



AGENDA
PLANNING AND ZONING MEETING
Norwalk City Hall, 705 North Ave
Monday, September 12, 2016
5:45 P.M.

1. Call meeting to order at 5:45 P.M.
2. Approval of Agenda
3. Approval of Minutes – August 22, 2016
4. Chairperson – Welcome of Guests
5. Public Comment – 3-minute limit for items not on the agenda (No action taken)
6. New Business
 - a. Request from United Properties LLC to approve the Final Plat of the Marketplace at Echo Valley
 - b. Request from KBK Investments LLC to approve the Final Plat of Arbor Glynn Plat 3, a replat of Arbor Glynn Plat 2
 - c. Discussion on the Chapters 8-9 of Suburban Nation
7. Staff Development Update
8. Future Business Items
 - a. Trail Plan Update – Oct. 10th P&Z and Nov. 3rd Council
 - b. SubArea 1 Master Plan & Future Land Use Plan – Oct. 10th P&Z and Nov. 3rd Council
 - c. R-F District Rezoning
9. Next Meeting Date: September 26, 2016
10. Adjournment

REGULAR NORWALK PLANNING AND ZONING MEETING 8-22-2016

Call to order

The Regular Meeting of the Norwalk Planning and Zoning Commission was held at the Norwalk City Hall, 705 North Avenue, Monday, August 22, 2016. The meeting was called to order at 6:30 p.m. by acting Chairperson Judy McConnell. Those present at roll call were, Judy McConnell, John Fraser, Elizabeth Thompson, and Jim Huse. Absent: Brandon Foldes, Donna Grant.

Present was City Council liaison Stephanie Riva.

Staff present included: Wade Wagoner, Planning & Economic Development Director and Shelley Stravers, Development Services Assistant.

Approval of Agenda – 16-51

Motion by Thompson and seconded by Huse to approve the agenda as presented. Approved 4-0.

Approval of Minutes – 16-52

Motion by Fraser and seconded by Thompson to approve the minutes from the August 8, 2016 meeting. Approved 4-0.

Welcome of Guests

Acting Chairperson McConnell welcomed guests present. With no one wishing to speak, the business portion of the meeting was opened.

New Business

Consideration of a zoning amendment to add criteria for an enclosure for urban chickens as a permitted accessory use in the R-1 Single Family zoning district – 16-53

Wagoner reported at the August 4, 2016 meeting the City Council approved an ordinance amending the City Code to allow for the keeping of urban chickens. Part of that ordinance stated that a property owner keeping chickens must have an enclosure that meets the standards set forth in the zoning ordinance. This amendment to the zoning ordinance would set those standards. The standards would apply to the R-1 district and RE-1 district.

Grant and Foldes arrived at 6:35 p.m.

Wagoner said the proposed changes to Section 17.10.030.3 Permitted Accessory Uses are as follows:

K. The keeping of chickens in accordance with City Code Chapter 55.16 Urban Chickens. The necessary chicken enclosure is also allowed, provided the following standards are met:

1. The enclosure is covered and fully enclosed.
2. The enclosure shall have a latch mechanism or lock to ensure that access to the enclosure remains secure.
3. The enclosure provides a minimum of five (5) square feet per chicken.
4. The enclosure shall have a minimum height of four (4) feet.
5. The enclosure shall be located inside a fenced area that provides a minimum of 10 square feet per chicken, excluding the square footage of the enclosure. The fence shall have a height of six (6) feet.
6. The enclosure shall not be located closer than 25' to any principal structure on an adjacent lot.

Public Hearing was opened by McConnell at 6:58 p.m. With no one from the public wishing to speak, the Public Hearing was closed at 6:58 p.m.

Motion by Grant and seconded by Foldes to approve the staff recommended criteria for an enclosure for urban chickens as a permitted accessory use in the R-1 Single Family zoning district with the following additions:

- *No chickens shall be allowed to run at large.*
- *No chicken wire or mesh material shall be allowed for fences. All fences must be an allowable fencing material in the Zoning Ordinance.*
- *Enclosure shall be located at least 150' from any dwelling.*

Approved 6-0.

Discussion on Chapter 7 of Suburban Nation

Wagoner discussed Chapter 7 of the book. This chapter went over the adverse effects suburbs have on people. Cul-de-sac kids who are dependent on adults to provide transportation everywhere and don't allow them to practice becoming adults; soccer moms who are burdened with providing the transportation for the children at the expense of their own career goals; bored teenagers who are isolated and do not have the ordinary challenges of maturing and gaining a sense of self; stranded elderly that may not have a car and it is nearly impossible for them to get around without being dependent on others; weary commuters who have to spend more time away from their families while commuting; bankrupt municipalities due to the inefficiency in providing services to residents in an automobile-dependent suburb; and lastly the immobile poor who have less access to reliable transportation to get them to jobs.

Staff Development Update

Wagoner discussed master park plan, cost of equipment and cost to maintain the parks. Thompson asked if splash pad could be a part of that discussion.

Wagoner reviewed the July monthly report for his department which went over a changeable art program and a new City seal via an art contest, which would include students at the school. Departmental numbers were reviewed and the building department numbers continue to go up as the trend continues.

Future Business Items

Trail Plat Update and SubArea 1 Master Plan & Future Land Use Plan

Wagoner noted that Parris put together a really good map that shows where trails should be and then a second sheet that discussing how we can fund them. A draft of this should be available in September or October.

Legacy Plat 20

This is expected to come very soon.

R-F District Rezoning

Need to get a hearing set and notify residents in the district.

Next meeting Date – September 12, 2016.

Adjournment – 16-54

Motion by Huse and seconded by Fraser to adjourn the meeting at 7:54 P.M. Approved 6-0.

<p style="text-align: center;">CITY OF NORWALK REPORT TO THE NORWALK PLANNING COMMISSION</p>
--

REQUEST: Request from United Properties LC to approve the Final Plat of the ***Marketplace at Echo Valley***

MEETING DATE: September 12, 2016

STAFF CONTACT: Luke Parris, AICP
City Planner

APPLICANT(S): United Properties LC Civil Design Advantage, LLC
4521 Fleur Drive, Suite C 34-5 SE Crossroads Dr. Suite G
Des Moines, Iowa 50321 Grimes, Iowa 50111

GENERAL DESCRIPTION: This request would create 5 lots along Iowa Highway 28 that are zoned C-2 as part of the Echo Valley Community PUD amendment request. The request also creates a large outlot to the east of Marketplace Drive for future development and a smaller outlot to serve as a buffer between the development and existing single family homes to the east.

IMPACT ON NEIGHBORHOOD: Single family homes are to the north of the proposed development. The majority of the single family homes are adjacent to Outlot Y. Three lots are adjacent to the proposed commercial lot 1. This lot requires a buffer wall per the approved Echo Valley Community PUD amendment. To the west across Iowa Highway 28 are single family homes and the New Life Lutheran Church.

VEHICULAR & PEDESTRIAN TRAFFIC: The plat shows the construction of a new street, named Marketplace Drive. The developer has worked with Hy-Vee regarding a similar named street that had been planned by Hy-Vee.

Marketplace Drive maintains the current intersection with Iowa Highway 28. The City is currently in the process of developing a traffic signal at the intersection. There is a new intersection with Beardsley Street that is approximately 350' from Iowa Highway 28.

The removal of the old Masteller intersection with Beardsley and relocating further to the east will improve traffic operation through the area.

The street is 28' wide on the plat with it widening to 37' at the intersection of Beardsley Street.

