COMMUNITY FACILITIES
Community facilities is a collective term for those functions, services and conveniences, financially supported by the public and administered for the benefit of the entire city. Included among the more important community services are the parks and school systems, not only because they form the core of the city's educational and cultural activity, but because the children, which are the products of these community services, will one day administer national, state and community affairs.

The 1980 Parks and Schools Plans were developed with the cooperation and guidance of the school administration. Principles and standards for the development of ideal school and park systems were examined and adjusted to fit the particular needs of Des Moines. Existing facilities were inventoried, analyzed, and evaluated in light of these standards. Projected needs were then incorporated into the 1980 Schools and Parks Plans. The Plans propose elimination of present duplication of facilities.

There is a close interrelationship between schools and parks as both provide open space and recreational areas. The combination of park and school facilities is desirable from the standpoint of economy since a smaller total amount of land, hence capital expenditure, is required for each facility. The incorporation of recreational and educational facilities prevents the duplication of facilities.

The Plans will enable the City officials to make knowledgeable decisions as to the type and level of service required. In particular, the Plans are intended to serve as a guide for the general area location of both parks and schools, and to encourage acquisition of property prior to high land and construction costs.
A major objective of the General Plan is to propose properly located school sites capable of sustaining future educational enrollments. This requires analysis of the existing school system for a determination of future school needs. A coordinated analysis of existing facilities with projected requirements is necessary, in line with appropriate standards, to determine a workable program of future acquisition and construction.

The boundaries of the Des Moines Independent Community School District which do not coincide with the City's corporate limits have been subject to considerable change through merging school districts. Since 1907, with the incorporation of six school districts and parts of eleven others, the Des Moines school district has grown to serve an area of 83.6 square miles. It has grown from one building, one teacher and 60 pupils to 72 buildings, over 1,500 professional staff members and over 42,000 pupils in less than a century.
POPULATION AND ENROLLMENT

School enrollments are affected by many factors. The number of children born within the City, the economic growth of the City in relation to employment and the availability of parochial and private schools materially affect enrollment. Past enrollment trends show that there has been only minor fluctuation in the public school enrollment in the past 30 years. Generally, there has been an increase, particularly since 1950. For the past ten years school enrollment has increased 3.5 per cent per year for elementary schools and 4.9 per cent per year for senior high schools.

It is anticipated that public school enrollment will increase 4.8 per cent for elementary and special schools, 3.2 per cent for secondary and secondary level special schools by 1980. The greatest enrollment changes will occur in the older parts of Des Moines where the majority of the residents are beyond school age, and in the areas to be developed, particularly southern parts of the City.

<table>
<thead>
<tr>
<th></th>
<th>1930</th>
<th>1940</th>
<th>1950</th>
<th>1961</th>
<th>1980 Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kindergarten</td>
<td>2,435</td>
<td>2,080</td>
<td>3,333</td>
<td>4,454</td>
<td>K-6 including</td>
</tr>
<tr>
<td>Elementary 1-6</td>
<td>14,718</td>
<td>12,005</td>
<td>15,318</td>
<td>20,704</td>
<td>Special 30,600</td>
</tr>
<tr>
<td>Junior High 7-9</td>
<td>6,661</td>
<td>6,583</td>
<td>5,970</td>
<td>9,343</td>
<td>7-12 including</td>
</tr>
<tr>
<td>Senior High 10-12</td>
<td>4,981</td>
<td>6,087</td>
<td>4,617</td>
<td>6,877</td>
<td>Special 22,400</td>
</tr>
<tr>
<td>Special</td>
<td>564</td>
<td>752</td>
<td>937</td>
<td>902</td>
<td></td>
</tr>
<tr>
<td>TOTAL ENROLLMENT</td>
<td>29,359</td>
<td>27,507</td>
<td>30,175</td>
<td>42,280</td>
<td>53,000</td>
</tr>
<tr>
<td>TOTAL POPULATION</td>
<td>142,559</td>
<td>159,819</td>
<td>177,965</td>
<td>213,000</td>
<td>251,000</td>
</tr>
</tbody>
</table>
EXISTING SCHOOLS

Of the 58 existing elementary schools, 17 are recommended for abandonment; 37 need major site expansion to meet recommended standards. Of these, Cowles, Granger, Mitchell and Perkins need less than two acres. Garton, Hoak, Jackson and Wright have adequate sites.

Schools to be abandoned by 1980 due to changing land uses are: Crocker and Webster, in the path of the Freeway; Scott and Dunlap, in industrial areas; and Kirkwood, in the path of Drake University expansion.

