



**Date** ..... February 24, 2014.....

**RESOLUTION AMENDING THE DES MOINES 2020  
COMMUNITY CHARACTER LAND USE PLAN**

WHEREAS, on August 7, 2000, by Roll Call No. 00-3381 the City Council adopted the Des Moines 2020 Community Character Land Use Plan; and

WHEREAS, the City Plan and Zoning Commission has advised in the attached letter that at a public hearing held February 6, 2014, the members voted 9-0 to recommend APPROVAL of a request from QuikTrip Corporation (lessee) represented by Matt Brooks (officer), to amend the Des Moines' 2020 Community Character Land Use Plan to revise the existing future land use designation from Low Density Residential to Commercial: Auto-Oriented, Community Commercial for property in the vicinity of 2930, 2934 and 2936 Walker Street as more specifically shown on the accompanying map. The subject property is owned by Hurd Investments, LLC.

NOW THEREFORE, BE IT RESOLVED, by the City Council of the City of Des Moines, Iowa, that the proposed amendment to the Des Moines 2020 Community Character Land Use Plan described above, is hereby approved.

MOVED by \_\_\_\_\_ to adopt and approve the proposed amendment.

FORM APPROVED:

\_\_\_\_\_  
Roger K. Brown  
Assistant City Attorney

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
GRAY				
HENSLEY				
MAHAFFEY				
MOORE				
VOSS				
TOTAL				

MOTION CARRIED

APPROVED

\_\_\_\_\_  
Mayor

**CERTIFICATE**

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

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

\_\_\_\_\_  
City Clerk



Date \_\_\_\_\_

Agenda Item 47A

Roll Call # \_\_\_\_\_



February 14, 2014

Honorable Mayor and City Council  
City of Des Moines, Iowa

Members:

Communication from the City Plan and Zoning Commission advising that at their meeting held February 6, 2014, the following action was taken regarding a request from. Quik Trip Corporation (lessee) represented by Matt Brooks (officer) for the following actions regarding rezoning of property located at 2930, 2934 and 2936 Walker Street. The subject property is owned by Hurd Investments, LLC.

**COMMISSION RECOMMENDATION:**

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

<u>Commission Action:</u>	<u>Yes</u>	<u>Nays</u>	<u>Pass</u>	<u>Absent</u>
Dory Briles				X
JoAnne Corigliano	X			
Jacqueline Easley				X
Tim Fitzgerald	X			
Dann Flaherty				X
Jann Freed	X			
John "Jack" Hilmes	X			
Ted Irvine	X			
Greg Jones	X			
William Page	X			
Christine Pardee	X			
CJ Stephens				X
Vicki Stogdill	X			
Greg Wattier				X

**APPROVAL** of staff recommendation to find the proposed rezoning not in conformance the existing Des Moines' 2020 Community Character Plan.

By separate motion Commissioners recommended 9-0 as follows:

Commission Action:	Yes	Nays	Pass	Absent
Dory Briles				X
JoAnne Corigliano	X			
Jacqueline Easley				X
Tim Fitzgerald	X			
Dann Flaherty				X
Jann Freed	X			
John "Jack" Hilmes	X			
Ted Irvine	X			
Greg Jones	X			
William Page	X			
Christine Pardee	X			
CJ Stephens				X
Vicki Stogdill	X			
Greg Wattier				X

**APPROVAL** of staff recommendation to amend the Des Moines' 2020 Community Character Plan to revise the existing future land designation from Low Density Residential to Commercial: Auto-Oriented, Community Commercial; and **APPROVAL** of the requested rezoning for property located at 2930, 2934, and 2936 Walker Street from "R1-60" One-Family Low-Density Residential District to limited "C-2" General Retail and Highway-Oriented Commercial District, to allow redevelopment and expansion of the existing gas station/convenience store subject to the owner agreeing to the following conditions:  
(21-2014-4.01 & ZON2014-002001)

1. Prohibit the use of any portion of property zoned to the "C-2: District for adult entertainment businesses, delayed deposit services, off-premises advertising signs, pawnbrokers, taverns and nightclubs, and vehicle display lots.
2. Any site development is subject to Floodplain development regulations in Chapter 50 of the City Code.

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

Part A) Staff recommends that the proposed rezoning be found, not in conformance with the Des Moines' 2020 Community Character Plan.

Part B) Staff recommends approval of the requested amendment to the Des Moines' 2020 Community Character Plan revising the current future land use designation from Low Density Residential to Commercial: Auto-Oriented, Community Commercial.

Part C) Staff recommends approval of the requested rezoning to limited “C-2” General Retail and Highway-Oriented Commercial District subject to the owner agreeing to the following conditions:

1. Prohibit the use of any portion of property zoned to the “C-2: District for adult entertainment businesses, delayed deposit services, off-premises advertising signs, pawnbrokers, taverns and nightclubs, and vehicle display lots.
2. Any site development is subject to Floodplain development regulations in Chapter 50 of the City Code.

Written Responses

- 6 In Favor
- 5 In Opposition

**STAFF REPORT TO THE PLANNING COMMISSION**

**I. GENERAL INFORMATION**

1. **Purpose of Request:** The applicant is proposing to rezone addition property for assembling a site large enough to construct a new 5,773-square foot gas station/convenience store with 12 vehicle fueling locations.
2. **Size of Site:** 1.874 acres.
3. **Existing Zoning (site):** “C-2” General Retail and Highway-Oriented Commercial District and “R1-60” One Family Low Density Residential District.
4. **Existing Land Use (site):** Vacant property and 3,987-square foot gas station/convenience store with 8 fueling locations.
5. **Adjacent Land Use and Zoning:**
  - North** – “C-2”, Use is Walgreen’s general retail store and pharmacy.
  - South** – “C-2” & “R1-60”, Uses are single-family dwellings and general motor vehicle repair shop.
  - East** – “R1-60”, Use is Iowa State Fairgrounds grandstand.
  - West** – “C-2” & “R1-60”, Uses are single-family dwellings and a U.S. Cellular wireless retail store (under construction to convert from general motor vehicle repair).
6. **General Neighborhood/Area Land Uses:** The subject property is located along the East University Avenue (Iowa Highway 163) major commercial corridor near the Iowa State Fairgrounds. The property requested for rezoning is within a transition area between the corridor and a low density residential neighborhood to the west and south.