TRAIL PLAN:	An 8' wide trail is planned for the east side of Marketplace Drive. A 10' wide trail easement is shown along Beardsley Street. The trail along Beardsley Street would eventually connect back to the east. The trails on the site will be built as development occurs.
ZONING HISTORY FOR SITE AND IMMEDIATE VICINITY:	The site was rezoned with an amendment to the Echo Valley Community PUD in May 2016. The zoning for the 5 platted lots is C-2 Community Commercial District. The rest of the site, located in Outlot Y, allowed to be a mix of C-2, R-4, R-3, & R-2. Outlot Y will need to be replatted prior to any development occurring in that area.
BULK REGULATIONS:	<ul style="list-style-type: none"> • Minimum lot area – 20,000 SF • Minimum lot width – 100' • Front Setback – 30' • Side setback – 10' and 20' total • Rear setback – 10' • Height – 50'
DRAINAGE:	Drainage for the commercial lots is identified in two detention areas located on Outlot Y. Drainage is collected in a storm sewer system and discharged overland to the detention areas. There is no concern on the overland flow because the project is a single owner and Outlot Y will require further platting to be developed. At that time the overland flow will need to be addressed, either through the creation of easements or the development of an additional storm sewer system.
DEVELOPMENT HISTORY:	The area was planned as a PUD on July 14, 2004 and amended on May 9, 2016.
FLOODPLAIN:	None of the proposed lots are located within a floodplain.
PARKLAND:	No parkland dedication is required for the platting of commercial lots. Any future residential development would need to meet the City's parkland dedication requirements.
UTILITIES: WATER, SANITARY SEWER, STORM SEWER.	Adequate easements are provided for the appropriate City services and utilities.
RELATIONSHIP TO COMPREHENSIVE LAND USE PLAN:	The future land use plan the majority of this area as General Commercial with a portion shown as Park/Recreation near the Golf Course. The plat will create commercial lots that are in accordance with the future land use plan.

**STAFF ANALYSIS –
ZONING ORDINANCE:**

The Final Plat consists of 5 commercial lots and 1 outlot for future development. The plat consists of 27.85 acres of land east of Iowa Highway 28 and north of Beardsley Street. The commercial lots vary in size measuring from 44,858 SF to 94,593 SF. Outlot Y is 635,666 SF of future development ground and will require further platting.

Streets shown will be dedicated to the City for street use upon approval of the Final Plat. The designated street right-of-way is 60 feet with a 28' wide road. At the intersection of Marketplace Drive and Beardsley Street, the right-of-way widens to 65' with a 37' wide road to allow for turn lanes.

The area was rezoned via a PUD amendment to the Echo Valley Community PUD in May 2016. The PUD requires any commercial lots in the C-2 district regulations. Lot 1 will be required to install a masonry and wood slat buffer wall along the north boundary.

Outlot Y would allow for a mix of C-2, R-4, R-3, and R-2 uses. Outlot Y will need to be replatted prior to any future development on the ground.

**STAFF ANALYSIS –
SUBDIVISION
ORDINANCE:**

The Subdivision Ordinance requires that Final Plat submissions include such criteria as boundaries of property, engineer's certificate, easements and right-of-way widths. All information has been submitted by the applicant. The Final Plat shows platted building lines, property lines with dimensions, easements and right-of-way widths.

The applicant will need to submit all other required documents prior to release of the final plat for recording.

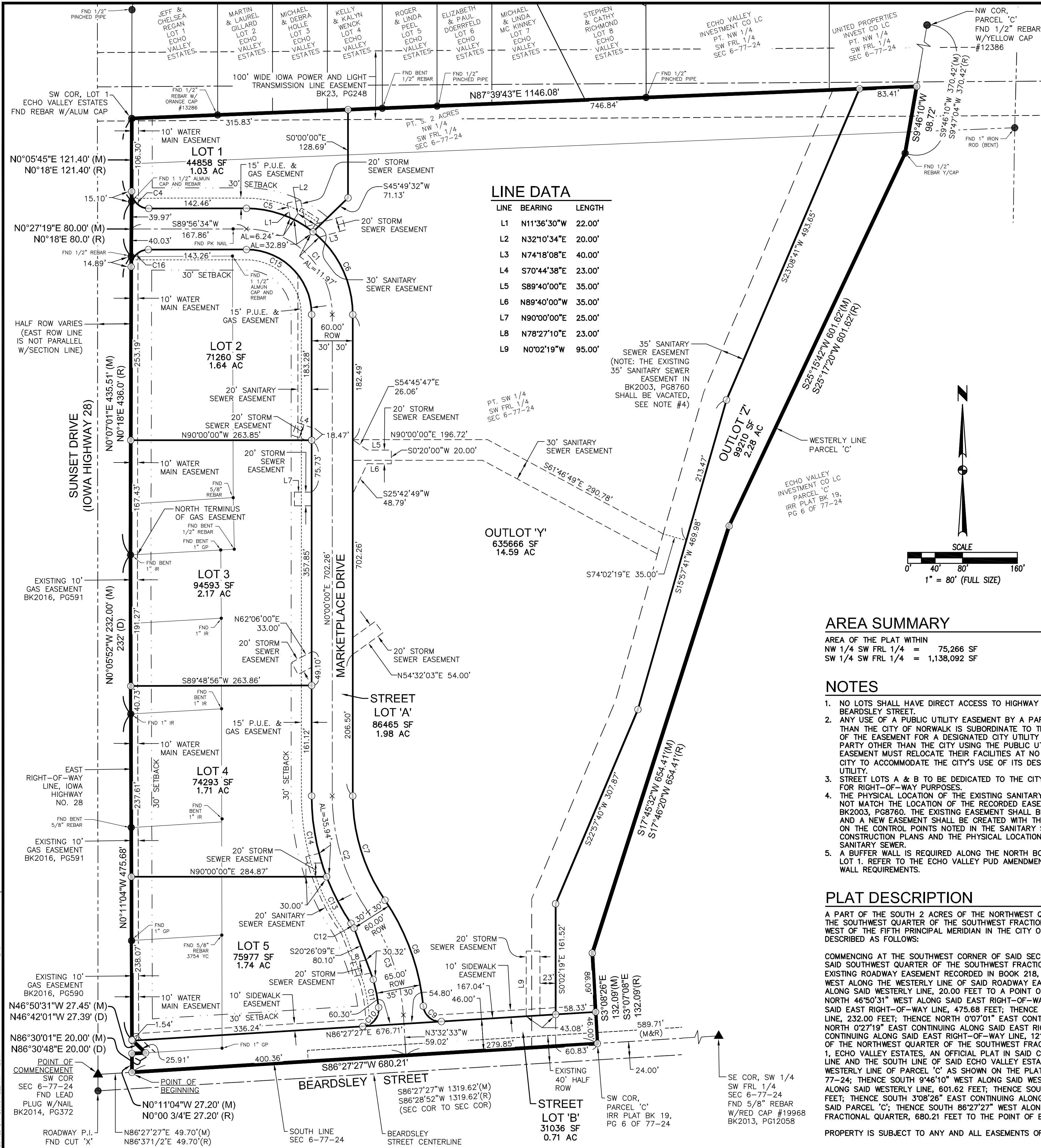
**STAFF
RECOMMENDATION:**

Therefore, staff recommends that the request for the Final Plat of Marketplace at Echo Valley be approved with the following conditions:

- That the applicant provides all supporting documentation required within the Norwalk Subdivision Regulations.
- That any significant modifications to the final plat be reviewed and approved by the Planning & Zoning Commission and City Council.