Site expansion in a developed area is prohibitively expensive, especially when coupled with the remodeling of an old building. Schools to be abandoned which will be served by new schools on larger, more appropriately located sites, or by other nearby schools, are Bird, Clarkson, Fort Des Moines, Frisbie, Grant, McKinley, Maple Grove, Riley, Sabin and Washington. Hanawalt is proposed for reconstruction at its present location, or, as an alternative, abandoned and relocated on a site further north.

Many of the schools have had several additions to the original buildings. In some cases the oldest sections of the schools, including temporary annexes, should be removed, or at least remodeled. Some additions will be necessary, either to expand the building, or to replace obsolete sections. Schools to be remodeled and/or have additions because of increasing obsolescence and crowded conditions are Cattell, Douglas, Elmwood, Lucas, Park Avenue, Perkins, Rose and Wallace.

The two elementary-junior high school combinations, Nash-Irving, and Saylor-Harding, should have the elementary portions reduced to primary units in order to provide more space for the increasing junior high enrollments. Both sites are extremely small and need expanding, particularly since these schools are expected to retain a large portion of the City's junior high school enrollment.
<table>
<thead>
<tr>
<th>SCHOOL TYPE SERVICE RADIUS</th>
<th>ENROLLMENT &amp; SITE SIZE</th>
<th>SITE ALLOTMENT</th>
<th>STRUCTURE FACILITIES</th>
<th>OUTDOOR FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELEMENTARY</td>
<td>175 to 600 Students</td>
<td>1/3 Structure</td>
<td>20 to 30 Classrooms,</td>
<td></td>
</tr>
<tr>
<td>K-6</td>
<td></td>
<td>Parking w/land-</td>
<td>2 Kindergarten Class-</td>
<td></td>
</tr>
<tr>
<td>1/2 Mile</td>
<td>5 Acres plus 1 Acre</td>
<td>scaping; 1/3</td>
<td>rooms, Gymnasium</td>
<td></td>
</tr>
<tr>
<td></td>
<td>per 100 Students</td>
<td>Game Fields;</td>
<td>Cafeteria, Library</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1/3 Apparatus &amp;</td>
<td>Teolorium or Small</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expansion</td>
<td>Auditorium</td>
<td></td>
</tr>
<tr>
<td>JUNIOR HIGH</td>
<td>500 to 1200 Students</td>
<td>1/6 Structure &amp;</td>
<td>20 to 50 Classrooms,</td>
<td></td>
</tr>
<tr>
<td>7-9</td>
<td>10 Acres plus 1 Acre</td>
<td>Staff Parking;</td>
<td>Library, Workshop,</td>
<td></td>
</tr>
<tr>
<td>1 Mile</td>
<td>per 100 Students</td>
<td>1/2 Playfields;</td>
<td>Cafeteria, Auditorium,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1/3 Play &amp;</td>
<td>Gymnasium w/Movable</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expansion</td>
<td>Partition, Swimming</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pool, First Aid</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Room</td>
<td></td>
</tr>
<tr>
<td>SENIOR HIGH</td>
<td>1000 to 2000 Students</td>
<td>1/6 Structure &amp;</td>
<td>30 to 60 Classrooms,</td>
<td></td>
</tr>
<tr>
<td>10-12</td>
<td>15 Acres plus 1 Acre</td>
<td>Staff Parking;</td>
<td>Library, Workshops,</td>
<td></td>
</tr>
<tr>
<td>1 1/2 Miles</td>
<td>per 100 Students</td>
<td>1/2 Playfields;</td>
<td>Laboratories,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>1/3 Parking &amp;</td>
<td>Cafeteria, Auditorium,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expansion</td>
<td>Gymnasium,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>First Aid Room,</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Swimming Pool</td>
<td></td>
</tr>
</tbody>
</table>
SCHOOL STANDARDS

The School Standards, shown on the opposite page, reflect the general recommendations of the National Education Association. Although these standards are primarily concerned with new construction, they serve as goals which existing facilities should also achieve wherever possible.

Standards for schools are created to insure adequate size, location and services within the school system and to prevent premature obsolescence of school sites and physical plants. Without standards, limitations of space are created which in turn create administrative problems and limit long-range school planning by inhibiting the opportunities to build future additions.

The elementary school should form the nucleus of a neighborhood. It should be located where possible on minor streets, removed from major thoroughfares to insure an unhampered walk to and from school for the pupils. The school should, however, be accessible from at least one major thoroughfare for vehicular circulation. Children should not be required to cross railroad crossings at grade or at unprotected major street crossings. Where such crossings are unavoidable, pedestrian grade separation or adequate signalization should be provided.

