



.....
Date March 6, 2023

**RESOLUTION HOLDING PUBLIC HEARING ON THE ADOPTION OF THE
URBAN RENEWAL PLAN FOR THE AIRPORT DEVELOPMENT
URBAN RENEWAL AREA**

WHEREAS, the City Council desires to consider the use of its urban renewal powers to encourage and assist with the redevelopment and/or removal of blighted, obsolete, and underutilized properties within the urban renewal area, to facilitate the development and redevelopment of commercial uses to create and retain jobs in the City of Des Moines, to improve public infrastructure and to attract new economic investment leading to increased taxable valuation within the proposed Airport Development Urban Renewal Area which consists of approximately 4,400 acres generally located along the City of Des Moines corporate boundary to the west, south to County Line Road/Echo Valley Drive, east along Fleur Drive (including commercial portions to the east of Fleur Drive), and north to include the commercial portions north of Park Avenue; and,

WHEREAS, the City Manager has caused to be prepared a proposed Urban Renewal Plan for the Airport Development Urban Renewal Area (the "proposed urban renewal plan"), which is on file in the office of the City Clerk; and

WHEREAS, the proposed urban renewal plan seeks to encourage and assist with the above-described urban renewal purposes within the proposed Airport Development Urban Renewal Area, and to guide the development of the Urban Renewal Area and to activate new economic investment leading to increased taxable valuations, though provision of economic development assistance that will be provided in part with tax increment financing revenues to be generated in the urban renewal area; and

WHEREAS, on February 6, 2023, by Roll Call No. 23-0161, the City Council resolved that a public hearing on the proposed Plan be held on March 6, 2023 at 5:00 p.m. in the Council Chambers at 400 Robert D. Ray Dr., Des Moines, Iowa 50309; and

WHEREAS, the Urban Design Review Board reviewed the proposed urban renewal plan at a meeting on February 21, 2023, and the Board voted unanimously to recommend approval of the Plan as presented; and

WHEREAS, the City Plan and Zoning Commission reviewed the proposed urban renewal plan at its regular meeting on February 16, 2023 for conformity with the City's comprehensive plan, PlanDSM: Creating Our Tomorrow Plan, and voted 11-0-1 to find the Plan in conformance with PlanDSM; and

WHEREAS, notice of the public hearing on the proposed urban renewal plan was published in the Des Moines Register as required by law, setting forth the information required by Section 403.5(3) of the Iowa Code; and

WHEREAS, notice was given by ordinary mail to the Des Moines Independent Community School District, Polk County, Des Moines Area Community College and Des Moines Area Regional Transit Authority of a consultation meeting held by electronic means at 11:00 AM on February 15, 2023; and

WHEREAS, the public hearing has now been opened and all persons and organizations desiring to be heard regarding the proposed Plan have been given the opportunity to be heard.



Date March 6, 2023

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

1. Any objections to the Airport Development Urban Renewal Plan are hereby overruled and the public hearing on the Airport Development Urban Renewal Plan is hereby closed.
2. Upon consideration of the recommendation of the Urban Design Review Board and the Plan and Zoning Commission, and the recommendations and statements from all other interested parties and organizations, the City Council hereby makes the following findings:
 - a) The proposed Plan conforms to PlanDSM: Creating our Tomorrow Plan for the development of the City as a whole.
 - b) The Plan does not provide for the acquisition of any land by the City, and does not identify any land planned for acquisition. However, easements may be acquired in the future by voluntary acquisition or otherwise for the extension of public utilities and infrastructure necessary to properly serve the area.
4. The Urban Renewal Plan for the Airport Development Plan is hereby approved and adopted, and shall hereafter be in full force and effect.
5. The City Clerk is hereby authorized and directed to file a certified copy of the Plan and of this Resolution in the office of the Polk County Recorder. **(Council Communication No. 23-122)**

Moved by _____ to adopt. Second by _____

APPROVED AS TO FORM:

/s/ Chas M. Cahill
Chas M. Cahill
Assistant City Attorney

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

CERTIFICATE

I, LAURA BAUMGARTNER, 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.

_____ Mayor

_____ City Clerk

Date March 6, 2023

Agenda Item 55

Roll Call # _____

February 28, 2023

Communication from the City Plan and Zoning Commission advising that at their February 16, 2023 meeting, the following action was taken regarding a determination as to whether the proposed Airport Development Urban Renewal Plan is in conformance with the PlanDSM: Creating Our Tomorrow Comprehensive Plan.

COMMISSION RECOMMENDATION:

After public hearing, the members voted 11-0-1 as follows.

Commission Action:	Yes	Nays	Pass	Absent
Francis Boggus	X			
Dan Drendel	X			
Leah Rudolphi	X			
Carol Maher	X			
Abby Chungath	X			
Kayla Berkson				X
Chris Draper			X	
Todd Garner	X			
Johnny Alcivar				X
Justyn Lewis				X
Carolyn Jenison	X			
William Page	X			
Andrew Lorentzen	X			
Emily Webb	X			
Katie Gillette	X			

APPROVAL that the Commission find the proposed Airport Urban Renewal Plan in conformance with the *PlanDSM: Creating Our Tomorrow Plan*.

STAFF RECOMMENDATION TO THE P&Z COMMISSION

Staff recommends that the Commission find the proposed Airport Urban Renewal Plan in conformance with the *PlanDSM: Creating Our Tomorrow Plan*.

STAFF REPORT TO THE PLANNING COMMISSION

I. GENERAL INFORMATION

1. Purpose of Request: Included in the Commission's packet is a draft version of the Airport Development Urban Renewal Plan (URP).

The proposed 1,696-acre Urban Renewal Area consists of parcels surrounding the Des Moines International Airport. The area currently includes a mix of commercial light industrial, and residential uses.

2. Applicable Regulations: Taking into consideration the criteria set forth in Chapter 403 of the Iowa Code, the Commission reviews all proposals for a specific area that has been identified as a slum, blighted or economic development area or combination of the three to determine whether the proposed Urban Renewal Plan for the area is in conformance with the *PlanDSM: Creating Our Tomorrow* comprehensive plan. The recommendation of the Commission is forwarded to the City Council.

II. ADDITIONAL APPLICABLE INFORMATION

1. **Urban Renewal Plan Goals and Objectives:** The primary goal for the Airport Development Urban Renewal Plan is to facilitate the development and re-development of commercial, mixed-use, and light industrial uses; to create and retain jobs in the City of Des Moines; and to increase the overall tax base. This Plan is intended to guide the development of the Urban Renewal Area and to activate new economic investment leading to increased taxable valuation. The Urban Renewal Area includes the Des Moines International Airport and is proximate to Iowa Highway 5/65 and Highway 28, and thereby accessible to the interstate highway system so it provides prime opportunities for quality development that can be coordinated in a planned and unified manner. Strategic and targeted use of resources that will be realized through the creation of this Plan are critical to establishing necessary public infrastructure and private economic investment in the form of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

The City of Des Moines believes that the designation of the Urban Renewal Area through the adoption of this Plan will strengthen and revitalize the local economy with the planned development and redevelopment of the Urban Renewal Area, through:

1. Guidance of the development of the Urban Renewal Area in a manner that is consistent with the land uses of the City's Comprehensive Plan, *PlanDSM: Creating Our Tomorrow*, that provides for the physical and economic enhancement of the area.
2. Provide for the planned and unified development of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

3. Creation of a safe and attractive physical environment through the construction and installation of necessary infrastructure and other public improvements or actions supportive of the Urban Renewal Area.
4. Creating financial incentives as necessary to encourage new and existing businesses to invest in the Urban Renewal Area.
5. Retention and creation of quality permanent employment opportunities for residents.
6. Expansion of the property tax base of the Urban Renewal Area and subsequently contributing to the economic betterment of the entirety of the City of Des Moines.