**7. Applicable Recognized Neighborhood(s):** The subject property is located within the Fairground Neighborhood; and is within 250 feet of the ACCENT Neighborhood and Valley High Manor Neighborhood. These neighborhoods were notified of the Commission meeting by mailing of the Preliminary Agenda on January 17, 2014. Additionally, separate notifications for these specific items were mailed on January 17, 2014 (20 days prior) and January 27, 2014 (10 days prior) to the hearing. A Final Agenda was mailed to the neighborhood associations on January 31, 2014. All agendas and notices are mailed to the primary contact(s) designated by the recognized neighborhood association to the City of Des Moines Neighborhood Development Division. The Fairground Neighborhood Association notices were mailed to Sharron Cooper, C/O FNA PO Box 8057, Des Moines IA, 50301. The ACCENT Neighborhood mailing were sent to Marian Wynn, 2413 Elizabeth Avenue, Des Moines, IA 50317. The Valley High Manor notices were sent to Harlan Donaldson, 4143 Knob Hill Drive, Des Moines, IA 50317.

Representatives of the developer have met with the affected neighborhood associations. They will provide a summary of the meeting at the public hearing.

**8. Relevant Zoning History:** N/A.

**9. 2020 Community Character Land Use Plan Designation:** Commercial: Auto-Oriented, Community Commercial, Commercial: Pedestrian-Oriented, Neighborhood Commercial Center, and Low Density Residential District.

**10. Applicable Regulations:** The Commission reviews all proposals to amend zoning regulations or zoning district boundaries within the City of Des Moines. Such amendments must be in conformance with the comprehensive plan for the City and designed to meet the criteria in §414.3 of the Iowa Code. The Commission may recommend that certain conditions be applied to the subject property if the property owner agrees in writing, prior to the City Council Hearing. The recommendation of the Commission will be forwarded to the City Council.

Any Site Plan application which includes property used as a gas station or convenience store shall be approved by the Plan and Zoning Commission if the proposed Site Plan conforms with the design regulations in Section 82-213 and the following additional design guidelines in Section 82-214.08 of the City Code, unless the commission determines that the construction and use of the site will have a significant detrimental impact on the use and enjoyment of adjoining residential uses:

1. Site Design.

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

- (i) Primary structure/retail sales building/single or multiple tenant;
- (ii) Pump island, canopy structure, and lighting;
- (iii) Refuse, service and storage area;
- (iii) Circulation systems and parking;

- (iv) Service bays;
- (v) Ancillary uses such as car washes, drive through uses, ATMs and telephones.

*Staff has determined that there needs to be revised routes which are identifiable by the pedestrian to ensure safety negotiating around the fueling area to the entrances. The proposed route through the fueling area to the east should be eliminated. If a route from East 30<sup>th</sup> Street is desired it should be to the south end or north end of the fueling area in some fashion. In addition, at least one route from East University Avenue and Walker Street should be improved by segregating the route from the parking spaces by curbed bump-outs to narrow the area where it crosses vehicle circulation. The proposed plan only shows striping for these areas, one from each public street sidewalk. This has a tendency to attract illegal parking. Ideally, these connections would also align directly with a walk in front of the building.*

*Staff recommends that the proposed refuse collection enclosure be revised to have steel gates rather than the proposed mesh material.*

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

*The subject property is 1.874 acres and would not be eligible for rezoning to PUD.*

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

*The Site Plan proposes 12 fueling locations. Twenty percent of the proposed site is equivalent to 16,327 square feet, which is more than the 12,000 square feet required for the proposed fueling locations. The proposed Site Plan provides, 14,807 square feet, for a net deficiency of this design guideline minimum of 1,520 square feet. The Commission would need to grant a waiver of this design guideline as part of an action to approve the Site Plan. Staff believes that given the amount of land available to the site and the amount of excess proposed parking, that the open space minimum should not be met and not waived.*

- D. All development proposals should show evidence of coordination with the Site Plan as well as arrangement of buildings and planning elements of neighboring properties by:
  - (i) Responding to local development patterns and the streetscape by use of consistent building setbacks, orientation and relationship of structures to the street and linkages to pedestrian facilities;
  - (ii) Seeking shared-access with adjoining commercial uses where feasible to minimize curb cuts and enhance pedestrian and vehicular circulation;
  - (iii) Minimizing cross traffic conflicts within parking areas.

*The proposed development provides a development pattern which is consistent with the highway commercial corridor. The proposed building would replace a building*

that is oriented toward East 30<sup>th</sup> Street. The new building would be oriented toward the more major route of East University Avenue.

Shared access with the commercial site to the west would be maintained to facilitate traffic seeking to make a westbound egress onto East University Avenue at the median break.

- E. The Site Plan shall mitigate the negative impacts from site activities on adjoining uses as follows:
  - (i) Service areas, storage areas and refuse enclosures should be oriented away from public view and screened from adjacent sites;
  - (ii) Drive-through windows, menu boards and associated stacking lanes should be oriented away from residential areas or screened from public view;
  - (iii) Auto repair bay openings and car-wash openings should be oriented away from residential uses;
  - (iii) Lighting should be non-invasive to adjoining residential use.

Staff believes the existing site and the proposed addition generally conform to these provisions. There are no proposed auto repair bays or drive-through windows. The trash enclosure is constructed of masonry material with durable polymer opaque gates. Staff recommends that the gates should be revised to be solid metal gates.

The lighting photometric plan does not comply entirely with the maximum footcandles levels permitted by the Convenience Store Guidelines, which is 2.0 footcandles along commercial property lines, at points along the north, south and west frontage of the lot; and 0.5 footcandles along the west and south across from and adjoining residential districts. Staff believes that the developer should be able to make the minor adjustments to ensure that there is compliance with this design guideline.

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

The submitted plan indicates a pedestrian connections to East University Avenue East 30<sup>th</sup> Street and Walker Street. Staff is recommending modifications to these connections to better align and protect from vehicle traffic conflicts. If a route from East 30<sup>th</sup> Street is desired it should be to the south end or north end of the fueling area in some fashion. This connection is not critical. At least one route from East University Avenue and Walker Street should be improved by segregating the route from the parking spaces by curbed island projections to narrow the area where it crosses vehicle circulation.