The majority of the elementary school sites in the City should be enlarged to optimum standards in size where practical. They range from one acre to ten acres with an average site of 4.3 acres. The newer elementary schools come closest to meeting adequate standards with an average of 9.3 acres for schools built between 1958 and 1962. Of the 16 existing secondary schools, 12 will not meet the 1980 minimum area standards because of prohibitive costs of site expansion. The average junior high school site contains 15.7 acres; the average senior high, 21.0 acres. With the exception of Merrill Junior High School and Des Moines Technical High School, all of the newer secondary schools meet modern school site standards.
ELEMENTARY SCHOOLS PLAN

- PROPOSED SCHOOL
- ENLARGE SITE
- ENLARGE BUILDING AND SITE
- ADEQUATE

1/2 MILE SERVICE RADIUS

JUNE, 1963

DES MOINES CITY PLAN AND ZONING COMMISSION
ELEMENTARY SCHOOLS PLAN

The Elementary Schools Plan, page 70, shows the proposed number and locations of elementary schools required in the City by 1980 according to standards for school planning as described on page 68. Each school has been evaluated and its future needs determined to adequately serve a capacity enrollment.

Three schools have already been abandoned with 14 more to be abandoned, due to poor locations or inadequate site size, by 1980. Rehabilitation of site and/or building will be required for some schools. The remaining schools will serve adequately as they now exist. Of the six elementary schools built since 1957, five are of sufficient size to adequately serve the anticipated 1980 space needs.

Nineteen proposed new elementary schools are shown on the Elementary Schools Plan. They provide for a school on the basis of one-half mile maximum walking distance for elementary school age children. Approximately one-half of the total number of proposed schools are to be built south of the rivers, seven in the northwest and three in the northeast. Areas in which proposed schools are shown in close proximity to schools in mature areas will accommodate the anticipated enrollment with reduced duplication of school facilities such as the new school which will replace Washington and McKinley Schools.
SECONDARY SCHOOLS PLAN

- PROPOSED JUNIOR HIGH
- PROPOSED SENIOR HIGH
- ENLARGE SITE
- ENLARGE BUILDING AND SITE
- ENLARGE BUILDING
- ADEQUATE

---

SERVICE RADIUS
JUNIOR HIGH - 1 MILE
SENIOR HIGH - 1 1/2 MILE

JUNE, 1963

0 1 2 MILES

DES MOINES CITY PLAN AND ZONING COMMISSION
SECONDARY SCHOOLS PLAN

The enrollment in the junior high schools will peak early in the 1960's, the senior high schools in the late 1960's. As enrollments increase, additional facilities will be needed to continue operating an adequately supervised and uncrowded system. At present the secondary school buildings are efficiently utilized and well maintained; however, additional library facilities are needed at all the junior high schools.

The following recommendations are made to ease the increasingly crowded conditions in the secondary school system: reduce Saylor and Nash elementary schools to primary units to allow expansion of the junior high facilities at Harding and Irving Junior High Schools, respectively; eliminate the junior high school at Lincoln; make additions to Weeks and either Callanan or Merrill Junior High Schools. Site expansion is desirable for Des Moines Technical and East High Schools, and for Harding, Hiatt, Irving, Weeks and Wilson Junior High Schools.

At present Des Moines is adequately served by four senior high schools and one vocational high school; however, within the next 20 years, new senior high schools will be needed for the northwest, northeast, and southwest sections of the City. New junior high schools will be needed for the southwest and northeast as these areas are becoming more heavily populated.

There is a major trend toward the broad, high quality educational program available in high schools of large enrollment. The disadvantage of "bigness" can be offset by architectural designs and careful planning, particularly at the project planning stage. In the planning phase, accessibility of high school sites is a prime locational factor, especially since each of the three proposed senior high schools will serve a large section of the City and will be a major traffic generator for educational, athletic and social functions.
1980 SCHOOLS PLAN

A well-considered, long-range school plan will help to avoid costly duplication of school facilities and minimize hardships, by incorporating solutions which are desirable as well as practical from a long-range planning standpoint as opposed to solutions based on hasty decisions generated by emergency decisions.

The 1980 Schools Plan proposals indicate general locations based on anticipated residential development and the ensuing school needs. The majority of the schools are existing and will continue to be an integral part of the Plan. Certain schools have been relocated in order to more efficiently serve changing residential areas. In the selection of new school sites, general locations have been suggested utilizing vacant land wherever possible.

The Plan recognizes that great expense is involved in replacing outmoded facilities. It is assumed that replacement would take place gradually within the planning period of 20 years. Of maximum importance is the need to acquire sites for new schools in advance of development. Most of the proposed sites are presently vacant and can never be acquired at a lower cost than now.