2. PlanDSM Comprehensive Plan: A prerequisite for an urban renewal plan is a comprehensive plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality. The City's Comprehensive Plan, *PlanDSM: Creating Our Tomorrow*, was adopted by the City Council on April 25, 2016, by Roll Call 16-0717. The future land use map show the land outside the street Rights-Of-Way as a mix of low-density residential, commercial mixed-use, business park, airport, development control zone, neighborhood mixed use, or public/semi-public. Descriptions of each land use classification are provided below.

Low Density Residential: Areas developed with primarily single family and two-family residential units with up to 6 dwelling units per net acre.

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.

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.

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.

Neighborhood Mixed Use

Small scale mixed use development typically located at the intersection of collector and/or arterial streets and along transportation corridors. Non-residential

development is designed to serve the immediate neighborhood and include small retail, office, restaurants, and service oriented development. Low-medium density residential may be included in mixed use development.

Public/Semi-Public

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

The proposed goals and objectives contained within the Airport Urban Renewal Plan (listed in the previous section of this Staff Report) align with several contained in *PlanDSM: Creating Our Tomorrow* comprehensive plan, including the following:

Land Use

- 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.
- Goal 7: Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

Transportation

- Goal 2: Develop updated street design standards that allow for and balance the needs of all forms of transportation.
- Goal 7: Ensure the Des Moines International Airport continues to meet the needs of the local economy.

Economic Development

- Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.
- Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.
- Goal 4: Foster a sustainable economy.

Public Infrastructure and Utilities

- Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.

SUMMARY OF DISCUSSION

Sreyoshi Chakraborty presented staff report and recommendation.

Carol Maher asked for clarification on the following statement: “Developers shall work with the City to coordinate the realization of the intent and purpose of this Plan. This will include limiting tax abatement for exemption from taxes on the value added by the improvements.”

Ryan Moffatt stated when an economic development agreement utilizes TIF, the goal is to use as little as possible to get the project off the ground. There are 2 different commercial tax abatement schedules, 3-year 100% and a 10-year declining. If a project uses TIF, the city might restrict the developer to the shorter abatement schedule.

Emily Webb asked city staff to share the TIF presentation that was given to the commission last year.

Chris Draper asked that the performance data be included with the presentation.

Ryan Moffatt noted that on an individual project basis, the city could provide data showing the before and after assessments of undeveloped property vs. developed property within a TIF district, including the additional property taxes collected when the project is constructed.

CHAIRPERSON OPENED THE PUBLIC HEARING

No one was present or requested to speak.

CHAIRPERSON CLOSED THE PUBLIC HEARING

COMMISSION ACTION:

Katie Gillette made a motion that the Commission find the proposed Airport Urban Renewal Plan in conformance with the *PlanDSM: Creating Our Tomorrow Plan*.

Motion passed: 11-0-1

Respectfully submitted,



Jason Van Essen, AICP
Planning & Urban Design Administrator

JMV:tjh



Updated on: 2/16/2023

1 inch = 2,966 feet

Prepared by: Ryan Moffatt, 400 Robert D. Ray Drive, Des Moines, IA 50309
Phone: 515-283-4004
Return Address: City Clerk – City Hall, 400 Robert D. Ray Drive, Des Moines, IA 50309
Taxpayer: No change
Title of Document: Airport Development Urban Renewal Plan
Grantor/Grantee: City of Des Moines, Iowa
Legal Description: See Appendix "A" at **page 13** below

AIRPORT DEVELOPMENT URBAN RENEWAL PLAN

City of Des Moines, Iowa



Urban Design Review Board Action:	2/21/2023
Taxing Entities Consultation:	2/14/2023
Plan and Zoning Commission Action:	2/16/2023
City Council Approval:	3/6/2023

TABLE of CONTENTS

I. INTRODUCTION

- A. General Description of the Airport Development Urban Renewal Area
- B. Purpose of the Urban Renewal Area
- C. Authority to Adopt and Implement an Urban Renewal Plan

II. BACKGROUND INFORMATION

- A. General Information
- B. Existing Land Use
- C. Conformance with the City's Comprehensive Land Use Plan
- D. Conformance with the City's Zoning Requirements
- E. Recognized Neighborhood Organizations
- F. Appropriateness for Economic Development

III. URBAN RENEWAL PLAN ELEMENTS

- A. Plan Goals and Objectives
- B. Public Purpose Activities to be Undertaken
- C. Land and Development Requirements
- D. Financial Condition Report

IV. URBAN RENEWAL PLAN IMPLEMENTATION

- A. Continued Planning Efforts
- B. Technical Assistance
- C. Funding and Financing: Economic Development Assistance
- D. Responsibility of Developer
- E. Activities under Chapter 15A

V. DURATION OF URBAN RENEWAL PLAN

VI. SEVERABILITY

VII. AMENDMENT OF URBAN RENEWAL PLAN

ATTACHMENTS

- Appendix A – Legal Description(s)
- Appendix B – Financial Condition Report
- Map 1 – Boundary Map of Urban Renewal Area and TIF District(s)
- Map 2 – Existing Land Use
- Map 3 – PlanDSM Future Land Use
- Map 4 - Existing Zoning

I. INTRODUCTION

A. General Description of the Airport Development Urban Renewal Area

The general location and boundary of the Airport Development Urban Renewal Area (the “Urban Renewal Area”) is shown on *Map 1 – Boundary Map of Urban Renewal Area and TIF District(s)*.

This Urban Renewal Area consists of approximately 4,696 acres and is generally located along the City of Des Moines corporate boundary to the west, south to County Line Road/Echo Valley Drive, east along Fleur Drive including commercial portions to the east of Fleur Drive, and north to include the commercial portions north of Park Avenue.

The Urban Renewal Area is more specifically described in the accompanying *Appendix A - Legal Description(s)*.

B. Purpose of the Urban Renewal Plan

The purpose of the Airport Development Urban Renewal Plan (this “Plan”) is to facilitate the development and re-development of commercial, mixed-use and light industrial uses; to create and retain jobs in the City of Des Moines; and to increase the overall tax base. This Plan is intended to guide the development of the Urban Renewal Area and to activate new economic investment leading to increased taxable valuation. The Urban Renewal Area includes the Des Moines International Airport and is proximate to Iowa Highways 5/65, Highway 28 and thereby accessible to the interstate highway system, and provides prime opportunities for quality development that can be coordinated in a planned and unified manner. Strategic and targeted use of resources that will be realized through the creation of this Plan are critical to establishing necessary public infrastructure and private economic investment in the form of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.

The City of Des Moines believes that the designation of the Urban Renewal Area through the adoption of this Plan will strengthen and revitalize the local economy through the planned development and redevelopment of the Urban Renewal Area, through:

1. Guidance of the development of the Urban Renewal Area in a manner that is consistent with the land uses of the City’s Comprehensive Plan, *PlanDSM: Creating Our Tomorrow*, that provides for the physical and economic enhancement of the area.
2. Provide for the planned and unified development of commercial, business park/mixed-use (light industrial and heavier commercial use), and office development.
3. Creation of a safe and attractive physical environment through the construction and installation of necessary infrastructure and other public improvements or actions supportive of the Urban Renewal Area.
4. Creating financial incentives as necessary to encourage new and existing businesses to invest in the Urban Renewal Area.
5. Retention and creation of quality permanent employment opportunities for residents.

6. Expansion of the property tax base of the Urban Renewal Area and subsequently contributing to the economic betterment of the entirety of the City of Des Moines.

C. Authority to Adopt and Implement an Urban Renewal Plan

The State of Iowa has provided Iowa cities with the power to adopt and implement urban renewal plans through Chapter 403, Urban Renewal Law, Code of Iowa. If a slum, blighted, or economic development area or combination of the three, as defined in Section 403.17, Code of Iowa, exists within the municipality, the municipality may designate such an area for urban renewal through the process provided for in Chapter 403. After a comprehensive plan for the municipality has been adopted, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, development, redevelopment, or a combination thereof, of a designated urban renewal project area to promote the public health, safety, or welfare of the residents of this municipality.