MARKETPLACE AT ECHO VALLEY

FINAL PLAT



LINE DATA

LINE	BEARING	LENGTH
L1	N11°36'30\"W	22.00'
L2	N32°10'34\"E	20.00'
L3	N74°18'08\"E	40.00'
L4	S70°44'38\"E	23.00'
L5	S89°40'00\"E	35.00'
L6	N89°40'00\"W	35.00'
L7	N90°00'00\"E	25.00'
L8	N78°27'10\"E	23.00'
L9	N0°02'19\"W	95.00'

AREA SUMMARY

AREA OF THE PLAT WITHIN
NW 1/4 SW FRL 1/4 = 75,266 SF
SW 1/4 SW FRL 1/4 = 1,138,092 SF

NOTES

- NO LOTS SHALL HAVE DIRECT ACCESS TO HIGHWAY 28 OR BEARDSLEY STREET.
- ANY USE OF A PUBLIC UTILITY EASEMENT BY A PARTY OTHER THAN THE CITY OF NORWALK IS SUBORDINATE TO THE CITY'S USE OF THE EASEMENT FOR A DESIGNATED CITY UTILITY PURPOSE. ANY PARTY OTHER THAN THE CITY USING THE PUBLIC UTILITY EASEMENT MUST RELOCATE THEIR FACILITIES AT NO COST TO THE CITY TO ACCOMMODATE THE CITY'S USE OF ITS DESIGNATED UTILITY.
- STREET LOTS A & B TO BE DEDICATED TO THE CITY OF NORWALK FOR RIGHT-OF-WAY PURPOSES.
- THE PHYSICAL LOCATION OF THE EXISTING SANITARY SEWER DID NOT MATCH THE LOCATION OF THE RECORDED EASEMENT IN BK2003, PG8760. THE EXISTING EASEMENT SHALL BE VACATED AND A NEW EASEMENT SHALL BE CREATED WITH THIS PLAT BASED ON THE CONTROL POINTS NOTED IN THE SANITARY SEWER CONSTRUCTION PLANS AND THE PHYSICAL LOCATION OF THE SANITARY SEWER.
- A BUFFER WALL IS REQUIRED ALONG THE NORTH BOUNDARY OF LOT 1. REFER TO THE ECHO VALLEY PUD AMENDMENT FOR BUFFER WALL REQUIREMENTS.

PLAT DESCRIPTION

A PART OF THE SOUTH 2 ACRES OF THE NORTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER AND A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, ALL IN SECTION 6, TOWNSHIP 77 NORTH, RANGE 24 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN THE CITY OF NORWALK, WARREN COUNTY, IOWA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 6; THENCE NORTH 86°27'27\"E ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, 49.70 FEET TO THE SOUTHWEST CORNER OF AN EXISTING ROADWAY EASEMENT RECORDED IN BOOK 218, PAGES 85-86 AND THE POINT OF BEGINNING; THENCE NORTH 0°11'04\"W WEST ALONG THE WESTERLY LINE OF SAID ROADWAY EASEMENT, 27.20 FEET; THENCE NORTH 86°30'01\"E EAST CONTINUING ALONG SAID WESTERLY LINE, 20.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF IOWA HIGHWAY NO. 28; THENCE NORTH 46°50'31\"W WEST ALONG SAID EAST RIGHT-OF-WAY LINE, 27.45 FEET; THENCE NORTH 0°05'52\"W WEST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 475.68 FEET; THENCE NORTH 0°05'52\"W WEST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 232.00 FEET; THENCE NORTH 0°07'01\"E EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 435.51 FEET; THENCE NORTH 0°27'19\"E EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 80.00 FEET; THENCE NORTH 0°05'45\"E EAST CONTINUING ALONG SAID EAST RIGHT-OF-WAY LINE, 121.40 FEET TO A POINT ON THE NORTH LINE OF SAID SOUTH 2 ACRES OF THE NORTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, SAID POINT BEING THE SOUTHWEST CORNER OF LOT 1, ECHO VALLEY ESTATES, AN OFFICIAL PLAT IN SAID CITY OF NORWALK; THENCE NORTH 87°39'43\"E EAST ALONG SAID NORTH LINE AND THE SOUTH LINE OF SAID ECHO VALLEY ESTATES AND THE EASTERLY EXTENSION THEREOF, 1146.08 FEET TO THE WESTERLY LINE OF PARCEL 'C' AS SHOWN ON THE PLAT OF SURVEY RECORDED IN IRREGULAR PLAT BOOK 19, PAGE 6 OF 77-24; THENCE SOUTH 9°46'10\"W WEST ALONG SAID WESTERLY LINE, 98.72 FEET; THENCE SOUTH 25°15'42\"W WEST CONTINUING ALONG SAID WESTERLY LINE, 601.62 FEET; THENCE SOUTH 17°45'32\"W WEST CONTINUING ALONG SAID WESTERLY LINE, 654.41 FEET; THENCE SOUTH 3°08'26\"E EAST CONTINUING ALONG SAID WESTERLY LINE, 132.09 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 'C'; THENCE SOUTH 86°27'27\"W WEST ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST FRACTIONAL QUARTER, 680.21 FEET TO THE POINT OF BEGINNING AND CONTAINING 27.85 ACRES (1,213,358 SQUARE FEET).

PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS OF RECORD.

OWNER / DEVELOPER

UNITED PROPERTIES INVEST CO LC
C/O MICHAEL COPPOLA
4521 FLEUR DRIVE, SUITE C
DES MOINES, IOWA 50321

ENGINEER / SURVEYOR

CIVIL DESIGN ADVANTAGE, LLC
3405 S.E. CROSSROADS DRIVE, SUITE G
GRIMES, IOWA 50111
PH: 515-369-4400

LEGEND

SECTION CORNER AS NOTED
1/2\" REBAR, YELLOW CAP #18660
(UNLESS OTHERWISE NOTED)
MEASURED BEARING & DISTANCE
RECORDED BEARING & DISTANCE
DEEDED BEARING & DISTANCE
MINIMUM PROTECTION ELEVATION
PUBLIC UTILITY EASEMENT
CURVE ARC LENGTH
LOT ADDRESS
CENTERLINE
SECTION LINE
EASEMENT LINE
BUILDING SETBACK LINE
PLAT BOUNDARY

FOUND	SET
▲	△
●	○
M	R
D	D
MPE	P.U.E.
AL	AL
(1234)	(1234)

CURVE DATA

CURVE	DELTA	RADIUS	LENGTH	BEARING	CHORD
C1	90°03'26\"	125.00'	196.47'	N45°01'43\"W	176.86'
C2	34°18'43\"	300.00'	179.66'	N17°09'21\"W	176.98'
C3	30°46'10\"	300.00'	161.11'	N18°55'38\"W	159.18'
C4	90°09'11\"	25.00'	39.34'	S44°58'50\"E	35.40'
C5	38°50'18\"	155.00'	105.07'	S70°38'17\"E	103.07'
C6	51°13'08\"	155.00'	138.56'	S25°36'34\"E	133.99'
C7	34°18'43\"	270.00'	161.69'	S17°09'21\"E	159.29'
C8	28°50'07\"	330.00'	166.08'	S19°53'39\"E	164.33'
C9	88°03'58\"	25.00'	38.43'	S49°30'34\"E	34.75'
C10	92°51'41\"	25.00'	40.52'	S40°01'37\"W	36.23'
C11	8°58'34\"	265.00'	41.52'	S10°53'31\"E	41.47'
C12	1°44'35\"	270.00'	8.21'	S33°26'25\"E	8.21'
C13	13°20'56\"	330.00'	76.88'	S27°38'15\"E	76.71'
C14	20°57'47\"	330.00'	120.74'	N10°28'53\"W	120.07'
C15	90°03'26\"	95.00'	149.32'	N45°01'43\"W	134.42'
C16	89°49'34\"	25.00'	39.19'	S45°01'47\"W	35.30'

ZONING

ECHO VALLEY COMMUNITY PLANNED UNIT DEVELOPMENT (PARCEL J)

BENCHMARKS

- BM#1**
BURY BOLT ON HYDRANT NE CORNER OF BEARDSLEY STREET AND MASTERLER ROAD. ELEVATION=895.14
- BM#2**
BURY BOLT HYDRANT ON WEST SIDE OF ECHO RIDGE TRAIL 500'+/- NORTH OF BEARDSLEY STREET. ELEVATION=936.02