## 2. Architecture.

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



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

*The submitted elevation indicates using brick and porcelain tile on all facades of the principal building. There are aluminum cornices on street oriented facades and opaque polymer mesh screening material on the south roof to screen rooftop mechanical equipment from street level views. Staff would recommend that it be shown on the Site Plan as a minimum 75% opaque material.*

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

*N/A.*

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

*N/A.*

- D. All sides of a building should express consistent architectural detail and character, with a primary use of durable materials such as brick, masonry block, or in special instances a predominant material found in the surrounding commercial area. Columns should be designed to minimize visual impact.

*The proposed addition is comprised primarily of brick and porcelain tile on all facades. This is consistent with materials of nearby commercial structures in the area surrounding the Mercy Medical Center campus and along the University Avenue and 6<sup>th</sup> Avenue corridors.*

*The south elevation of the building would be the back-of-house and would not easily facilitate another public entrance. However, because it is oriented toward Walker Street, staff believes that the cornice treatments of the roof parapets should be extended to also include the south elevation to enhance the public views to the back of the roof.*

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

*The canopy structure is proposed with brick wrapped columns and aluminum fascia to match the principal structure.*

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

*The proposed addition would have a flat roof with parapets that have aluminum cornices on all three street facing facades. There is considerable articulation proposed in the roofline. Again staff recommends that this cornice treatment be continued on the south elevation of the building.*

- G. Perceived height and bulk should be reduced by dividing the building mass into smaller-scaled components. Examples of treatments that could be used to avoid excessive bulk and height include:
- (i) Low-scale planters and site walls.
  - (ii) Wainscot treatment.
  - (iii) Clearly pronounced eaves or cornices.
  - (iv) Subtle changes in material color and texture.
  - (v) Variation in roof forms.
  - (vi) Covered pedestrian frontages and recessed entries.
  - (vii) Deeply set windows with mullions.

*The proposed design uses contrasting color horizontal brick soldier coursing and aluminum cantilevered awnings to divide of the vertical height of the building. Metal roof cornices are proposed to define the parapets.*

H. Canopies:

- (i) Integration of materials on canopies that are similar or compatible to those used on the building or site walls is desirable (e.g., wrap the canopy columns with brick that matches the building). Multiple canopies or canopies that express differing masses are encouraged.
- (ii) Canopy height should not be less than 13'- 9" as measured from the finished grade to the lowest point on the canopy fascia. The overall height of canopies should not exceed 18'.

*The applicant is proposing to wrap canopy columns in brick to match the principal building. Because of the proposed linear configuration of the fueling locations, staff believes that the canopy design should be modified to express a differing mass by articulating with varying height in some sections or providing two separated canopies.*

*There is a proposed variation in canopy height from 18 feet to 23 feet. The Zoning Ordinance requires the measurement to be based on an average of the high and low elevation points at grade within five feet of the perimeter of the canopies. Staff recommends that the canopies be approved to generally conform to the 18-foot maximum height design guideline with the understanding that there is a variation based on finished grade and the need to accommodate fueling truck clearance. However, the height in any location should be no greater than 23 feet. This could be increased to be taller for sections raised for an articulation.*

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

*The submitted Site Plan does not identify outdoor display areas around the building or beneath the pump canopies. Staff is aware that this is a standard operational practice of the applicant. Therefore staff recommends that the plan identify an amount of outdoor merchandise display which is not intrusive or detrimental to the character of the area.*

### 3. Landscape Design.

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

*The submitted plan does not identify the required bufferyard calculation for plant materials. These amounts are in addition to open space minimum. There is 134 lineal feet of adjoining residential property which must provide a bufferyard.*

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

*The proposed trash enclosure is constructed of masonry materials that match the building. The proposed mesh gates should be revised to provide solid metal gates. The enclosure is adequately set back from Walker Street. Significant plant material is proposed to the south to break up views from adjoining commercial property to the south. There is a proposed transformer box which should be setback further from Walker Street to meet the front yard setback. It is also proposed with adjoining shrubs material to break up its appearance.*

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

*The site is located on the southwest corner of the East University Avenue and East 30<sup>th</sup> Street intersection across from the Iowa State Fairground which has a significant landscape feature at the intersection. There is not a signature landscape treatment proposed for the proposed site.*

*Staff believes that off-street parking along East 30<sup>th</sup> Street be removed. A signature landscape feature should be provided along that frontage toward the intersection with East University Avenue to compliment the Fairground edge. Elements such as brick columns and wrought iron fencing in addition to concentrated landscaping should be utilized.*

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

*A note should be included on the Site Plan landscaping sheet that the material must be maintained for the life of the occupancy.*

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

*Staff recommends that all freestanding signs be ground mounted or monument type signs. Any reference to sign areas and dimensions should be removed from the Site Plan as earnings and bulk standards are granted through a separate process. The proposed pole sign replacement should be revised to a ground mounted or monument type sign to comply with this design guideline.*

#### 4. Lighting.

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

*Based on existing adjoining commercial zoning, lumens outside the property lines should not exceed 2.0 footcandles adjoining commercial zoning and 0.5 footcandles adjoining residential zoning. The submitted photometric plan indicates some deficiencies. Staff recommends approval be subject revisions to the lighting in order to comply with these requirements.*

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



*The submitted information does indicate that the canopy light fixtures will be completely recessed.*

**D. Parking Lot and Site Lighting:**

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

*The proposed pole mounted lights comply with these guidelines.*

**F. Building-Mounted Lighting:**

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

*The applicant is proposing to use cut-off sconces to comply with this provision.*

## **II. ADDITIONAL APPLICABLE INFORMATION**

- 1. Natural Features:** The subject property is completely within a proposed Zone A in the Federal Insurance Rate Map. Zone A areas are areas subject to inundation by the 1% annual-chance flood event. Detailed hydraulic analyses have not been performed, so no Base Flood Elevations (BFEs) or flood depths are determine. In this case the developer is required to demonstrate through engineering that the development will not be impacted by the flood hazard. In this case, using data provided by the City and recent nearby development, a flood elevation was determined. In accordance with Chapter 50 of the City Code, this requires that the developer meet Floodplain Development Regulations and elevate all building floors at least one foot over that elevation. The proposed site complies with these standards.

There were 12 trees over 12" in diameter that would require mitigation. These trees have already been removed with demolition of the residential structures. The proposed plantings exceed the requirement for 26 overstory tree plantings.