A municipality may make a determination that the proposed urban renewal area is an economic development area if the area is appropriate for commercial and industrial enterprises.

For the reasons set forth below, the proposed Airport Development Urban Renewal Area qualifies for designation as an urban renewal area on the basis that the Area is an economic development area appropriate for development or redevelopment with commercial and light industrial enterprises.

II. BACKGROUND INFORMATION

A. General Information

The Airport Development Urban Renewal Area includes the Des Moines International Airport (“Airport”) within its boundary, as well as mixed-use, commercial, and industrial uses. While about 54% of the Urban Renewal Area consists of government-classified land, a significant portion of the remaining acreage within the Urban Renewal Area consists of private developable land or existing property opportune for redevelopment. The intent of this Plan is to foster private sector economic investment in the form of business park/mixed-use, light industrial, and heavier commercial uses.

The Airport has begun the process to develop a plan for a new terminal, replacing the existing facility, which was built in 1948 and has had multiple additions and renovations over the years to keep up with demand. The planning process started in 2013, and the goals include maximizing efficiency, cost effectiveness, and creating a zoned Master Plan for the entire airport campus. This Plan is consistent with the purpose of the Airport Future Terminal Plan, with the intention of creating future opportunities for economic development and investment.

As part of the new terminal planning, the Airport has created a development plan to evaluate approximately 200 acres of Airport-controlled land for new development opportunities. It is recognized that the planning of surrounding communities and infrastructure contribute to development investments in the area. Implementation of the economic development recommendations in the Plan are anticipated to make Airport-owned properties appealing for future development, creating a vibrant area of increased business activity for the Airport and in the greater Des Moines region.

In addition to the Airport's development plan, there is an effort underway to improve the infrastructure in the southwest section of the city, which will be a significant portion of this Urban Renewal Area. The Des Moines Southwest Infrastructure and Planning Study is being completed to review existing infrastructure and develop recommendations to improve the transportation network in order to support future traffic demand from south of Des Moines and future development west of the Airport.

Infrastructure recommendations specific to this Plan area will be made to:

- Maximize use of existing Highway 28 and Park Avenue improvements west of George Flagg Parkway to support increasing regional traffic.
- Integrate recommendations for bicycle and pedestrian network throughout the study area.

B. Existing Land Use

The Airport Development Urban Renewal Area currently includes low density residential, parks and open space, airport, mixed, and business park uses. These uses are shown in *Map 2 – Existing Land Use*.

C. Conformance with the City's Comprehensive Land Use Plan

A prerequisite for an urban renewal plan is a comprehensive land use plan for the municipality. After the municipality has adopted such a plan, the municipality may prepare, adopt, and implement an urban renewal plan for the purpose of rehabilitation, conservation, redevelopment, development, or a combination thereof, of a designated urban renewal area to promote the public health, safety, or welfare of the residents of the municipality.

The City's Comprehensive Plan, *PlanDSM: Creating our Tomorrow*, which was adopted by the City Council on April 25, 2016 by Roll Call 16-0717, designates the land within the urban renewal area as low-density residential, commercial mixed-use, business park, airport, development control zone, neighborhood mixed use, or public/semi-public. *Map 3 – PlanDSM Future Land Use* further details the proposed land uses for this general area.

Descriptions of each land use classification are provided below:

Low-Density Residential

Areas developed with primarily single family and two-family residential units with up to 6 dwelling units per net acre.

Commercial 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.

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.

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.

Neighborhood Mixed Use

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

Public/Semi-Public

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

Land use goals identified in *PlanDSM: Creating our Tomorrow* that will be included in the goals of this Urban Renewal Plan are:

- 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.
- Goal 7: Maintain the existing industrial designated areas to provide appropriate locations for industrial use.

This Plan will also support the following goals from the various sections throughout the *PlanDSM: Creating our Tomorrow* document:

Transportation:

- Goal 2: Develop updated street design standards that allow for and balance the needs of all forms of transportation.
- Goal 7: Ensure the Des Moines International Airport continues to meet the needs of the local economy.

Economic Development:

- Goal 1: Foster economic prosperity and stability by retaining existing businesses and recruiting new businesses.
- Goal 2: Focus economic development efforts in strategic locations for continued vitality and growth.
- Goal 4: Foster a sustainable economy.

Public Infrastructure and Utilities:

- Goal 1: Provide safe and reliable public infrastructure and utilities for current residents as well as future development needs.

The goals and objectives of the Airport Development Urban Renewal Plan are in conformance with the City's Comprehensive Plan, *PlanDSM: Creating our Tomorrow*.

Future amendments to *PlanDSM: Creating our Tomorrow* may be identified through the ongoing planning process for the implementation of this Plan.

D. Conformance with the City's Zoning Requirements

Existing zoning in the urban renewal area (exclusive of the street rights-of-way) is EX, MX2, MX3, and RX1, Mixed-Use; P1 and P2, Public, Civic and Institutional; Legacy "PUD" Planned Unit Development; N1a, N2b and NM Neighborhood; NX2 Neighborhood Mix; I1 Industrial; and F Floodway, all as shown on *Map 4 - Existing Zoning*.

Possible additional amendments to the Zoning Ordinance may be identified through the ongoing planning process for the implementation of this Plan.

Agriculture (A) and Flood (F) Districts

F is intended for flood plain and floodways pursuant to chapter 50 of the zoning code.

Industrial (I) District

Establish a mix of uses and associated site development standards pertaining to manufacturing, warehousing, and other industrial uses.

I1 is intended for general industrial uses, warehousing, and transportation terminals.

Mixed-Use (X) Districts

Establish an appropriate mix of building forms and uses to enhance existing and create new compact, walkable nodes and corridors throughout the city:

EX is intended for locations and corridors with a mix of light industrial and heavier commercial uses, accommodating higher levels of vehicular traffic than MX districts and a predominance of mid-scale employment uses, such as office, low-intensity industrial, and warehouse spaces associated with offices.

MX2 is intended for mixed-use, regional-scale nodes and corridors within the city, where residents and visitors may access multiple uses by walking.

MX3 is intended for mixed-use nodes and corridors in the city, where residents and visitors may access multiple uses by walking and automobile. The district accommodates higher intensity commercial uses at a smaller scale.

RX1 is intended for transitional areas between MX districts and N districts, providing for residential and office buildings at a scale and intensity appropriate for corridors adjacent to low-scale neighborhoods.

Neighborhood (N) Districts

Established to protect the character of existing residential neighborhoods and set the character of new neighborhoods throughout the city.

N1a is intended for large lots for mostly single-household residential houses with a more flexible building form pursuant to House A building type in section 135-2.13 of the design code.

N2b is intended for contemporary, mid-size lots for single-and two-household residential houses within a more flexible building form and located in contemporary neighborhoods pursuant to House A building type in section 135-2.13 of this code.

NM is intended to accommodate mobile home parks in specific locations within the city.

Neighborhood Mix (NX) Districts

Established for residential neighborhoods with an existing mix of residential buildings and uses or with the potential for infill of a mix of residential buildings and uses.

NX2 is intended for a mix of single-household houses with appropriately scaled and detailed multiple-household building types in the same neighborhood.

Public, Civic and Institutional (P) Districts

Established to provide specific locations for public, private, quasi-public, and institutional facilities, including parks and open space.

P1 is intended for open space, including permanent parks and recreation areas.

P2 is intended for civic and institutional facilities, such as religious assembly places, cultural or arts centers, community centers, schools, infrastructure, recreational facilities, and other institutional facilities. Infrastructure includes public or private infrastructure, including rail corridors and utility corridors or sites.