DATE OF SURVEY

SEPTEMBER 9, 2015

PROFESSIONAL LAND SURVEYOR

18660

1507.367

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

DATE

THIS SHEET

MARKETPLACE AT ECHO VALLEY

FINAL PLAT

1/1

1507.367

REVISIONS

DATE

09/07/16

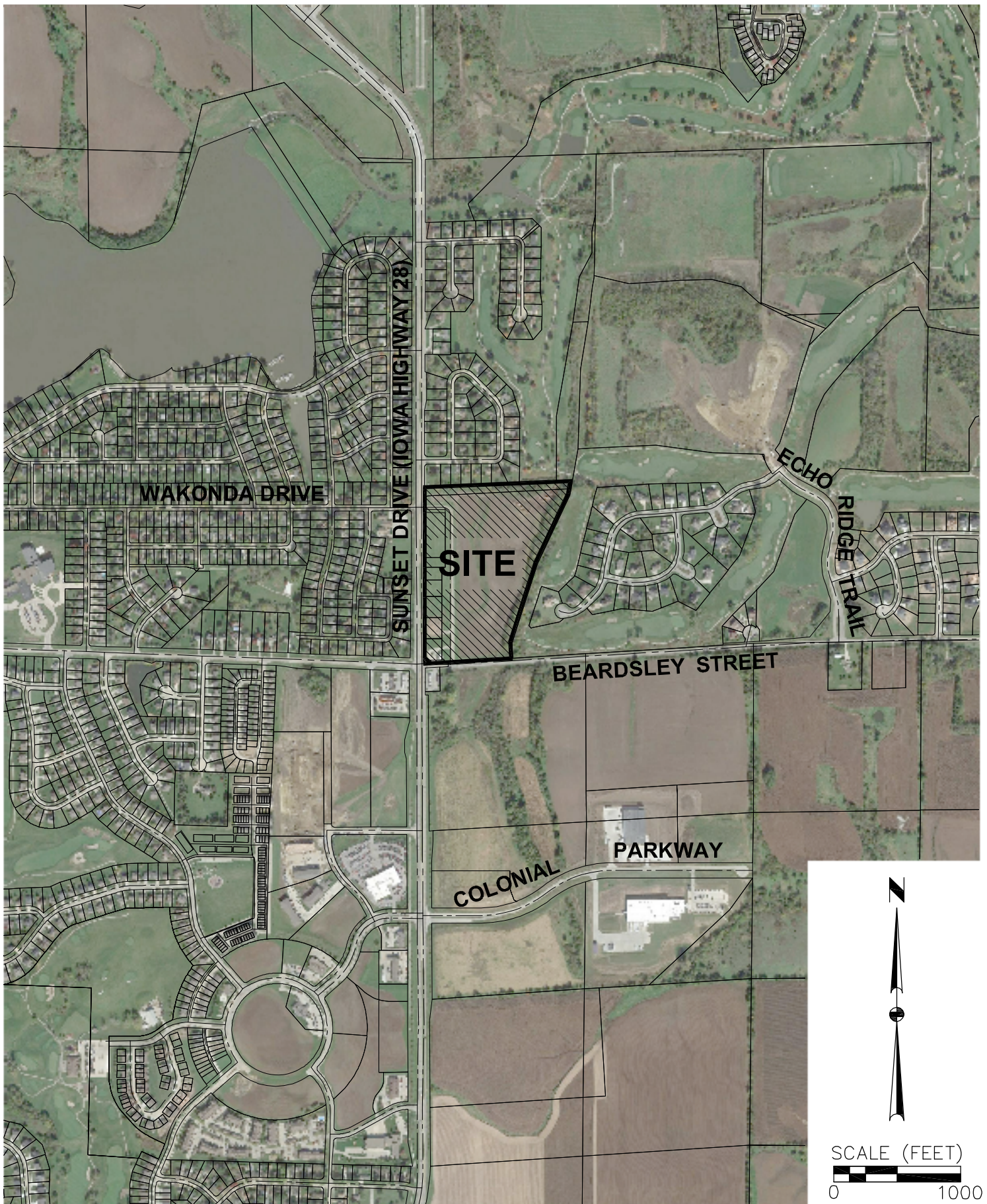
08/22/16

3405 S.E. CROSSROADS DRIVE, SUITE G
GRIMES, IOWA 50111
PHONE: (515) 369-4400 FAX: (515) 369-4410

TECH: ENGINEER:

CIVIL DESIGN ADVANTAGE

NORWALK, IOWA



Luke Parris

From: Scott McMurray <scott@smcmurray.com>
Sent: Thursday, September 08, 2016 2:42 PM
To: Luke Parris
Cc: Luke Nelson; Wade Wagoner; Michael Coppola
Subject: Fwd: Market Place Drive

Scott McMurray
515-285-8880 (o)
515-490-4006 (c)

Begin forwarded message:

From: "Wadle, Rob" <RWadle@hy-vee.com>
Date: September 8, 2016 at 2:40:20 PM CDT
To: Scott McMurray <scott@smcmurray.com>
Subject: Market Place Drive

Scott

Hy-Vee relinquishes their naming rights to the street known as Market Street as described in the Development Agreement between Hy-Vee, inc., and the City of Norwalk, for a new street name to be identified later. Hy-Vee only dedicates the naming rights to Coppola Enterprises Inc, for the use in their development generally located on the northeast corner of Beardsley and Hwy 28, for the future road they call "Market Place Drive".

Thanks

Rob Wadle | *Director, Real Estate* | CCIM
Hy-Vee, Inc. | RWadle@hy-vee.com | Phone 515.267.7889



CONFIDENTIALITY NOTICE: The information contained in this e-mail message is legally privileged and confidential information intended only for the use of the addressee(s). The information contained in this transmission is the property of the sender. If you are not the addressee, you are hereby notified that any disclosure, distribution, copying, or the taking of any action in reliance on the contents of the transmitted information is prohibited. If you have received this e-mail message in error, please immediately notify the sender by reply or telephone and destroy the transmission. A failure to do so may result in legal action to retrieve this proprietary information.

<p style="text-align: center;">CITY OF NORWALK REPORT TO THE NORWALK PLANNING COMMISSION</p>
--

REQUEST:	Request from KBK Investments LLC to approve the Final Plat of the <i>Arbor Glynn Plat 3</i> , a replat of <i>Arbor Glynn Plat 2</i>	
MEETING DATE:	September 12, 2016	
STAFF CONTACT:	Luke Parris, AICP City Planner	
APPLICANT(S):	KBK Investments LLC 1682 Berry Drive Cedar Rapids, IA 52403	Raccoon Valley Land Surveying 33235 L Avenue Adel, IA 50003
GENERAL DESCRIPTION:	This request is to approve a final plat for Arbor Glynn Plat 3, which is a replat of Arbor Glynn Plat 2. The original Arbor Glynn Plat 2 included 25 single-family and two-family townhome lots. This replat is for the southeast corner of Arbor Glynn Plat 2, which originally had eight two-family townhome lots. This replat is a realignment of lot lines to allow for 8 single-family lots that meet appropriate setbacks.	
IMPACT ON NEIGHBORHOOD:	The proposal is to replat from two-family townhome lots into single family lots. The number of lots is not changing with the replat and impact on the neighborhood should be minimal.	
VEHICULAR & PEDESTRIAN TRAFFIC:	The lots are located on an existing private street network. There should not be any increase in traffic due to the replat.	
TRAIL PLAN:	Sidewalks are provided on some of the private streets in the development.	
ZONING HISTORY FOR SITE AND IMMEDIATE VICINITY:	The site was zoned as parcel B of the Dobson PUD, which allowed for a mix of single-family and two-family townhomes as a cluster home development.	
BULK REGULATIONS:	<ul style="list-style-type: none">• Minimum lot area – 1,400 sf• Minimum lot width – 20'• Front Setback – 25' from the private street• Side setback – 5' and 10' total• Rear setback – 30'• Minimum Driveway length – 25'	