- 2. Drainage/Grading:** All grading is subject to an approved grading permit and soil erosion control plan. The applicant is required to demonstrate compliance with the City's Stormwater Management requirements to the satisfaction of the City's Permit and Development Center. Because the site is over one acre, the project must also comply with the City's water quality detention provisions and a Stormwater Pollution Protection Plan (SWPPP). The applicant is proposing to use a combination of surface and underground stormwater detention on site to meet these requirements.
- 3. Utilities:** The subject property and site have access to all necessary public utilities. Sanitary sewer is proposed to access a 10-inch sewer main in Walker Street. Storm sewer is proposed to access intakes in East University for the north half of the site and intakes at East 30<sup>th</sup> Street and Walker Street for the south half of the site. Natural gas and electrical service is proposed to access service available in Walker Street.



- 4. Landscaping & Buffering:** The project is subject to providing landscaping in accordance with standards for "C-2" Districts, which requires open space, perimeter lot and interior lot landscaping. The proposed plan exceeds the plant material minimums by 55 additional shrubs. However, with regard to the minimum required 20% open space requirement, the site is deficient 1,502 square feet of open space or about 1.9%. Staff recommends that surplus parking and drive access be removed to meet the open space minimum.

The proposed site is located on the East University Avenue corridor and is subject to compliance with the East University Avenue Streetscape Design Guidelines. The Site Plan polices approved by the City Council dictate that at a minimum that the public sidewalk in East University Avenue be six (6) feet wide scored into 2-foot by 2-foot squares. Additionally staff recommends that the developer provide the 4-foot brick paver section between the street curb and the sidewalk as well as the 2-foot brick paver utility band between the sidewalk and the edge of the site.

- 5. Access/Parking:** The proposed Site Plan proposes five (5) access drives from the three (3) street frontages. Four (4) of the proposed drives are in locations of existing drive entrances. A fifth drive is proposed within the area proposed for rezoning along Walker Street. Additionally, the existing drive location at the northeast of the site along East University Avenue would be converted to a right-in driveway only.

Traffic and Transportation Engineering staff have recommended that the number of drive approaches proposed should be reduced to no more than three (3). They recommended that the drive approach on East University Avenue closest to East 30<sup>th</sup> Street (proposed to be converted to right-in only) should be closed. Community Development staff recommend further that the additional proposed drive furthest west on Walker Street also be removed from consideration to reduce the proposal to the recommended three (3) drive accesses.

Traffic and Transportation Engineering staff have indicated that there are proposed future revisions to the signals and intersection geometry at East University Avenue and East 30<sup>th</sup> Street. This would not require additional land from the proposed site or impact it in any other way.

The Site Plan proposes 73 off-street parking spaces in addition to the fueling stations. The Zoning Ordinance requires a minimum of one parking space per 300 square feet of the gas station/convenience store, which would calculate to 20 spaces minimum for the proposed 5,773-square foot store. The developer indicates that their proposed parking demand will be more characteristic of a restaurant which would be required to have a minimum of one space per 150 square feet or 40 spaces. Even at this standard the number of spaces would be 39 and the proposed 73 spaces would be exceeded by 87% of that minimum standard. Based on this staff believes that parking spaces could be reduced to at least achieve the minimum required open space. Staff recommends that parking spaces proposed along East 30<sup>th</sup> Street opposite the fueling area from the proposed building should be removed. This will also help reduce conflicts between pedestrians and the traffic within the fueling area.

- 6. Staff Rationale:** The character of the surrounding commercial corridor is made up of a mix of office, commercial and retail uses. The area to the in the vicinity of the East University Avenue and East 30<sup>th</sup> Street node is zoned "C-2" District. However, because of proximity to surrounding neighborhoods, staff recommends that additional uses allowed in "C-2" Districts be prohibited to allow for their protection. Specifically staff recommends that adult entertainment businesses, delayed deposit services, off-premises advertising signs, pawnbrokers, taverns and nightclubs, and vehicle display lots be prohibited.

## SUMMARY OF DISCUSSION

Jason Van Essen presented the staff report and recommendation.

Mike Ludwig stated the condition requiring removal of western most drive on Walker was written into the staff recommendation anticipating there might be concerns from the neighborhood. Staff has not heard of any concerns to date. Therefore, if the Commission wants to strike the condition about the western drive on Walker staff would not object to that. The right-in drive on University must be relocated. On the drawings the limits of the existing drive can be seen. Traffic and Transportation Department staff is at the budget meeting at the library and could not be in attendance tonight. They did indicate that the drive as proposed does not comply with traffic code. That is not something that the Commission is allowed to waive as part of a site plan. He suggested a couple of options:

- If the Commission wants someone from Traffic and Transportation Department to discuss that issue further then a continuance of the Site Plan component of this application could be made provided the applicant is in agreement. The rezoning still could go on to Council.
- Recommend approval that any access on University has to comply with the Traffic Code and if that means shifting the location to comply with code it could be approved administratively without coming back to the Commission. But in its current location the Traffic and Transportation Department has indicated that it does not comply with traffic code.

Staff had questions about it being an existing drive but as the drawing shows it is a relocated drive. Similar to when staff looks at stormwater when there is redevelopment of the site, the redevelopment essentially takes the site back to an undeveloped state and it has to comply with all current stormwater requirements. Traffic looks at it the same way, the site is being redeveloped and they want it to comply with current traffic code. There are still four access points into the site – one directly to the canopy off of E. 30<sup>th</sup> Street, one directly to the canopy from Walker Street. The westernmost access from University would force people to drive in front of the building to get to the canopy but those situations are found all over Des Moines such as fast food restaurants.

Roger Brown clarified that the decision of the Traffic and Transportation Department is something that could ultimately be appealable to the City Council. If the decision of the Traffic Engineer after looking at this issue further is still to deny it he would encourage the applicant to get their appeal in so that could be considered by the City Council at the same time they are considering the zoning.