PUD, Planned Unit Development (Legacy) District

Land classified in a Planned Unit Development (PUD) zoning district on the effective date specified in section 135-1.2 of the Municipal Code will continue to be classified in a Legacy PUD district and governed by the ordinance approving the PUD zoning designation and all applicable conditions of approval, conceptual plans, and development plans associated with the approved development until the subject PUD is rezoned to another (non-PUD) classification. If the provisions of the City's planning and design ordinance are inconsistent with or conflict with an ordinance approving the PUD zoning designation or applicable conditions of approval, conceptual plans, or development plans associated with the approved PUD, the applicable provisions of said ordinance, conditions, or plans associated with the approved PUD govern.

E. Recognized Neighborhood Organizations

The Airport Development Urban Renewal Area is located partially within the Southwestern Hills Neighborhood, which is represented by the Southwestern Hills Neighborhood Association, and partially within the Watrous South Neighborhood, which is represented by the Watrous South Neighborhood Association. These are both designated as “Recognized Neighborhoods” by the City Council as having met the specified minimum standards of a neighborhood organization and communicate regularly with the City of Des Moines.

F. Appropriateness for Economic Development

The Urban Renewal Area is approximately 4,696 acres in size. The area includes the Des Moines International Airport. It is adjacent to State Highway 28 and close to the Highway 5/65 bypass, which was constructed utilizing significant public investment, in part to assist in the facilitation of new economic investment for the land proximate to the highway routes. From Highways 5 and 65, the Urban Renewal Area has ready access to Interstates 35 and 80.

The construction of quality new commercial, mixed-use (light industrial and heavier commercial use), and office uses in the Urban Renewal Area would add substantial taxable valuation and also promote the addition and retention of jobs within the City of Des Moines.

III. URBAN RENEWAL PLAN ELEMENTS

A. Plan Goals and Objectives

The Urban Renewal Area has goals and objectives that are intended to develop commercial, mixed-use (light industrial and heavier commercial use), and office uses for the creation and retention of jobs in the City of Des Moines, the increased tax base, and the ability to maximize the return on past investment in road and public utility networks.

The goals and objectives of the Urban Renewal Area are as follows:

- Encourage and facilitate high quality commercial, mixed-use (light industrial and heavier commercial use), and office development and the associated employment opportunities within the plan area.
- Coordinate resources to attract new quality economic development and investment.
- Promote and coordinate additional land use and roadway network study as warranted to ensure the ability to attract quality development and the ability to accommodate and manage traffic circulation.
- Encourage the use of low-impact development and on-site stormwater management best practices in the plan area.
- Encourage the incorporation of long-term sustainability into site development and building construction, particularly the efficient use of energy in heating, ventilation, and cooling system design.

- Provide an attractive and appealing physical environment for residents, and improve the livability of the Urban Renewal Area.
- Ensure that new development is of high quality, sustainable, and provides adequate parking and pedestrian connections and access.

B. Public Purpose Activities to be Undertaken

To meet the objectives of this Plan, the City of Des Moines will support development and redevelopment of the Airport Development Urban Renewal Area through, among other things, the following public purpose activities:

1. Provision of technical support in furtherance of this Plan;
2. Evaluation of property’s potential for development and redevelopment purposes, including but not limited to activities such as appraisals and architectural, engineering, and environmental studies;
3. Preparation of building site(s) for development and redevelopment purposes through activities that include but are not limited to grading, filling, the extension of utilities, and landscaping;
4. Improvement, installation, construction and reconstruction of streets, utilities, and other public improvements and rights-of-way;
5. Enforcement of applicable local, state, and federal laws, codes, and regulations; and
6. Use of tax increment financing, loans, grants, and other appropriate financial tools in support of eligible public and private development and redevelopment efforts.

All public purpose activities shall be conditioned upon and shall meet the restrictions and limitations placed upon the Urban Renewal Area by this Plan.

C. Land and Development Requirements

The physical development of the Urban Renewal Area will be regulated through the standards and guidelines contained within the City of Des Moines’ Zoning Ordinance, the City of Des Moines’ Planning and Design Ordinance, and other applicable local, state, and federal codes and ordinances. In addition, all projects requesting financial assistance through tax increment financing must conform to *Plan DSM* and undergo review by the Urban Design Review Board (“Board”).

The criteria to be used by the Board for making recommendations on design shall include but are not limited to:

- The project’s scale, proportion, color, articulation, massing, patterning, setbacks, and exterior materials. Permanence and quality of materials and site design, as well as details that add character and define depth are desired.
- How the project promotes an attractive and appealing physical environment.
- How the project encourages the incorporation of long-term sustainability into site development and building construction, particularly the efficient use of materials and energy in heating, ventilation, and cooling system design.

- How the project encourages the use of low impact development and on-site stormwater management best practices in the Urban Renewal Area, and how the project coordinates the evaluation and assessment of natural resources proactively.

D. Financial Condition Report

Tax Increment Financing districts will be incorporated into the Plan in the future as projects come forward and are approved for financial assistance utilizing tax increment financing revenues, wherein a portion of the taxes levied on taxable properties each year shall be allocated to, and when collected be paid into, the special fund of the City for the Airport Development Urban Renewal Area to pay the principal of, and interest, on loans, moneys advanced, or indebtedness, whether funded, refunded, assumed, or otherwise, including bonds issued under the authority of Iowa Code §403.9, incurred by the City to finance or refinance, in whole or in part, urban renewal projects within the Urban Renewal Area.

Appendix B to this Plan, as amended from time to time, is a Financial Condition Report which contains the financial information required by Iowa Code §403.17(24).

Any future amendment to this Plan which provides for the use of tax revenues allocated to the Special Fund for the Airport Development Urban Renewal Area pursuant to Iowa Code §403.19, shall include an amendment to Appendix B and shall incorporate an Appendix C to update the Financial Condition Report and to identify each project to be assisted with such revenues.

IV. URBAN RENEWAL PLAN IMPLEMENTATION

The City of Des Moines will take necessary action to achieve the goals and objectives of the Airport Development Urban Renewal Plan. This will include involvement in the following activities:

A. Continued Planning Efforts

The City shall continue to evaluate the needs of the Urban Renewal Area, identifying issues and coordinating a response to these issues. A comprehensive approach will be taken to gather input from landowners, neighborhoods, businesses, and development interests.

B. Technical Assistance

The City may provide technical assistance to landowners and prospective developers where appropriate. The City will work to coordinate efforts related to development proposals, ongoing planning, coordination with other agencies and levels of government, and other activities that will assist with meeting the objectives of this Plan.

C. Funding and Financing: Economic Development Assistance

The City will pursue funding sources required to meet the objectives of this Plan. Sources may include, but are not limited to, loans, grants, general fund expenditures, tax increment financing, special assessments, bond issuance, and participation in state/federal programs.

More specifically, the use of tax increment financing and the review steps and requirements for proposed economic development assistance are specified as follows:

1. Tax Increment Financing. The City believes that the use of tax increment revenues to assist in the financing of new development or redevelopment in the Airport Development Urban Renewal Area is necessary in the public interest to achieve the objectives of this Plan. Without the use of this special financing tool, new investment may not otherwise occur or may occur within other jurisdictions. The use of tax increment financing to spur the development of the Urban Renewal Area pursuant to this Plan is expected to provide greater future property tax revenues for the City, Polk County and Des Moines Independent Community School District, that would otherwise be unavailable if this Plan were not implemented.
2. Tax increment financing will be used where it is anticipated to provide a long-term payback in overall increased tax base for the City, County, and School District, and the creation or retention of jobs. The initial public investment required to generate new private investment is anticipated to ultimately increase the taxable value of the Area beyond its existing base value.

Tax increment reimbursement may be sought for, among other things, the following costs to the extent they are incurred by the City:

- a. Planning and administration of this Plan;
- b. Construction of public infrastructure improvements and facilities within the Urban Renewal Area;
- c. Acquisition, installation, maintenance and replacement of public investments throughout the Urban Renewal Area;
- d. Loans or grants to qualified property owners for redevelopment of property within the Airport Development Urban Renewal Area in conformance with this Plan.