DRAINAGE:	The final plat does not include details of storm water drainage. The infrastructure for the area was previously installed with Arbor Glynn Plat 2. This replat does not increase the number of units and the change from two-family townhomes to single-family homes would not increase runoff from the site.
DEVELOPMENT HISTORY:	The area was planned as a PUD on July 15, 2004. The site was platted as Arbor Glynn Plat 2 on September 20, 2007.
FLOODPLAIN:	None of the proposed lots are located within a floodplain.
PARKLAND:	Parkland dedication was originally required with the Arbor Glynn Plat 2 final plat.
UTILITIES: WATER, SANITARY SEWER, STORM SEWER.	Adequate easements are provided for the appropriate City services and utilities.
RELATIONSHIP TO COMPREHENSIVE LAND USE PLAN:	The future land use plan the majority of this area as medium density residential. The change from two-family townhomes to single-family homes is in accordance with the plan.
STAFF ANALYSIS – ZONING ORDINANCE:	<p>The Final Plat consists of 8 single-family lots. The plat consists of 1.2 acres of land south of Marie Avenue. The lots vary in size measuring from 4,832 SF to 12,778 SF.</p> <p>The plat includes existing private streets that are covered by a 65' ingress/egress easement.</p> <p>The area was zoned to the Dobson PUD in July 2004.</p>
STAFF ANALYSIS – SUBDIVISION ORDINANCE:	<p>The Subdivision Ordinance requires that Final Plat submissions include such criteria as boundaries of property, engineer's certificate, easements and right-of-way widths. All information has been submitted by the applicant. The Final Plat shows platted building lines, property lines with dimensions, easements and right-of-way widths.</p> <p>The applicant will need to submit all other required documents prior to release of the final plat for recording.</p>

**STAFF
RECOMMENDATION:**

Therefore, staff recommends that the request for the Final Plat of Arbor Glynn Plat 3 be approved with the following conditions:

- That the applicant provides all supporting documentation required within the Norwalk Subdivision Regulations.
- That any significant modifications to the final plat be reviewed and approved by the Planning & Zoning Commission and City Council.

ARBOR GLYNN PLAT 3

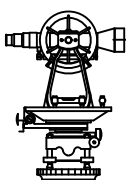
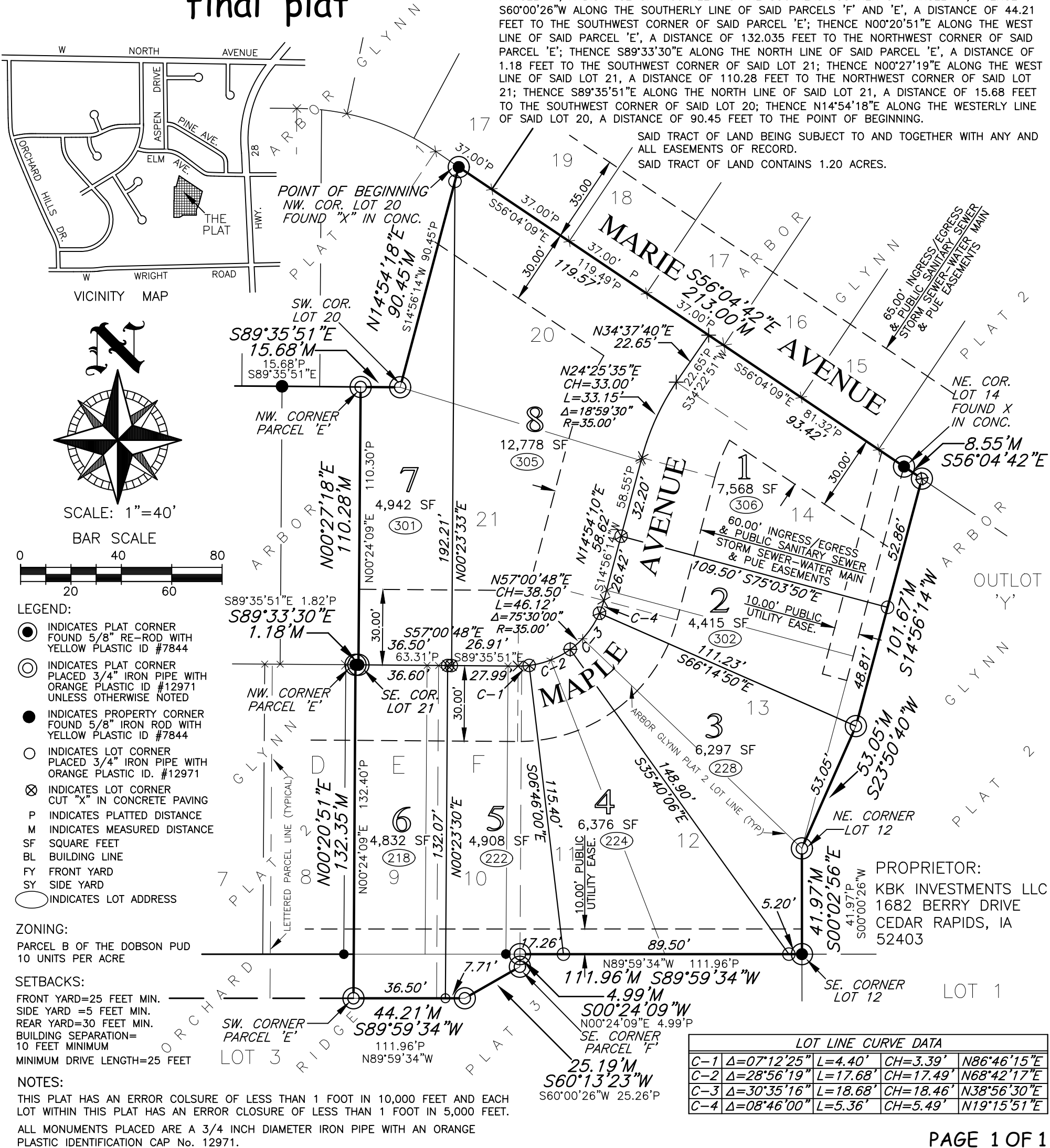
final plat

PROPERTY DESCRIPTION:

ALL OF LOTS 10, 11, 12, 13, 14, 20 AND 21 AND A PORTION OF LOT 9, ARBOR GLYNN PLAT 2, AN OFFICIAL PLAT, NORWALK, WARREN COUNTY, IOWA; INCLUDING PARCELS 'E' AND 'F', BEING A PORTION OF LOTS 9, 10 AND 11 IN SAID ARBOR GLYNN PLAT 2 AND A PORTION OF LOT 3 IN ORCHARD RIDGE PLAT 3, AN OFFICIAL PLAT, NORWALK, WARREN COUNTY, IOWA AS SHOWN ON THE PLAT OF SURVEY IN BOOK 2009 AT PAGE 6499 IN THE OFFICE OF THE WARREN COUNTY RECORDER; AND A PORTION OF OUTLOT 'Y' IN SAID ARBOR GLYNN PLAT 2; ALL OF WHICH IS DESCRIBED AS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 20 IN SAID ARBOR GLYNN PLAT 2; THENCE S56°04'42"E (BEARING BASIS IOWA RTN) ALONG THE NORTHERLY LINE OF LOTS 20 AND 14 IN SAID ARBOR GLYNN PLAT 2, A DISTANCE OF 213.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 14; THENCE CONTINUING S56°04'42"E ALONG THE EASTERLY EXTENSION OF THE NORTHERLY LINE OF SAID LOTS 20 AND 14, A DISTANCE OF 8.55 FEET; THENCE S14°56'14"W ALONG A LINE PARALLEL WITH THE EASTERLY LINE OF LOTS 14 AND 13 IN SAID ARBOR GLYNN PLAT 2, A DISTANCE OF 101.67 FEET; THENCE S23°50'40"W, A DISTANCE OF 53.05 FEET TO THE NORTHEAST CORNER OF LOT 12 IN SAID ARBOR GLYNN PLAT 2; THENCE S00°02'56"E ALONG THE EAST LINE OF SAID LOT 12, A DISTANCE OF 41.97 FEET TO THE SOUTHEAST CORNER OF SAID LOT 12; THENCE S89°59'34"W ALONG THE SOUTH LINE OF LOTS 12 AND 11, A DISTANCE OF 111.96 FEET TO THE EAST LINE OF SAID PARCEL 'F'; THENCE S00°24'09"W ALONG THE EAST LINE OF SAID PARCEL 'F', A DISTANCE OF 4.99 FEET TO THE SOUTHEAST CORNER OF PARCEL 'F'; THENCE S60°00'26"W ALONG THE SOUTHERLY LINE OF SAID PARCELS 'F' AND 'E', A DISTANCE OF 44.21 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL 'E'; THENCE N00°20'51"E ALONG THE WEST LINE OF SAID PARCEL 'E', A DISTANCE OF 132.035 FEET TO THE NORTHWEST CORNER OF SAID PARCEL 'E'; THENCE S89°33'30"E ALONG THE NORTH LINE OF SAID PARCEL 'E', A DISTANCE OF 1.18 FEET TO THE SOUTHWEST CORNER OF SAID LOT 21; THENCE N00°27'19"E ALONG THE WEST LINE OF SAID LOT 21, A DISTANCE OF 110.28 FEET TO THE NORTHWEST CORNER OF SAID LOT 21; THENCE S89°35'51"E ALONG THE NORTH LINE OF SAID LOT 21, A DISTANCE OF 15.68 FEET TO THE SOUTHWEST CORNER OF SAID LOT 20; THENCE N14°54'18"E ALONG THE WESTERLY LINE OF SAID LOT 20, A DISTANCE OF 90.45 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND BEING SUBJECT TO AND TOGETHER WITH ANY AND ALL EASEMENTS OF RECORD.
SAID TRACT OF LAND CONTAINS 1.20 ACRES.