Larry James 801 Grand representing Quik Trip Corporation introduced Matt Brooks with Quik Trip and the owner that Quik Trip leases this property from Richard Hurd. He stated that this is a redevelopment of an existing store. He pointed out that the applicant was before the Commission about the same time last year with this design for the 6<sup>th</sup> & University site. The first location in Des Moines where Quik Trip is instituting their new generation of stores. This is the same design as seen at 22<sup>nd</sup> Street in West Des Moines. He stated this store has four entrances. Quik Trip has found that about 70% of their customer do not buy gasoline so Quik Trip tries to separate their gasoline customers from the other customers. There are entrances on both ends and two in the front. The architecture style is 360 degree. There are no curbs on this store. Quik Trip has been working on making their store absolutely ADA accessible. The redevelopment of this store will be done while the operations of the existing store continue. Mr. James presented an updated plan for review based on staff comments. Over the last week Quik Trip went back and changed some things to the plan. The primary things he pointed out to the Commission were the following:

- Along Walker Street significant number of trees have been added to further shield the neighbors to the south.
- Additional trees and landscaping have been added to E. 30<sup>th</sup>
- The parking spots stall that were along E. 30<sup>th</sup> have been removed
- The green space have been expanded – this site meets the 20% requirement for green space
- The two stalls along Walker have been removed
- The transformer has been pulled back beyond the 25 feet setback
- Plantings were added along the western side of the property.

Mr. James stated that Quik Trip has no problem with Parts A, B and C including the restrictions on the “C-2” uses. In regards to Part D the Site Plan he would like to proceed with the review. They have the following issues:

- Condition #3 regarding the steel gates for the refuse collection. They are asking to use the same mesh material they are using on 22<sup>nd</sup> and 6<sup>th</sup> Avenue. Quik Trip have staff that their job is only to fix things. They would be able to fix any issue with the mesh gates within a day.
- Condition #4 the biggest issue comes down to ADA. Pointing out the Site Plan there is an access from University, access from 30<sup>th</sup> and access from Walker. The access from 30<sup>th</sup> and from University are conditioned upon ADA requirements and grade. There are not a lot of places they could move those and still be in compliant with grade changes. The isle access to the back, the sidewalk connection behind the store is now connecting at the drive isle.
- Condition #6 rather than the roof parapets on the south building elevation Quik Trip has placed additional trees and landscaping in the back and additional green space. So they ask that they do not have to comply with this condition with the understanding that additional landscaping has been added.
- Condition # 7 if the canopy is broken in two as staff is recommending they will end up with having to remove a fueling location which is not feasible for the store. A split canopy will create a situation where cars are trying to get through a place where



people are fueling. They are asking that this part of the requirement not have to be met.

- Condition #10 they are asking in lieu of the wrought iron fence and brick columns Quik Trip is adding additional landscaping to the initial plan. They are asking that be acceptable to this Commission.
- Condition #11 this Quik Trip is an existing store with an existing pole and monument sign on site. The new monument is going to continue to be on 30<sup>th</sup> Street. Quik Trip is asking the "C-2" zoning allows the pole sign that this store be allowed to keep a pole sign along University. He pointed out that due to tax abatement the City of Des Moines requesting developers to put up monument signs. Quik Trip does not accept tax abatement. This store will be fully taxable from day one.
- Condition #13 Quik Trip's position is that these drives are essential for circulation on the site. Both the Walker Drive and the drive from University. The drive from University is particularly important from a standpoint that Quik Trip would like to keep the fueling customers away from the other customers that just go to the store. If that is eliminated the only access will be to the west. In regards to the traffic issue closer to E. 30<sup>th</sup> a right-in only entrance has been created. He asked that the Commission allow Quik Trip to work with Traffic Engineering staff on this entrance. There could be additional turning radius things that Quik Trip Engineers could look at that would make it next to impossible for cars to leave that site and take a right on University. He believes this would be doable while still meeting traffic's concerns about cars leaving the site at that intersection.

Christine Pardee complimented the design of this building. She asked if bike racks are implemented in the plan.

Larry James stated there are bike racks in the plan. It is one of the design guidelines the City requires.

Mike Ludwig asked to clarify condition #4 regarding the access. He believes that staff was suggesting that where the path cuts through the parking areas that there be an island on either side of that path to separate the pedestrian paths from cars pulling in. If it cannot be moved because of grade then the question is if a different pattern or different color of concrete be used to distinguish. He noted for example the competitors' facility at 63<sup>rd</sup> & Grand did a colored and stamped concrete appearing pathway coming in from the sidewalk to their store across their drive isle. He was wondering if painting or stamping was considered at this location.

Matt Brooks stated that if it is a stamped paver it is no longer ADA compliant. For example if someone is in a wheelchair with a broken back and they are rolling over stamp pavers they are jarring up and down. Quik Trip is not allowed to do this. They have to meet the City codes and the Department of Justice requirements.

Mike Ludwig asked if Casey's is held to that same standard.

Matt Brooks stated not that he is aware of.

Mike Ludwig asked if colored concrete can be used.

Matt Brooks stated that they have done colored concrete in the past. As to the access points though they did put the one from Walker inside the island. The one off of University they cannot do that due to grades and the storm drainage there. If they put an island there they would have ponding. Along 30<sup>th</sup> Street they do have to provide that access. They have to have an ADA access between their canopy and the store. They cannot take it to the north or the south because no longer would it be ADA compliant per the Department of Justice.

Mike Ludwig asked if colored concrete can define those areas to a greater extent.

Matt Brooks stated they have done colored concrete they have stripped it and painted it. So they are open to that.

Mike Ludwig noted the 63<sup>rd</sup> & Grand C-store has a canopy with the pumps in the same configuration that is being shown tonight and the middle section is higher and they use the same number of columns in the same location as if it were a straight single canopy. It just has two of the middle columns extend up above and have a higher canopy over the middle section. In the explanation of why that was not possible there was conflict with cars he is trying to figure out how that compares when it has been done on other projects.

Matt Brooks stated that they could not split the canopy. They have done steps in the canopies but the design Mr. Ludwig is talking about is not a Quik Trip standard. Their canopy is one of their logos. It is not something they would really give in to. They have done a split canopy on 6<sup>th</sup> & University but at this location they do not have the dimensions to make it work. If they split the middle of that canopy there will be cars fueling and getting wet if it is raining.

Will Page stated he needs more explanation.

Larry James explained when he was speaking with staff about this issue the discussion was to take the canopy and split it in two. Quik Trip will be unable to accommodate the split canopy.

Matt Brooks stated they could step the canopy, which is a vertical step between canopies. They do this to accommodate change in grade.

Larry James stated if the Commission's concern is the length of the horizontal then they can do the step.

Greg Jones stated the concern is 20 pumps.

Larry James stated it is not 20 pumps it is 12.