D. Responsibility of Developer

Developers shall work with the City to coordinate the realization of the intent and purpose of this Plan. This will include limiting tax abatement for exemption from taxes on the value added by the improvements where possible. It is recognized that when tax abatement is in place, it will reduce the amount of tax increment created by the district. Therefore, in certain cases, it may be necessary for developers to forego tax abatement to create sufficient increment. This would include cases where a developer may upfront the cost of site development when there is a negotiated agreement with the City to rebate a portion of that investment back to the developer over time through the increment created by the improvements to the property. The City reserves the ability to negotiate what will be in the best interest of the community and the furtherance of the Plan, while working with developers to facilitate new projects.

E. Activities Under Chapter 15A

The City may as part of its action to carry out this Plan engage in economic development activities within the Airport Development Urban Renewal Area pursuant to Iowa Code Chapter 15A for the creation of new jobs and income, and for the retention of existing jobs and income that would otherwise be lost, when such economic development activities are found by the City Council to further the objectives of the Plan. The City may solicit and/or package such economic development activity proposals in the form of direct financial assistance through grants or loans.

V. DURATION OF URBAN RENEWAL PLAN

This Plan shall continue in effect until terminated by action of the City Council of the City but in no event before the City has received full reimbursement from incremental taxes of its advances and principal and interest payable on all tax increment financing or general obligations issued to carry out the objectives of the Plan.

VI. SEVERABILITY

In the event one or more provisions contained in this Urban Renewal Plan shall be held for any reason to be invalid, illegal, unauthorized, or unenforceable in any respect, such invalidity, illegality, lack of authorization, or unenforceability shall not affect any other provision of this Plan and this Plan shall be construed and implemented as if such provision had never been contained herein.

VII. AMENDMENT OF URBAN RENEWAL PLAN

The City of Des Moines may amend this Plan from time to time in accordance with applicable State and local law. The amendments may include additional objectives, projects, revised land use regulations, revised boundaries, and/or property to be acquired and disposed of for redevelopment.

The City Council shall request public input from, but not limited to designated neighborhood group(s) and City-appointed committees as appropriate upon any proposed amendment to this Plan.

Appendix A
Legal Description(s)
Airport Development Urban Renewal Area
and TIF District(s)

Airport Development Urban Renewal Area

Beginning at the Intersection of South line of Polk County, Iowa and the West line of Highland Hills Plat No.6, an Official Plat, said Intersection also being the Southwest corner of said Highland Hills Plat No.6; Thence West along said South line of Polk County, Iowa to the West line of Section 31, Township 78 North, Range 24 West of the 5th P.M.; Thence North along said West line to the centerline of Army Post Road Right of Way; Thence West/Southwest along said centerline of Army Post Road Right of Way and along said centerline extended Southwest to the Southwesterly Right of Way line of Iowa Highway 28; Thence Southeast along said Southwesterly Right of Way line of Iowa Highway 28 to the Northerly Right of Way line of Iowa Highway 5; Thence West along said Northerly Right of Way line of Iowa Highway 5 to the West line of the East Half of the Southeast Quarter of Section 35, Township 78 North, Range 25 West of the 5th P.M.; Thence North along said West line of the East Half of the Southeast Quarter of Section 35, Township 78 North, Range 25 West of the 5th P.M. to the North Right of Way line of Southwest Pine Avenue extended; Thence East along extended North Right of Way line of Southwest Pine Avenue and along said North Right of Way line of Southwest Pine Avenue to a point that is 456.65 feet East of the East Right of Way line of Southwest 60th Street; Thence North along a line having a bearing of North 00°06'01" West to the Northeast/East Right of Way line of Iowa Highway 28; Thence continuing North along said East Right of Way line of Iowa Highway 28 to the North line of the Southeast Quarter of the Southeast Quarter of Section 26, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the Southeast Quarter of the Southeast Quarter of Section 26, Township 78 North, Range 25 West of the 5th P.M. to the West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to a point that is 494.78 feet South and 33 feet West of the East Quarter corner of said Section 26; Thence West along a line having a bearing of N89°35'22"W to the Easterly line of Parcel F, said Parcel F shown on Plat of Survey recorded in Book 7831 Pages 278-279 at the Recorder's Office of Polk County, Iowa; Thence Northerly along said Easterly line of said Parcel F to the North line of the Northeast Quarter of the Southeast Quarter of said Section 26; Thence East along said North line of the Northeast Quarter of the Southeast Quarter of said Section 26 to said West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to the South line of the Northeast Quarter of the Northeast Quarter of said Section 26; Thence West along said South line of the Northeast Quarter of the Northeast Quarter of said Section 26 to the West line of the Northeast Quarter of the Northeast Quarter of said Section 26; Thence North along said West line of the Northeast Quarter of the Northeast Quarter of said Section 26 to the Southeast corner of Lot 1, Green Hills Plat One, an Official Plat; Thence West along the South line of said Lot 1 to the East line of Lot 2 in said Green Hills Plat One; Thence South along said East line of said Lot 2 to the Southeast corner of said Lot 2; Thence West along the South line of said Lot 2 to the Southeast corner of Lot 3 in said Green Hills Plat One; Thence South along a line that is perpendicular to the South line of said Lot 3, a distance of 12 feet; Thence West along a line that is parallel to said South line of said Lot 3, a distance of 215 feet; Thence North along a line that is perpendicular to said South line of said Lot 3, a distance of 12 feet to a Southerly line of said Green Hills Plat One; Thence West/North/West along said Southerly line of said Green Hills Plat One to the Easterly Right of Way of Iowa Highway 28; Thence North along said Easterly Right of Way line of Iowa Highway 28 to the South line of the North 27 Feet of Lot 4 in said Green Hills Plat One; Thence East along said

South line of the North 27 Feet of said Lot 4 and along the Easterly Extension of said North 27 Feet of said Lot 4 to the East line of the West 75 Feet of Lot 3 in said Green Hills Plat One; Thence North along said East line of the West 75 Feet of said Lot 3 to the South line of the North 17 Feet of said Lot 3; Thence East along said South line of the North 17 Feet of said Lot 3 to the East line of the West 200 Feet of said Lot 3; Thence North along said East line of the West 200 Feet of said Lot 3 to the North line of said Lot 3; Thence East along the North lines of Lots 3, 2 and 1 of said Green Hills Plat One to the East line of said Green Hills Plat One; Thence North along said East line of said Green Hills Plat One to the Northeast corner of said Green Hills Plat One, said Northeast corner also being on the South line of Airport Industrial Park Plat 1, an Official Plat; Thence East along the South line of said Airport Industrial Park Plat 1 to the Southeast corner of said Airport Industrial Park Plat 1;

