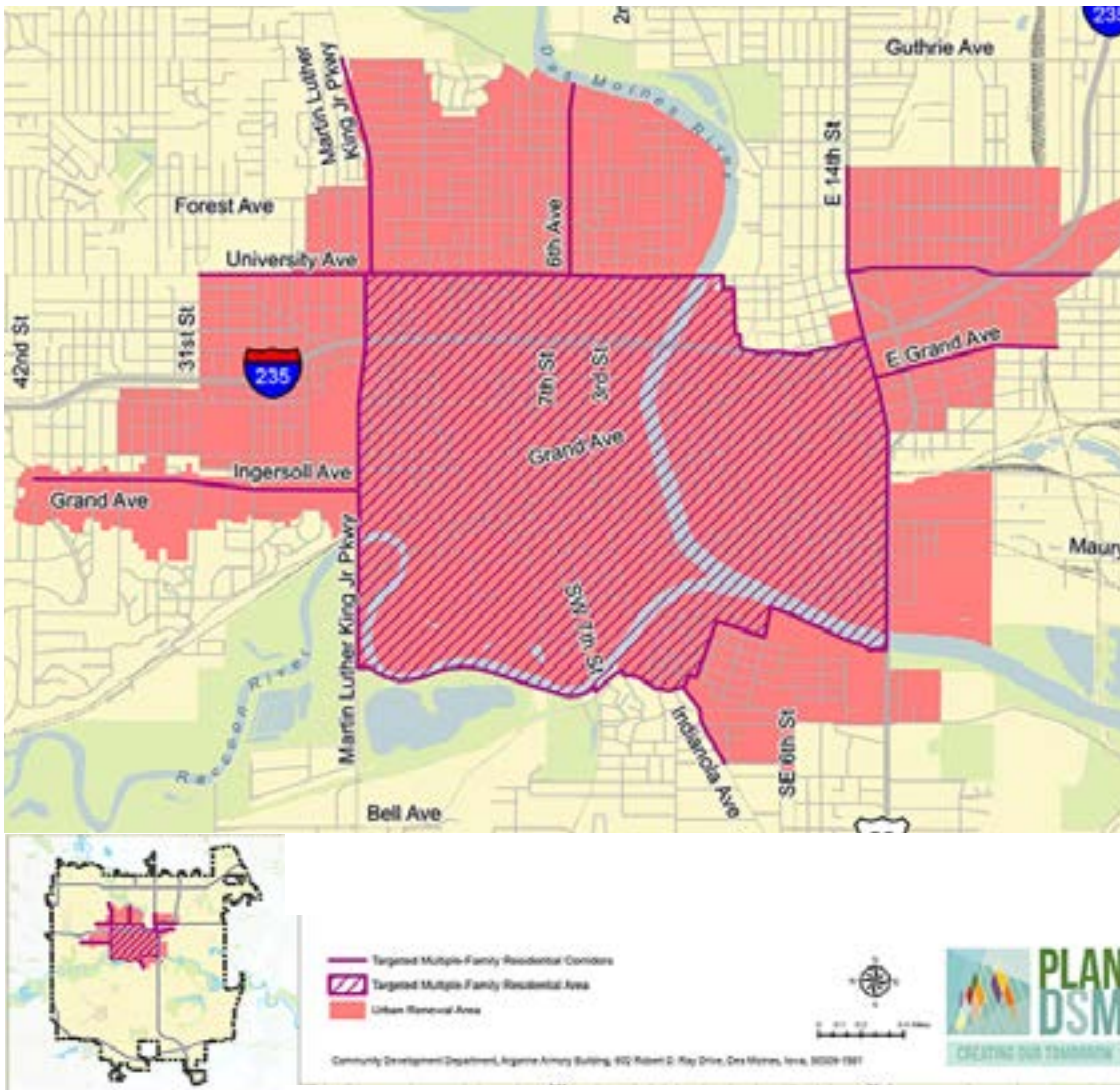
CITY OF DES MOINES LOW DENSITY TARGETED RESIDENTIAL TAX ABATEMENT



Residential tax abatement programs available include the following:

- A 10-year, 115% schedule for smaller renovations (capped at \$20,000 maximum improved value), rehabs and additions, available citywide for one and two-family homes.
- A 10-year, 100% schedule for renovations, rehabs, and additions to one and two-family homes, and existing multi-family properties.
- A 6-year, declining (100-100-100-75-50-25%) schedule for new construction of one and two-family dwellings and rowhomes, available citywide.
- A 10-year, declining (100-100-100-100-100-100-100-60-40%) schedule for new construction of one and two-family homes, and rowhomes within the Low Density Targeted Residential Area (see map page 94).
- A 10-year, declining (100-100-100-100-100-100-100-60-40%) schedule for new construction of multi-family dwellings within the Targeted Multi-Residential Area and Corridors (see map below).