Greg Jones stated that it did not matter it is a lot of pumps and it has been discussed many times and they want to reduce as best they can that mass. One way to do it is to break up the horizontal length of the canopy.



Larry James stated unlike some locations that have been approved in recent past by the Commission and by Council this is still fewer pumps than they have seen before the Commission in the last several months. He understands the concern and suggest that one alternative is to do a step design which would accommodate as a middle ground to try and break up the massing.

Will Page added this is a key intersection in the City of Des Moines and thousands and thousands of people see this every year and he believes that Quik Trip is a good company and wants to put the most positive foot forward for the way the Corporation looks to the public. Considering the fact that this is a very special location he believes it is due for a real special consideration.

Larry James stated he understands the Commission's concern but believes if the Commission looks at the overall design of the site it meets and in some exceeds the design guidelines that the City of Des Moines has set forth. The design of the store is much more visually interesting than other stores in the market place. The pumps, the canopy meets the design guidelines much more than the previous item that was before the Commission this evening that was approved.

Mike Ludwig pointed out that their canopy is not straight. They do have some intermediate breaks in that architecture but staff and the applicant can continue to look at some alternates.

Tim Fitzgerald stated he does have a concern with the pole sign. This is a huge standard with this Commission and they are trying so hard to change the pole signs and cleaning up the visual clutter.

Larry James stated he understands the concern he lives in the Des Moines. This is a design guideline not a design requirement that is set. The guidelines have been more than met in this case if the Commission looks at the overall plan. If the City seeks to change the sign ordinance it should do so. They had two meetings on January 29, 2014 with Fairground Neighborhood Association and with Accent Neighborhood Association. Both were unanimously in support of this project as written. Cards were sent out with his information of contact if they wanted to he received no telephone calls from anyone.

## **CHAIRPERSON OPENED THE PUBLIC HEARING**

Tom Whitehead 2920 Walker stated he has concern with Quik Trip becoming corporate or changing the zoning. The last time zoning was discussed Quik Trip wanted to put a driveway in on Walker. Now all they have is speeders and debris. He went around to neighbors and found no one in favor of the applicant's request. He gave Commissioner Irvine a petition and his response card to pass around.

Ted Irvine asked that the petition and response card be received and filed.

Tom Whitehead stated that the sign the applicant put up on Walker makes it difficult to see when pulling out onto 30<sup>th</sup>. Once the applicant is granted approval to rezone there is nothing the neighbors can do about the sound, speeding and the water the neighbors are

receiving on their land because Quik Trip raised the containment field. The applicant does not seem to care about any of these concerns.

Greg Jones asked for clarification of what part of the applicant's request he is opposed to.

Tom Whitehead stated the rezoning and the entrance on to Walker.

Greg Jones stated that even if the Commission does not approve the rezoning, Quik Trip will still be there.

Tom Whitehead stated that he had no problem with that.

Mike Ludwig clarified the process. Tonight the Commission is asked to make a recommendation on the zoning to the City Council. The City Council ultimately makes the decision on the rezoning. The Planning Commission is also making a decision on the site plan but the decision would be conditional on zoning approval. They could not build that without the zoning approval. There would be a hearing by the Council regarding the zoning and the petition and cards that are submitted would be reviewed by staff to determine whether there is sufficient protest to require a 6/7<sup>th</sup> vote of City Council. Any cards that come in up until the Council meeting will be counted.

Will Page asked how many cards are reflected on the consent map that was shown tonight.

Jason Van Essen stated two cards were received when this consent map was prepared. All response cards that come in prior to the City Council meeting will be added and the consent map will be updated.

Harlan Donaldson 4143 Knob Hill Drive, president of Valley High Manor Neighborhood Association stated that granting the zoning will help alleviate a problem because the Commission has to approve a new Site Plan. The problem was created when Quik Trip was first built. That problem is the easternmost entrance exit from the Quik Trip to University. His neighborhood starts right across the street at the Fairground. It is south of University and north of Dean Avenue. There are only two ways into the neighborhood from the west. Dean and University. People pull out of that lot and block the turn lane trying to get into a through eastbound lane or the ones that block the eastbound lanes trying to get into the left turn lane to go north on 30<sup>th</sup>. That entrance/exit is less than 100 foot from the intersection and on a bad day eastbound traffic can back up as far as AE Dairy. The neighborhood has no issue with Quik Trip as far as the number of pumps and size of the station. There are only two gas stations on University between I-235 and Pleasant Hill. In the evening trying to get to the neighborhood is a big problem. When he talked to Mr. James on Monday there was some discussion about making that an entrance only. If that is possible the neighborhood could live with that. This solution will alleviate the blocking of traffic because someone is trying to exit. There is another entrance to Quik Trip property and that is further west in front of the closed Jiffy Lube, so there are three actual entrances on University for access to Quik Trip.

JoAnne Corigliano stated she understands the concern and would like to see some type of traffic guidance.

Mike Ludwig stated entrance only has been presented to Traffic and Transportation at that location and it does not comply with traffic code. He is unaware if moving it further west would eliminate conflict with the turn lane and eastbound traffic on University.

Greg Jones believed that Mr. James stated that the applicant is willing to work with staff to come up with something that meets the code.

Larry James clarified that Quik Trip's civil engineer is willing to work with Traffic and Transportation to determine if they can come up with a right in only that will satisfy Traffic and Transportation.

### **CHAIRPERSON CLOSED THE PUBLIC HEARING**

John "Jack" Hilmes asked where is the additional landscaping to be added.

Jason Van Essen stated the plan shows additional landscaping in two areas.

Greg Jones stated that by taking out parking they have more opportunity to get their 20% open space requirement.

John "Jack" Hilmes stated that he saw landscaping on the plan and thought the applicant was going to add more landscaping in addition to what is shown.

JoAnne Corigliano asked if Quik Trip is going to address the water problem that Mr. Whitehead spoke of.

Larry James stated the Site Plan code now requires that water be detained on site. The engineering plans that staff has, show underground detention throughout the site. Any water issues that the neighbors have currently are being corrected with this new construction.

Vicki Stogdill asked for clarification on condition #10. If there are no changes to the last sentence then it keeps the provision for the brick columns and the wrought iron fence. However, if condition #10 is completely changed there will be no provision for the brick columns and the wrought iron fence.