Thence North along the East line of said Airport Industrial Park Plat 1 to the North Right of Way line of Southwest McKinley Avenue; Thence East along said North Right of Way line of Southwest McKinley Avenue to said West Right of Way line of Southwest 56th Street; Thence North along said West Right of Way line of Southwest 56th Street to the Westerly extension of the North line of the South 66 feet of the North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said Westerly extension and along said North line of the South 66 feet of the North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the West line of the East 66 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence South along a line that is parallel with the East line of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the North line of the South 33 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the South 33 feet of said North Half of the Southwest Quarter of Section 24, Township 78 North, Range 25 West of the 5th P.M. to the West line of the Southeast Quarter of said Section 24; Thence North along said West line of the Southeast Quarter of said Section 24 to the South line of the North Quarter of the Southeast Quarter of said Section 24; Thence East along said South line of the North Quarter of the Southeast Quarter of said Section 24 to the Westerly line of the vacated Chicago & Great Western Railroad Right of Way; Thence Northerly along said Westerly line of the vacated Chicago & Great Western Railroad Right of Way to the North line of the Southeast Quarter of said Section 24; Thence West along said North line of the Southeast Quarter of said Section 24 to the Southeast corner of the Northwest Quarter of said Section 24; Thence North along the East line of the Northwest Quarter of said Section 24 to the North line of the South Half of the Northwest Quarter of said Section 24; Thence West along said North line of the South Half of the Northwest Quarter of said Section 24 to the East line of the West 1328.4 feet of the Northwest Quarter of said Section 24; Thence South along a line that is parallel to the West line of the Northwest Quarter of said Section 24, a distance of 427 feet; Thence West along a line that is parallel to said North line of the South Half of the Northwest Quarter of said Section 24, a distance of 386.4 feet; Thence North along a line that is parallel to the West line of the Northwest Quarter of said Section 24, a distance of 67 feet; Thence West along a line that is parallel to said North line of the South Half of the Northwest Quarter of said Section 24 to the East line of the West 204.5 feet of the Northwest Quarter of said Section 24; Thence South along said East line of the West 204.5 feet of the Northwest Quarter of said Section 24 to the South line of the North 816 feet of the Southwest Quarter of the Northwest Quarter of said Section 24; Thence West along said South line of the North 816 feet of the Southwest Quarter of the Northwest Quarter of said Section 24 to the East Right of Way line of Southwest 56th Street; Thence South along said East Right of Way line of Southwest 56th Street to the East/West centerline of said Section 24; Thence West along said East/West centerline of said Section 24 and along the East/West centerline of Section 23, Township 78 North, Range 25 West of the 5th P.M. to the East line of the Northwest Quarter of the Southeast Quarter of said Section 23; Thence South along said East line of the Northwest Quarter of the Southeast Quarter of said Section 23 to the Southeasterly line of Lot 1 in the Airport Industrial Park

Plat 2, an Official Plat; Thence Southwest along the said Southeasterly line of said Lot 1 to the Southeasterly extension of the North Right of Way line of Scout Trail; Thence Northwesterly/West along said Southeasterly Extension of the North Right of Way line of Scout Trail and along said North Right of Way line of Scout Trail to the East Right of Way line of Iowa Highway 28, Iowa Highway 28 also known as Southwest 63rd Street; Thence North along said East Right of Way line of Iowa Highway 28 to the North line of the South Half of the Southeast Quarter of Section 14, Township 78 North, Range 25 West of the 5th P.M.; Thence East along said North line of the South Half of the Southeast Quarter of said Section 14 to the East line of said Section 14; Thence continuing East along the North line of the South Half of Section 13, Township 78 North, Range 25 West of the 5th P.M. to the East line of the West 15 Acres of the Southwest Quarter of the Southwest Quarter of Section 13, Township 78 North, Range 25 West of the 5th P.M.; Thence South and parallel to the West line of said West 15 Acres, a distance of 144 Feet; Thence East 45.2 Feet and parallel to the North line of the Southwest Quarter of the Southwest Quarter of said Section 13; Thence Northeasterly on a 5° (degrees) 24' (minutes) curve to the left 362.46 Feet; Thence on a 10° (degrees) 52' (minutes) curve to the left 427.83 Feet more or less to a point on the West line of a 33 foot strip lying West of and adjacent to the former Minneapolis and St. Louis Railway Company's Right of way (and was locally known as the Hollingsworth Spur); Thence Southerly along the West line of said 33 foot strip lying West of and adjacent to the former Minneapolis and St. Louis Railway Company's Right of way (and was locally known as the Hollingsworth Spur) to the East line of the Southwest Quarter of the Southwest Quarter of said Section 13; Thence North along said East line of the Southwest Quarter of the Southwest Quarter of said Section 13 to the North line of the South 991.94 Feet of said Section 13; Thence East and parallel with the South line of said Section 13, a distance of 850 Feet; Thence South along a line that is parallel to the West line of the Southeast Quarter of the Southwest Quarter of said Section 13 to the North Right of Way line of Park Avenue; Thence East along said North Right of Way line of Park Avenue to a point on said North Right of Way line of Park Avenue, said point being due North of the intersection of the Easterly Right of Way line of Southwest 46th Street and the South Right of Way line of Park Avenue; Thence South along a line to said intersection of the Easterly Right of Way line of Southwest 46th Street and the South Right of Way line of Park Avenue; Thence Southerly along said Easterly Right of Way line of Southwest 46th Street to the Westerly Extension of the South line of Parklawn Heights, an Official Plat; Thence East along said Westerly Extension of the South line of said Parklawn Heights and along said South line of said Parklawn Heights and along the Easterly extension of said South line of said Parklawn Heights to the East Right of Way line of the Southwest 42nd Street Right of Way; Thence South and Southeasterly along said East Right of Way line of Southwest 42nd Street to the Northeasterly line of McKinley Avenue Right of Way; Thence Southeasterly along said Northeasterly Right of Way line of McKinley Avenue to the West Right of Way line of Southwest 31st Street; Thence North along said West Right of Way line of Southwest 31st Street to Westerly extension of the North line of Lot 10 in Serendipity Plat Two, an Official Plat; Thence East along said Westerly extension of the North line of said Lot 10 and along said North line of said Lot 10 to the Southwest corner of Stanton Landing Plat 1, an Official Plat; Thence continuing East along the South line of said Stanton Landing Plat 1, a distance of 200 Feet; Thence South and parallel to the East line of said Lot 10 to the North line of Lot 11 in said Serendipity Plat Two; Thence East along the North line of Lots 11, 12 and 13 to the Northeast corner of said Lot 13, said Northeast corner also being the Southwest corner of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of Section 20, Township 78 North, Range 24 West of the 5th P.M.; Thence continuing East on the South line of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of said Section 20 to the intersection of the East Right of Way line of Southwest 26th Street and the South line of the North Half of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of said Section 20; Thence continuing Easterly along a straight line to the Southwest corner of Cooper Place Plat 2, an Official Plat; Thence continuing East along the South line of said Cooper Place Plat 2 to the Southwest