Raccoon Valley
Land Surveying

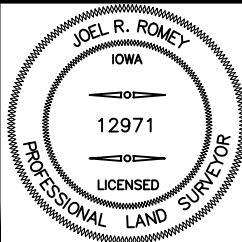
33235 L Avenue Adel Iowa 50003
Phone: 515.439.8317

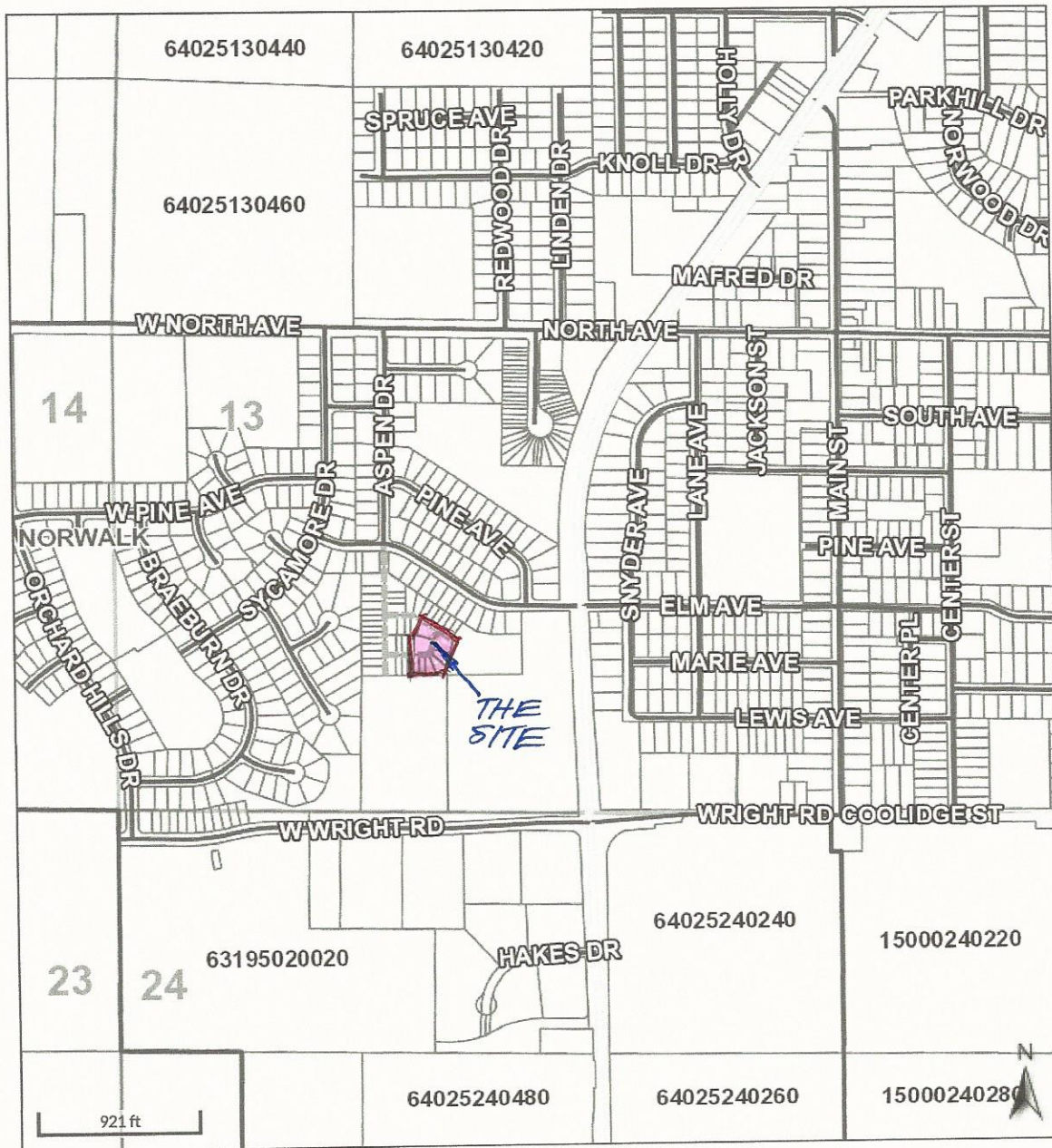
I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED BY ME AND THE RELATED SURVEY WORK WAS PERFORMED UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.
LICENSE RENEWAL DATE: 31 DEC. 2017
PAGES COVERED BY THIS SEAL: THIS PAGE ONLY

PRELIMINARY

SIGNED: _____ DATE: _____
JOEL R. ROMEY P.L.S. 12971

PN:16044





Overview



Legend

Roads

-  Interstate
-  Highway
-  Ramp
-  County Hwy
-  County Paved
-  County Gravel
-  County Level B
-  County Level C
-  City Gravel
-  City Street
-  Private Street
-  Corporate Limits
-  Parcels
-  Political Township
-  Sections
-  Water

Disclaimer:

The maps included in this website do not represent a survey and are compiled from official records, including plats, surveys, recorded deeds, and contracts, and only contain information required for government purposes. No warranties, expressed or implied, are provided for the data herein, its use or its interpretation. Warren County assumes no responsibility for use or interpretation of the data. Any person that relies on any information obtained from this site does so at his or her own risk. All critical information should be independently verified.

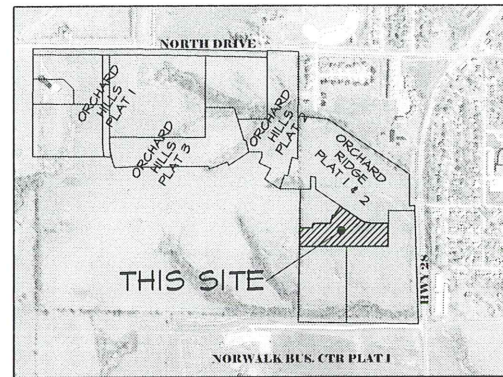
The 2,000 Foot Buffers layer is for law enforcement guidance only, and is based on the best information available at the time it was prepared. This layer should not be considered to be a complete and accurate representation of the locations of every school or child care facility, and will be changed as new information is available. The registered offender is responsible for ensuring that proposed residence is in compliance with the law, and may not rely solely on this layer. The registered offender should seek legal advice from a licensed attorney if needed.