Mike Ludwig stated it would be an amendment to say that "concentrated landscaping shall be provided along the E. 30<sup>th</sup> Street frontage."

Larry James clarified the applicant is proposing to move the five parking spaces along 30<sup>th</sup> Street which was a concern to staff and the additional landscaping was added which was not shown in the previous Site Plan in lieu of the brick columns and the wrought iron fence.

Will Page stated on the Casey's proposal the Commission added a provision that landscaping would continue to be maintained throughout the certificate of occupancy. He does not see this as one of the conditions.

Ted Irvine stated he would be happy to accept that condition as a friendly amendment.

**COMMISSION ACTION:**

Ted Irvine moved staff recommendation to find the proposed rezoning not in conformance with the Des Moines' 2020 Community Character Plan.

Motion passed 9-0.

Ted Irvine moved **APPROVAL** of staff recommendation to amend the Des Moines' 2020 Community Character Plan to revise the existing future land designation from Low Density Residential to Commercial: Auto-Oriented, Community Commercial; and **APPROVAL** of the requested rezoning for property located at 2930, 2934, and 2936 Walker Street from "R1-60" One-Family Low-Density Residential District to limited "C-2" General Retail and Highway-Oriented Commercial District, to allow redevelopment and expansion of the existing gas station/convenience store subject to the owner agreeing to the following conditions:

1. Prohibit the use of any portion of property zoned to the "C-2: District for adult entertainment businesses, delayed deposit services, off-premises advertising signs, pawnbrokers, taverns and nightclubs, and vehicle display lots.
2. Any site development is subject to Floodplain development regulations in Chapter 50 of the City Code.

Motion passed 9-0.

Respectfully submitted,



Michael Ludwig, AICP  
Planning Administrator

MGL:clw

Attachment



Quik Trip Corporation (lessee) represented by Matt Brooks (officer) at 2930, 2934, and 2936 Walker Street. The subject property is owned by Hurd Investments, LLC.				<b>File #</b> <b>ZON2014-00001</b>	
<b>Description of Action</b>	Approval of request to rezone from "R1-60" One-Family Low-Density Residential District to limited "C-2" General Retail and Highway-Oriented Commercial District subject to conditions.				
<b>2020 Community Character Plan</b>	Low Density Residential District. (current) Commercial: Auto-Oriented, Community Commercial (proposed)				
<b>Horizon 2035 Transportation Plan</b>	No Planned Improvements.				
<b>Current Zoning District</b>	"R1-60" One-Family Low-Density Residential District.				
<b>Proposed Zoning District</b>	Limited "C-2" General Retail and Highway-Oriented Commercial District.				
<b>Consent Card Responses</b>	In Favor	Not In Favor	Undetermined	% Opposition	
Inside Area	6	5			
Outside Area					
<b>Plan and Zoning Commission Action</b>	Approval	<b>9-0</b>	<b>Required 6/7 Vote of the City Council</b>	Yes	
	Denial			No	X

Quik Trip Corporation, 2930, 2934 & 2936 Walker Street

**ZON2014-00001**





Quik Trip Corporation (lessee) represented by Matt Brooks (officer) at 2930, 2934, and 2936 Walker Street. The subject property is owned by Hurd Investments, LLC..			<b>File #</b> 21-2014-4.01	
<b>Description of Action</b>	Approval of request to amend the Des Moines' 2020 Community Character Plan to revise the existing future land designation from Low Density Residential to Commercial: Auto-Oriented, Community Commercial.			
<b>2020 Community Character Plan</b>	Low Density Residential District. (current) Commercial: Auto-Oriented, Community Commercial (proposed)			
<b>Horizon 2035 Transportation Plan</b>	No Planned Improvements.			
<b>Current Zoning District</b>	"R1-60" One-Family Low-Density Residential District.			
<b>Proposed Zoning District</b>	Limited "C-2" General Retail and Highway-Oriented Commercial District.			
<b>Consent Card Responses</b>	In Favor	Not In Favor	Undetermined	% Opposition
Inside Area	6	5		
Outside Area				
<b>Plan and Zoning Commission Action</b>	Approval	9-0	<b>Required 6/7 Vote of the City Council</b>	Yes
	Denial			No

Quik Trip Corporation, 2930, 2934 & 2936 Walker Street

21-2014-4.01



Updated on: 1/9/2014

Item ZON2014-00001

Date 1-30-14

I (am)  in favor of the request.

(Circle One)

Community Development Department

Name

Tom Whitehead

Signature

Tom Whitehead

FEB 6 2014

Address

2920 Walker

**RECEIVED**

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

Home privacy being invaded by NOISE,  
LIGHTING and extra traffic speeding  
by house. Also concerns of water runoff.  
The move will put QT within 50 ft of  
my home.

Item ZON2014-00001 Date 1-28-2014

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

(Circle One) **COMMUNITY DEVELOPMENT**

FEB 03 2014

DEPARTMENT

Print Name Stan Kranovich

Signature [Signature]

Address 2912 Walker

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Item ZON2014-00001 Date 6 Feb 14

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

(Circle One) **Community Development Department**

FEB 6 2014

RECEIVED

Print Name Harlan Donaldson

Signature [Signature]

Address 4143 Knob Hill Dr.

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

ambivalent  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Item ZON2014-00001

Date 1-28-14 47A

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

University Avenue Holdings LLC

RECEIVED  
COMMUNITY DEVELOPMENT

Print Name Todd Lawton, Manager

Signature [Signature]

FEB 03 4

Address 2929 E University Ave. Pos Mines PA 50317

DEPARTMENT

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Item ZON2014-00001

Date 1-29-2014

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

RECEIVED  
(Circle One)  
COMMUNITY DEVELOPMENT

Print Name Sather & Kaplan Investments

Signature [Signature]

FEB 03 4

Address 812 E. 30th St. Pos Mines, IA 50317

DEPARTMENT

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

Nice important for area.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Item ZON2014-00001

Date 2-3-2014

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

N'Hood Assoc

RECEIVED  
COMMUNITY DEVELOPMENT

Print Name Marian E Wynn

Signature *Marian E Wynn*

Address 2413 Elizabeth Ave

FEB 06 +

DEPARTMENT

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

*I am president of Recent Neighborhood Association and at our January 21<sup>st</sup> meeting all residents were in support of Rick Lewis proposal to ~~type~~ replace this existing building*