corner of Parcel H of the Southwest Quarter of the Southwest Quarter of said Section 20, said Parcel H recorded in Book 10831 Page 348 in the Recorder's Office of Polk County, Iowa; Thence continuing East along the South line of said Parcel H to the East line of said Parcel H; Thence North along said East line of said Parcel H to the North line of the South Half of the Southeast Quarter of the Southwest Quarter of said Section 20; Thence East along said North line of the South Half of the Southeast Quarter of the Southwest Quarter of said Section 20 to the Southwest corner of Post View Place, an Official Plat; Thence continuing East along the South line of said Post View Place to the East line of Lot 2 in said Post View Place; Thence North along said East line of said Lot 2 and along the Northerly extension of said East line of said Lot 2 to the North Right of Way line of Stanton Avenue; Thence East along said North Right of Way line of Stanton Avenue to the West Right of Way line of Fleur Drive; Thence South along said West Right of Way line of Fleur Drive to the North line of Section 29, Township 78 North, Range 24 West of the 5th P.M.; Thence East along said North line of said Section 29 to the North/South centerline of said Section 29; Thence South along said North/South centerline of said Section 29 to the Westerly extension of the South Right of Way line of McKinley Avenue; Thence East along said Westerly extension of the South Right of Way line of McKinley Avenue and along said South Right of Way line of McKinley Avenue to the Easterly Right of Way line of Southwest 19th Street; Thence South and Southwesterly along said Easterly Right of Way line of Southwest 19th Street to the Southwesterly line of Lot 4 in said Fleur Park Plaza Plat No.3, an Official Plat; Thence Southeast along said Southwesterly line of said Lot 4 to the South line of said Lot 4; Thence East along said South line of said Lot 4 to the Northeast corner of Lot 5 in said Fleur Park Plaza Plat No.3; Thence South along the East line of said Lot 5 to the South line of said Lot 5; Thence West along said South line of said Lot 5 to the Southeast corner of Lot 3 in Fleur Park Plaza Plat No.2, an Official Plat; Thence continuing West along the South line of said Lot 3 to the Northeast corner of Lot 40 in Green Ridge Knolls, an Official Plat; Thence South along said East line of said Lot 40 to the Southeast corner of said Lot 40; Thence continuing South along a straight line to the Northwest corner of Lot 14 in said Green Ridge Knolls; Thence continuing South along the West lines of Lots 14 through 26 in said Green Ridge Knolls to the Southwest corner of said Lot 26; Thence East along the South line of said Lot 26 to the Northerly Extension of the East line of Lot 22 in Farrview Acres, an Official Plat; Thence South along said Northerly Extension of said East line of said Lot 22 to the Northeast corner of said Lot 22; Thence continuing South along the East line of said Lot 22 to the Southeast corner of said Lot 22; Thence continuing South along the Southerly extension of the East line of said Lot 22 to the South Right of Way line of Southlawn Drive; Thence West along said South Right of Way line of Southlawn Drive to the Northwest corner of Lot 21 in said Farrview Acres; Thence South along the West line of said Lot 21 to the Northwest corner of Lot 20 in said Farrview Acres; Thence East along the North lines of the Lots 20 and 25 in said Farrview Acres to the Northeast corner of said Lot 25; Thence South along the East line of said Lot 25 to the North line of the South 110 Feet of said Lot 25; Thence West along said North line of the South 110 Feet of said Lot 25 to the East line of said Lot 20; Thence continuing West along a line that is 110 Feet North of and parallel to the South line of said Lot 20, a distance of 32 Feet; Thence Southwest to a point on the West line of said Lot 20, said point being 62 Feet North of the Southwest corner of said Lot 20; Thence South along said West line of said Lot 20 to the Southwest corner of said Lot 20; Thence East along the South line of said Lot 20 to the Southeast corner of said Lot 20; Thence South along a straight line to the Northeast corner of said Lot 19; Thence South along the East line of said Lot 19 to the South line of the North 250 Feet of said Lot 19; Thence West along said South line of the North 250 Feet of said Lot 19 to the West line of said Lot 19; Thence South along said West line of said Lot 19 to the North Right of Way line of Payton Avenue; Thence East along said North Right of Way line of Payton Avenue to the Northerly Extension of the West line of Ivor Place, an Official Plat; Thence South along said Northerly Extension of the West line of said Ivor Place and along the West line of said Ivor Place to the North line of the South 150 Feet of Lot 2, Geil Place, an Official Plat; Thence West along said North line of the South 150 Feet of said Lot 2 to the West

line of the East 120 Feet of said Lot 2; Thence South along said West line of the East 120 feet of said Lot 2 to the North Right of Way line of Leland Avenue; Thence East along said North Right of Way line of Leland Avenue to the Northerly extension of the East line of Lot 14 in said Geil Place; Thence South along said Northerly extension of the East line of said Lot 14 to the Northeast corner of said Lot 14; Thence continuing South along said East line of said Lot 14, a distance of 308 Feet; Thence West along a straight line to the Northeast corner of Lot 17 in said Geil Place; Thence South along the East line of said Lot 17 and along the Southerly extension of said Lot 17 to the Southerly Right of Way line of Army Post Road; Thence Westerly along said South Right of Way line of Army Post Road to the East Right of Way line of Fleur Drive; Thence South along said East Right of Way line of Fleur Drive to the Southwest corner of Lot 1, Fleur Acres, an Official Plat; Thence East along the South line of said Lot 1 to the West line of Highland Hills, an Official Plat; Thence South along the West line of said Highland Hills to the Northwest corner of Highland Hills Plat No.3, an Official Plat; Thence continuing South along the West line of said Highland Hills Plat No.3 to the Northwest corner of Highland Hills Plat No.5, an Official Plat; Thence continuing South along the West line of said Highland Hills Plat No.5 to the Northerly corner of Lot 1 in Highland Hills Plat No.6, an Official Plat, said Northerly corner of said Lot 1 also being on the West line of said Highland Hills Plat No.6; Thence South along said West line of said Highland Hills Plat No.6 to the Point of Beginning.

Airport Development TIF District No. 1

{insert legal description} Note – none with initial adoption of Plan. These will be introduced as projects come forward and go through the approval process requiring updates/amendments to this Plan.

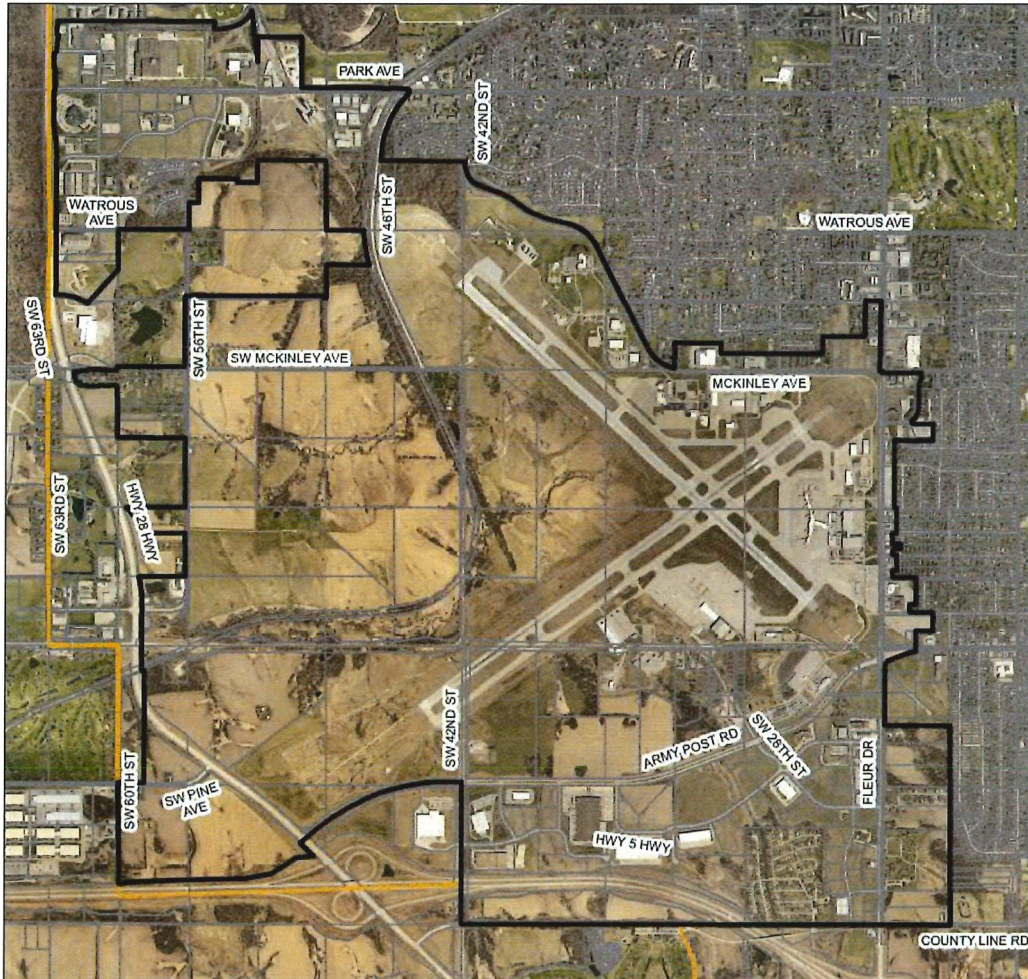
**Appendix “B”
Financial Condition Report – Airport Development
Urban Renewal Area**

(Note – to be added with future amendment to Airport Development Urban Renewal Area)

DRAFT

Map 1

Boundary Map of Urban Renewal Area and TIF District(s)



Legend

- Airport Development UR Area
- Des Moines Corporate Limits
- Parcel Boundary

N



0 0.25 0.5

Miles

Disclaimer: This map is approximate and may not be complete. City assumes no liability for accuracy. Consult sources listed to verify information.