Date created: 9/7/2016

Last Data Uploaded: 9/6/2016 11:26:20 PM



Developed by
The Schneider Corporation



VICINITY SKETCH



FINAL PLAT APPROVED

DATE 9/20/07

CITY OF NORWALK Chris Nussbach

FINAL PLAT

ARBOR GLYNN PLAT 2

NORWALK, IOWA

OWNER/DEVELOPER

KBK INVESTMENTS, L.L.C.
1682 BERRY DRIVE
CEDAR RAPIDS, IOWA 52403-9019
PHONE: 319-551-2713

LEGAL DESCRIPTION

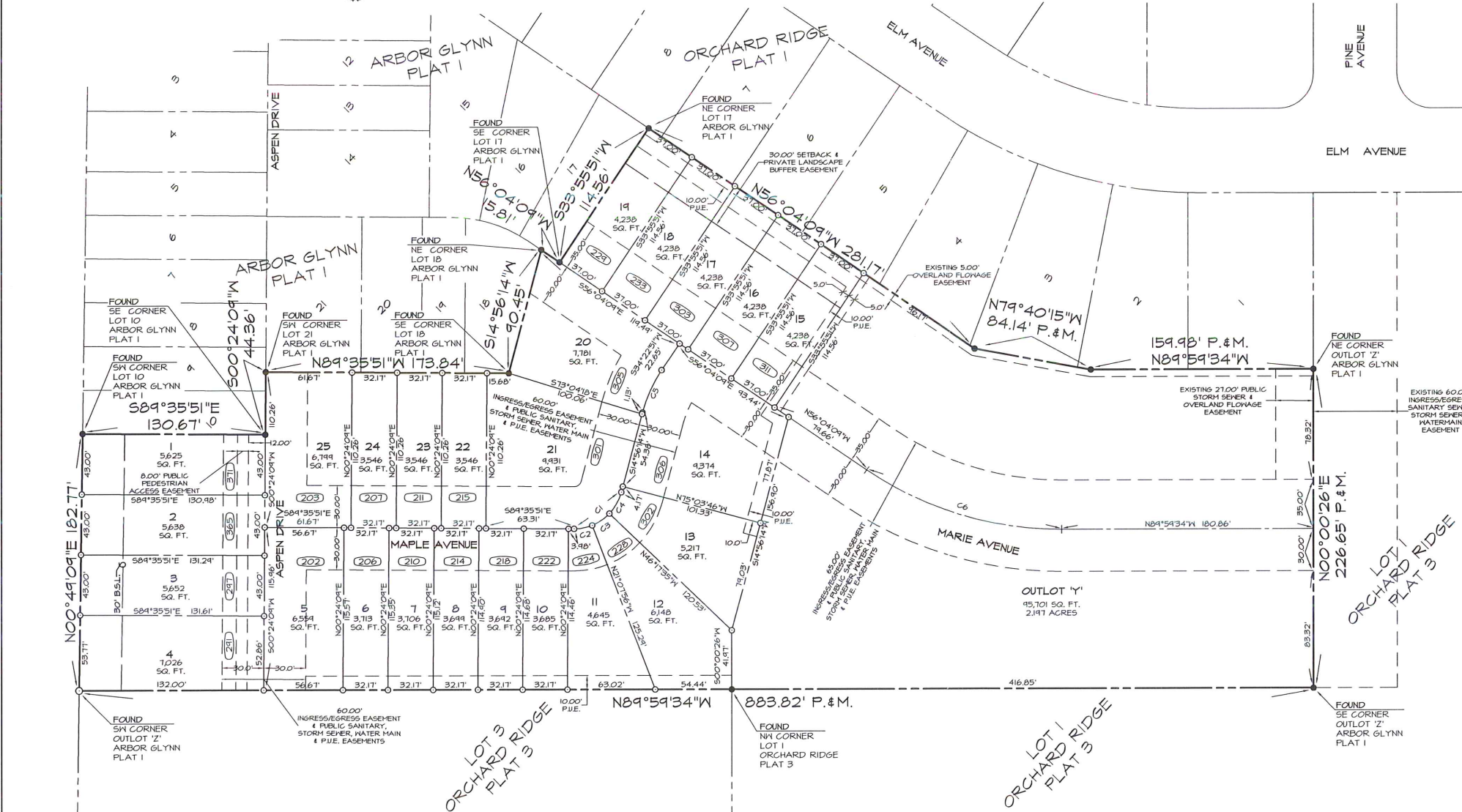
OUTLOT 'Z', ARBOR GLYNN PLAT 1 AN OFFICIAL PLAT,
CITY OF NORWALK, WARREN COUNTY, IOWA.

ZONING

P.U.D. - 10 DWELLING UNITS PER ACRE

SITE AREA

TOTAL - 5.198 ACRES



BENCHMARKS

R.R. SPIKE IN POWER POLE
40 FEET SOUTH OF CENTERLINE OF NORTH AVENUE AND
115 FEET EAST OF CENTERLINE OF ASPEN DRIVE.

ELEVATION-----427.45

BRASS PLUG IN HEADWALL OF REINFORCED BOX CULVERT,
AT NORTHWEST CORNER OF INTERSECTION OF IOWA HIGHWAY 20
AND ELM AVENUE.

ELEVATION-----874.40

BURY BOLT ON HYDRANT, AT NORTHEAST CORNER OF INTERSECTION
OF ASPEN DRIVE AND ELM AVENUE.

ELEVATION-----424.44

CUT 'X' INTERSECTION SYCAMORE DRIVE
AND ELM AVENUE.

ELEVATION-----434.71

CURVE DATA

CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD	CH. BEARING
C1	75°21'55"	35.00	46.10'	27.08	42.84	N52°40'12"E
C2	21°53'08"	35.00	13.37'	6.77	13.24	N74°27'35"E
C3	24°48'37"	35.00	15.16'	7.70	15.04	N56°06'43"E
C4	28°46'10"	35.00	17.57'	8.98	17.34	N24°14'14"E
C5	18°54'37"	100.00	33.15'	16.73	33.00	S24°26'03"W
C6	33°55'25"	250.00	148.02'	76.25	145.87	S73°01'51"E

CERTIFICATION

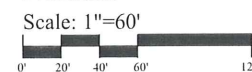
	I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.
	JERRY P. OLIVER, IOWA REG. NO. 7844 DATE MY LICENSE RENEWAL DATE IS DECEMBER 31, 2008 PAGES OR SHEETS COVERED BY THIS SEAL: 1 of 1 this sheet only

LEGEND

---	PLAT BOUNDARY
▲	SECTION CORNER
●	FOUND CORNER W/ 5/8" I.R. W/YELLOW CAP #7844
○	SET CORNER W/ 5/8" I.R. W/YELLOW CAP #7844
I.R.	IRON ROD
G.P.	GAS PIPE
D.	DEEDED DISTANCE
M.	MEASURED DISTANCE
P.	PREVIOUSLY RECORDED DISTANCE
P.U.E.	PUBLIC UTILITY EASEMENT
P.O.B.	POINT OF BEGINNING
(1234)	ADDRESS
B.S.L.	BUILDING SETBACK LINE
N.R.	NOT RADIAL
M.O.E.	MINIMUM OPENING ELEVATION



Scale: 1"=60'



Civil Engineering Consultants, Inc.

2400 86th Street . Unit 12 . Des Moines, Iowa 50322
515.276.4884 . Fax: 515.276.7084 . mail@cecclac.com

E5545

<p style="text-align: center;">CITY OF NORWALK REPORT TO THE NORWALK PLANNING COMMISSION</p>
--

ITEM: Discussion on the eighth & ninth chapters of *Suburban Nation*

MEETING DATE: September 12, 2016

STAFF CONTACT: Luke Parris, AICP
City Planner
Wade Wagoner, AICP
Planning & Economic Development Director

GENERAL DISCUSSION: City staff asked the Planning Commission to read and provide feedback from chapters 8 and 9 of the book *Suburban Nation*. The purpose of this exercise is to have the Planning Commission gain a better understanding of past development patterns used across the U.S and to learn new practices to implement when developing future plans for the City of Norwalk.