Item ZON2014-00001

Date 2/3/14

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

Hurd Investments, LLC

RECEIVED  
COMMUNITY DEVELOPMENT

Print Name Richard Hurd

Signature *Richard Hurd*

Address 2930 E University DM TA

FEB 06 2014

DEPARTMENT

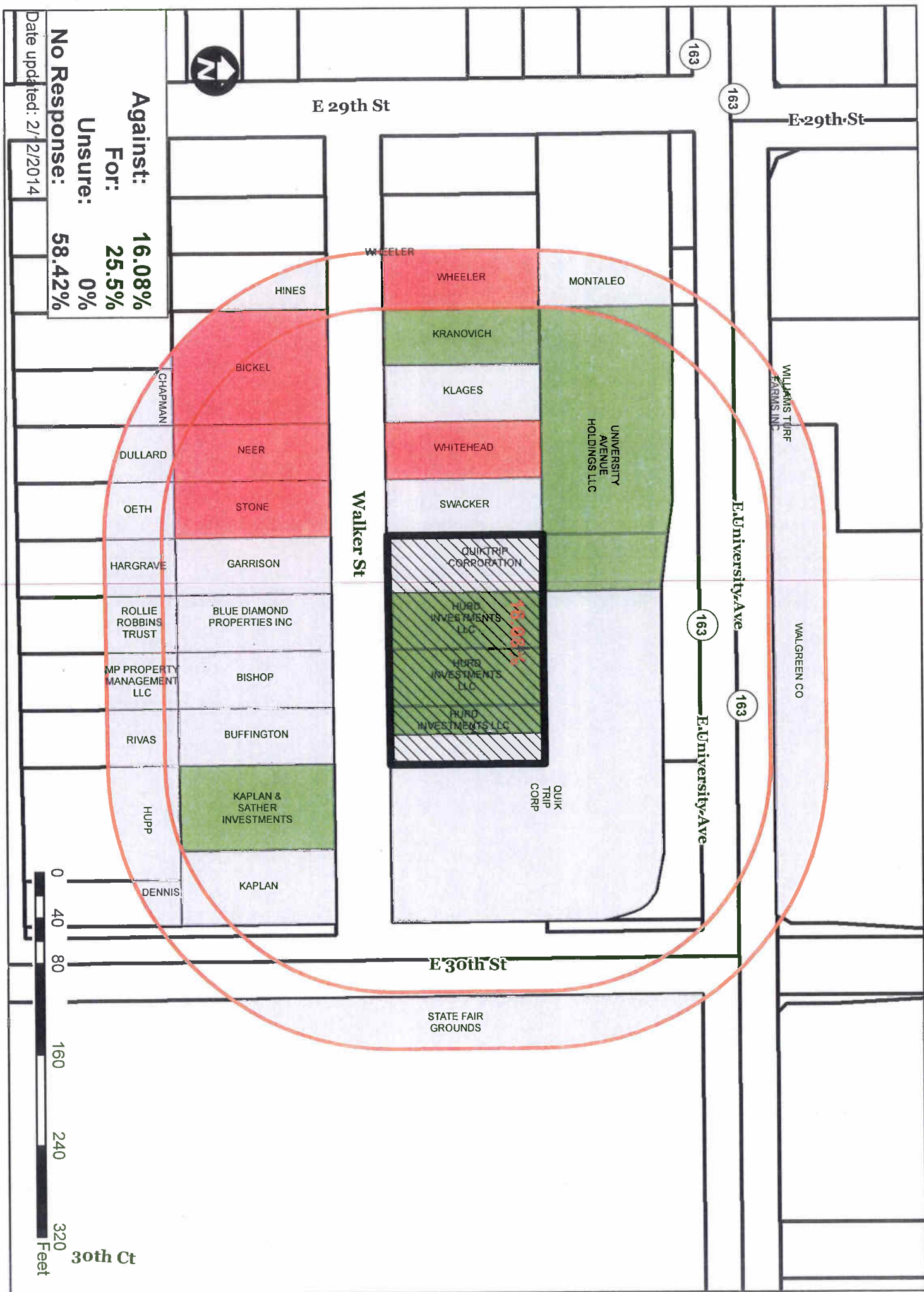
Reason for opposing or approving this request may be listed below.

Owner of the subject



Quik Trip Corporation, 2930, 2934 & 2936 Walker Street

ZON2014-00001



As I was collecting these signatures I found that the most common concerns were the added traffic that speeds down Walker, one in which most felt a speed bump would help alleviate and how once the property is zoned commercial our ability to control the noise and light interference in our lives after 10 pm will no longer be an option to us.

**Community Development Department**

**FEB 6 2014**

**RECEIVED**

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We, the residences of Walker St, are concerned about how the expansion of QT will affect our neighborhood. The problems we are concerned with include: the extra traffic on our street, the invasion of our privacy from noise and lighting, the concerns of how the water run off will be handled so as not to flood our yards along with the loitering along our street, among other concerns.

- ~~Tom ~~Stoltz~~ 2920 Walker St, DSM~~
- Robin Dahms 2920 Walker St, DSM
- ~~Debra J. Miller 2920 Walker St DSM~~
- Mauri Johnson 2916 Walker St DSM
- Michelle Hirsch 2912 Walker St. DSM
- Crystal Saldaña 2910 Walker St. DSM
- ~~Bryan Wheel 2904 Walker~~
- ~~Charles B. Smith 2909 Walker D.M.~~
- ~~Michelle Neer 2921 Walker D.M.~~
- ~~Ashley Neer 2925 Walker AKA Ashley Stone~~
- James Neer 2921 Walker DM
- Earl Stewart 2925 Walker

Community Development Department

FEB 6 2014

RECEIVED

47A

**Drost, Bert A.**

---

**From:** FNA Organization <fna50317@outlook.com>  
**Sent:** Friday, January 31, 2014 3:12 PM  
**To:** Drost, Bert A.  
**Cc:** James, Jr., Larry  
**Subject:** Quik Trip

Good afternoon Bert:

I am writing to let you know that the Fairground Neighborhood Association, is in support of improvements to Quik Trip, in our Neighborhood. They have always been a good neighbor. Any questions feel free to contact us.

Sincerely,

Sharon Cooper  
President  
Fairground Neighborhood Association  
(FNA)  
[fna50317@outlook.com](mailto:fna50317@outlook.com)