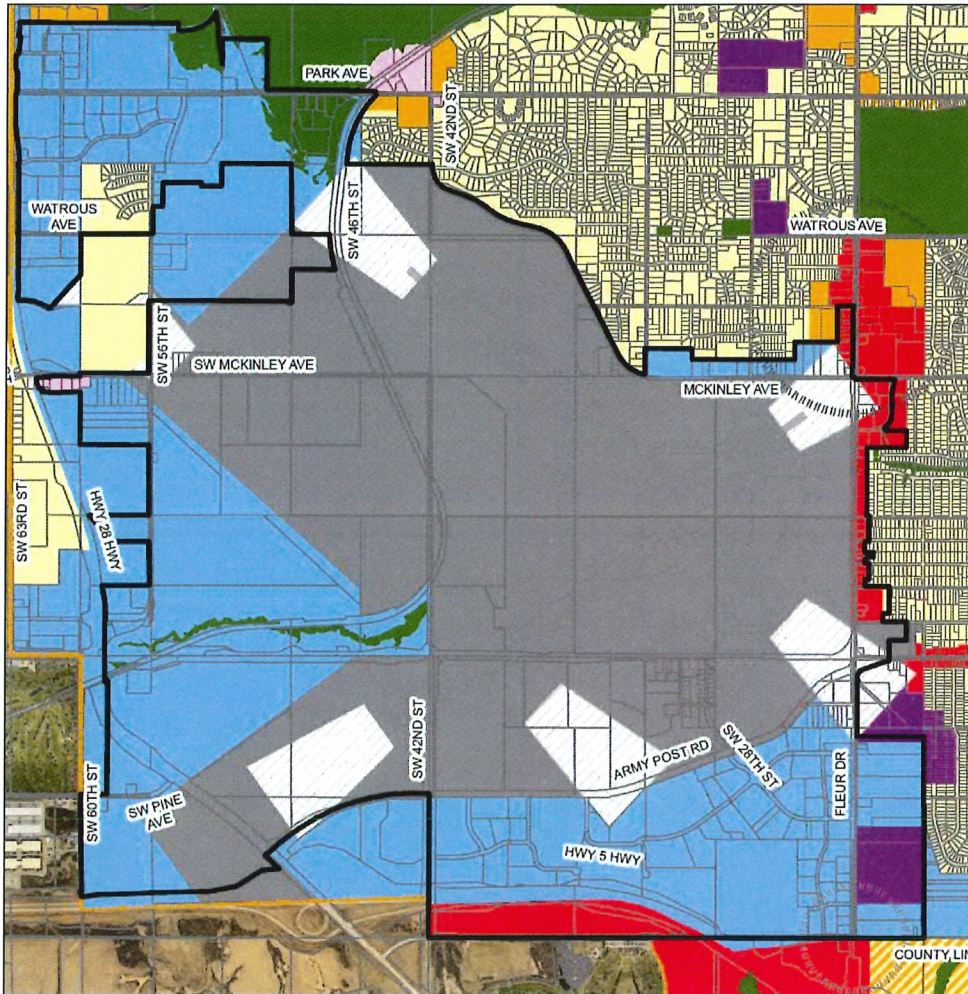
Sources: City of Des Moines Community Development, Engineering, Parks, and IT, Polk County Assessor

Date: 11/7/2022

Map 2
Existing Land Use Map

DRAFT

Map 3 PlanDSM Future Land Use



Legend

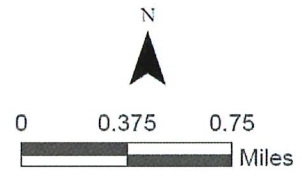
- Airport Development UR Area
- Parcel Boundary
- Des Moines Corporate Limits
- Development Control Zone
- Development Reserve

PlanDSM Future Land Use Nodes

- Current Node
- Future Node

PlanDSM Future Land Use

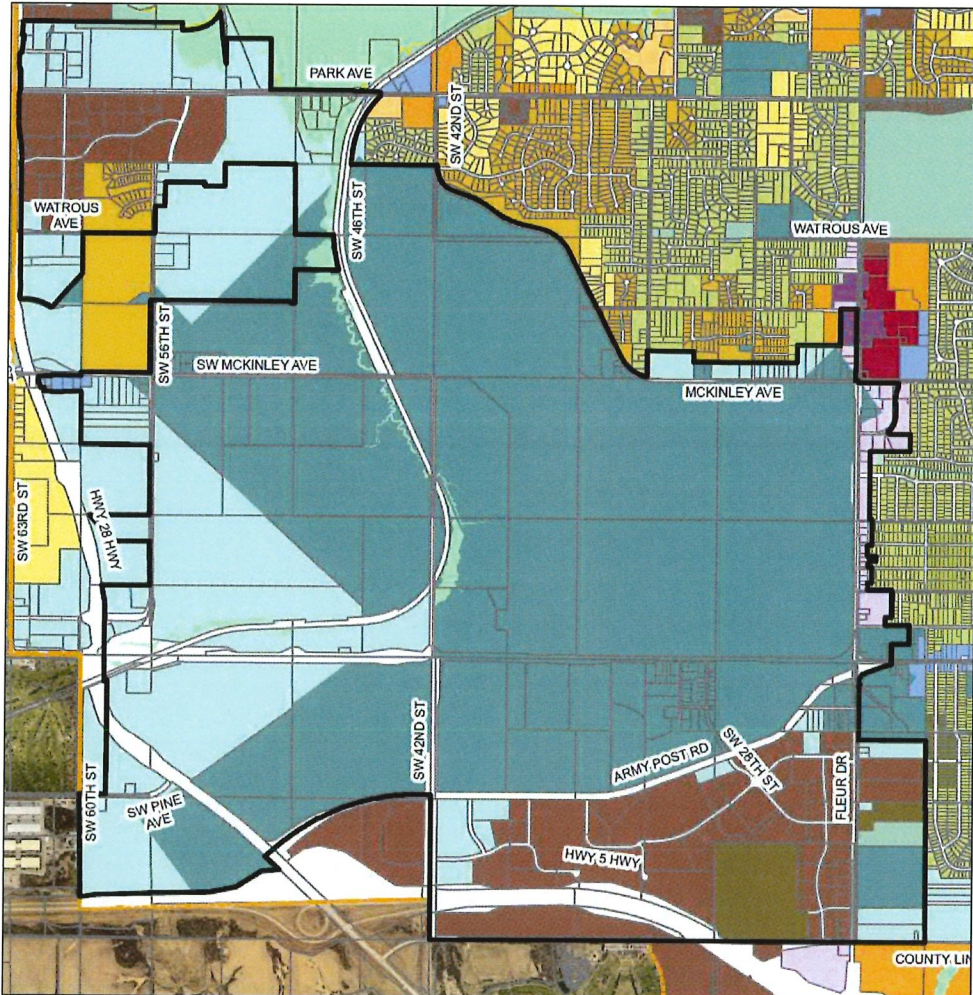
- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Business Park
- Public / Semi-Public
- Parks and Open Space
- Airport



Disclaimer: This map is approximate and may not be complete. City assumes no liability for accuracy. Consult sources listed to verify information.
Sources: City of Des Moines Community Development, Engineering, Parks, and IT, Polk County Assessor

Date: 1/3/2023

Map 4 Existing Zoning



Legend

- Airport Development UR Area
- Parcel Boundary
- Des Moines Corporate Limits

Zoning District

ROW	N2a
F	N2b
I1	N3a
I1-V	N3b
I2-V	N3c
CX	N4
MX3	N5
MX2	NM
MX1	NX1
PUD	NX2
A	NX3
N1a	RX1
N1b	RX2
N2	EX
	P1
	P2

N

0 0.375 0.75

Miles

Disclaimer: This map is approximate and may not be complete. City assumes no liability for accuracy. Consult sources listed to verify information.
Sources: City of Des Moines Community Development, Engineering, Parks, and IT, Polk County Assessor

Date: 1/3/2023