The following are key takeaways identified from City Staff after reading and review of the eighth chapter of *Suburban Nation*:

- Suburbs That Help the City: While suburbs have negative consequences on the peripherals of cities, they also have a positive impact on the city centers. Suburbs though have had a problem of accommodating public transit and pedestrian friendly development that supports civic participation and quality of life. One stat in particular is concerning: between one third and one half of urban American's land is typically dedicated to the driving and parking of vehicles. For suburbs to contribute to the well-being of cities, they must coordinate with municipalities in the area and form regional planning initiatives to achieve goals to manage growth at the scale of people's daily lives.
- The Eight Steps of Regional Planning: **Admit that growth will occur.** Acknowledging the inevitability of growth leads to a further admission, that growth is a problem whose solution must be shared by multiple jurisdictions. **Establish a permanent Countryside Preserve.** A consequence of sprawl is the way it consumes farmland and wilderness surrounding populated areas. A way to combat this is to implement a Countryside Preserve, which sets aside multiple parcels of conservation land independent of

their relationship to the city center. A Countryside Preserve is drawn using objective environmental criteria, a so called rural boundary. **Establish a temporary Countryside Reserve.** Unlike the permanent countryside, the Countryside Reserve is available for future high-quality development, when such development is justified. Reserving this land for high-quality development means compact communities based on the neighborhood model, not luxury houses on two-acre lots. **Designate the Corridors.** Corridors are the regional-scale elements that serve both to connect and to separate different areas. **Establish Priority Development Sectors.** The goal here is to counteract the existing government and market forces that make it less profitable for developers to work in the city (Urban infill) than on the rural “greenfield” fringe. **Establish a proactive permitting process for development that follows the neighborhood model.** Assigning a municipal regulator would be assigned to walk the project through an accelerated process if it follows the traditional neighborhood development ordinance that was discussed in previous chapters. **Designate all other types of developments as districts.** Permit these areas only through a rigorous public process of documentation and justification. Districts are sectors where single use dominates (Industrial facilities, medical campuses, etc.). **Fairly distribute the Lulus.** Locally Undesirable Land Uses (Lulus) range from dramatic to the mundane. Responsible regional planning recognizes that even the most privileged – especially the most privileged – must carry their fair share of community service facilities regardless of how unpopular they may be. Lulus must be distributed independent of the pressures of local politics, or they are likely to end up in the wrong places.

The following are key takeaways identified from City Staff after reading and review of the ninth chapter of Suburban Nation:

- Thinking of the City in Terms of its Suburban Competition: For cities to be effective today, urban leaders need to stop thinking of their cities strictly from the inside out, only from a point of view from their own citizens. An approach of looking outside in is needed, through the eyes of a customer who is comparison-shopping. The greatest mistake the planners of the sixties and seventies made was to try to save the city

by turning it into the suburb. The future of the city lies in becoming more citylike, more pedestrian-friendly, more urban, more urbane.

- The Amenity Package: Suburbs offer amenities that differ in scale than their city counterparts: more lawn, more golf courses, more gatehouses. The city should not strive to offer these amenities in abundance, instead cities should continue to offer a public realm, with vibrant street life that is inhabited around the clock with people eating, shopping, working, and socializing.
- Civic Decorum: Keep it clean and safe has been a phrase that suburban developers have taken advantage of when selling people and businesses to move to the suburbs. Homeowners' associations (HOAs) demonstrate that elective taxation is viable if the revenues are spent in proximity, where residents feel that have some control over the outcome. Private management districts can be implemented in similar fashion to HOAs. The faceless bureaucracy of a large city tends to become accessible and responsive if it is broken down into neighborhood-scale increments.
- Physical Health: The rise of the automobile culture resulted in the loss of the public realm due to the construction of freeways, parking lots, sidewalks eliminated, etc. This has resulted in city centers vacant of people outside of the 9-5 business hours. Removing the automobile is out of the question for cities in today's age, but taming them via narrowing streets, improved traffic lights, sidewalks with continuous building frontage, will help make downtowns safer for both cars and pedestrians. The need to also designate an A/B street grid is more evident today than yesterday. An "A" street would maintain the high standard of spatial definition and pedestrian interest, while "B" streets can be assigned to the lower-grade uses (parking lots, garages, muffler shops, etc.). In most cities, when a new or renovated building is considered, it must provide its own parking on site, which is a giant killer to urbanism in the US today. It prevents the renovation of old buildings, since there is inadequate room on their sites for new parking; it encourages the construction of anti-pedestrian building types in which the building sits behind or hovers above a parking lot; it eliminates street life, since everyone parks immediately adjacent to their destination and has no reason to use

the sidewalk; it results in a low density of development that can keep a downtown from achieving critical mass. Cities that wish to be pedestrian-friendly and fully developed should eliminate on-site parking requirements and provide public parking in carefully located municipal garages and lots.

- **Retail Management:** Most new malls, big-box outlets, and other shopping centers are built not to satisfy unmet demand but to steal demand from existing retailers. Concepts and techniques that mall designers use can be easily adapted for the benefit of the city core. **Centralized Management:** In its strongest form, it would be an agency legally empowered to coordinate hours of operation, security, maintenance, landscape, storefront design, etc. **Joint Advertising and Merchandizing:** Shoppers are attracted to malls by an advertising strategy emphasizing the variety of merchandise available at a single location, a “park-once environment”. Instead of offering mall events for shoppers, downtown merchants can organize town events for all. **Anchors:** Downtowns should be prepared to offer subsidies – even free leases or land – in order to secure a major retail draw. This should not be thought of as socialism for capitalists, rather as the city operating competitively within the reality of a cutthroat marketplace. **Strategic Relation of Anchors and Parking:** Any new anchor downtown, whether it be a convention center, sports arena or movie theater, must be designed to maximize street activity, with parking at least a block away and not adjacent to the site. In between the parking that is a block away and the site should be shops and restaurants in-between to encourage pedestrian-quality street frontage. **Proactive Leasing and Retail Mix:** Mall management realizes that certain stores fare better or worse in proximity to certain other stores, and arranges shops according to a careful merchandising plan. An effective merchants’ association can monitor the store mix and actively seek the ideal businesses to fill vacancies as they arise. **Dimensions:** Whether indoors or out, the best retail street has certain dimension, related to complex physical and social predilections. **Retail Continuity:** Stores such as banks, brokerage houses, and real-estate offices should be located so as not to interrupt retail continuity for more than the shortest stretches. **Incubators:** Often, for such ventures to be successful, fledgling businesses must be allowed to occupy older buildings without upgrading to code.

- **Marketing:** One of the most effective ways to revitalize an underbuilt city core is to subdivide undeveloped superblocks into smaller increments affordable to individual investors. This technique opens the door for local stakeholders to become small-scale developers, lessening the city's dependence on larger real-estate corporations. To encourage urban pioneers, cities must be prepared to bend the rules a little. Zoning that prohibits housing in commercial and industrial areas – often largely empty and therefore affordable – must be replaced with a mixed-use classification. A proactive municipal government should act in the role of the developer when there is a desire to spur growth. Civic leaders must develop a physical vision for their city which they commit to and then actively promote and they must determine the type, scale, and quality of new growth and then act as the lead booster for that growth.
- **Investment Security:** The best way to ensure predictability in downtown neighborhoods is with an urban code, a physically based code that visually describes the building's volume, articulation and relationship to the street – in other words, it's building type. It would also make sense to complement the urban code with an architectural code: neighborhoods hoping to achieve a high degree of harmony in building style – either to protect and enhance their historic character or to develop a new character of their own. Since these codes are prescriptive rather than proscriptive, buildings can be permitted automatically and allowed to move forward immediately. City staff would also see themselves as an enabling staff rather than a regulatory staff to concentrate on supporting good development instead of fighting bad development.