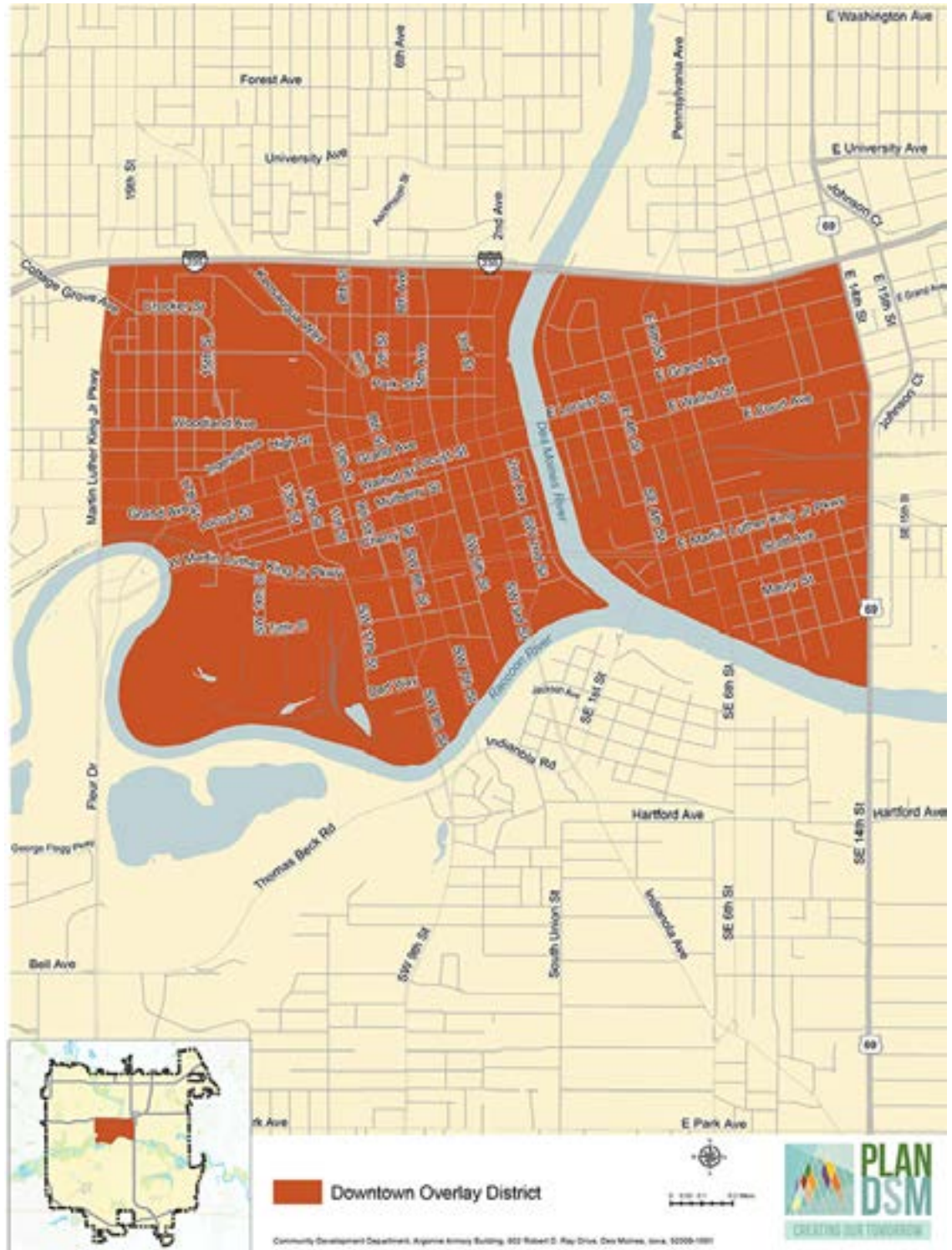
CITY OF DES MOINES TARGETED MULTI-FAMILY RESIDENTIAL AREAS AND CORRIDORS TAX ABATEMENT



Commercial tax abatement programs include the following:

- A 3-year, 100% schedule, available, citywide (outside of the Downtown Overlay District) and subject to meeting minimum design guidelines.
- A 10-year, declining schedule, available citywide (outside of the Downtown Overlay District) and subject to meeting minimum design guidelines.

CITY OF DES MOINES DOWNTOWN OVERLAY DISTRICT





For more information

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