There will be a constant need to continually update the recommendations of the 1980 Schools Plan. Changing teaching technology, schoolhouse construction, population shifts and the ability of the people of Des Moines to finance new and renewed facilities are only a few of the situations that require a continued planning effort.
PARKS

Public responsibility for the provision of an adequate park and recreational system has long been recognized. These facilities have a vital effect on the life of every individual in the community as well as upon the basic pattern of urban development. The size, location, and adaptability of park sites is of prime importance in the General Plan, specifically in their relationship to existing and proposed schools for the creation of educational, cultural and social neighborhood centers.

An adequate system of recreational facilities must be extensive and diversified to serve many requirements. Proper study of recreational facilities includes an analysis of facilities to serve all persons of varying ages, delegation of responsibility for the development of each facility to each agency to avoid duplication, and outlining standards to be followed in determining location and size of sites.
## RECREATION STANDARDS

<table>
<thead>
<tr>
<th>TYPE; SERVICE RADIUS</th>
<th>AGES SERVED</th>
<th>SITE SIZE; REQUIREMENTS</th>
<th>FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Playground 1/2 Mile</td>
<td>5 to 15</td>
<td>3 - 7 Acres; 1.25 Acres / 1000 People</td>
<td>Landscaped Buffered Strip; Apparatus Area; Swimming or Wading Pool; Shelter; Small Game Court; Flat Open Area.</td>
</tr>
<tr>
<td>Playfield 1 Mile</td>
<td>14 and Over</td>
<td>12 - 50 Acres; 1.25 Acres / 1000 People</td>
<td>Softball, Baseball, Multi-purpose Fields; Night Lighting; Paved Games Court; Picnic Area; Swimming Pool; Off-Street Parking; Sanitary Facilities; Office and Storage Buildings; Flat Open Area; Small Natural Area; Tennis Courts</td>
</tr>
<tr>
<td>Neighborhood Park 1/2 Mile</td>
<td>All; Esp. Smaller Children &amp; Senior Citizens</td>
<td>5 - 7 Acres; 1.25 Acres / 1000 People</td>
<td>Playlot; Landscaped Buffer Strip; Shelter; Benches and Walks; Natural of Artificial Land Form; Flat Open Area; Bookmobile Station, Portable Reading Station</td>
</tr>
<tr>
<td>Community Park 1 Mile</td>
<td>All</td>
<td>15 - 30 Acres; 1.25 Acres / 1000 People</td>
<td>Large Natural Area; Community Center (optional); Picnic Areas; Playground; Playlot; Shelter; Off-Street Parking; Flat Open Area; Pleasure Drives</td>
</tr>
<tr>
<td>Major Park 1 1/2 Miles</td>
<td>All</td>
<td>Over 100 Acres; 5 Acres / 1000 People</td>
<td>4/5ths of Park Should be Natural Area; Playfield; Community Park; Special Facilities: e.g. Marina, Golf Course, Bird Refuge, Zoo, Botanical Gardens, Etc.</td>
</tr>
<tr>
<td>Regional Park Metropolitan Area</td>
<td>All</td>
<td>Variable; 5 Acres / 1000 People</td>
<td>Duplicate Major Park With Additional Large Scale Facilities for: Swimming, Fishing, Hiking, Horseback Riding, Boating, Ice Skating, Tobaggening, Camping, and Picnicking</td>
</tr>
</tbody>
</table>
RECREATION STANDARDS

The principle of park and recreation standards does not mean that community facilities must be allotted on a fixed basis but rather on the basis of service distance. The physical form of the City—the river, the lakes, the changing use of land—necessitates a flexible arrangement. The residential areas of the City are not evenly distributed; consequently, variation in shapes and sizes of park facilities are proposed accordingly.

Statistically, Des Moines is well-served by parks and recreational areas according to the standard of ten acres of park land per 1,000 population as determined for urban areas by the National Recreation Association. Des Moines exceeds the standard in that it contains approximately 11.3 acres per 1,000 population. Over 80 per cent of the total land occupied by school grounds and recreational facilities within the City is devoted to relatively large parks of 20 or more acres. This indicates that the City is generally well-served by large parks for the present but that there is a deficiency of small parks and playgrounds. Both playgrounds and neighborhood parks—areas of 3 to 7 acres—are lacking in the Des Moines park system.
1980 PARKS AND RECREATION PLAN

The 1980 Parks and Recreation Plan, shown on the opposite page, is based on future population increases and distribution, park and recreational standards, and an analysis of existing facilities. The Plan interprets the needs of both presently developed City areas and those areas yet to be developed. It presents a pattern which will adequately serve the anticipated 1980 population by providing recreational space within walking distance of every resident, on the basis of the service radii described in the Recreation Standards on page 78.

The Plan proposes that playgrounds be provided with each of the proposed elementary schools and that when possible existing inadequate playgrounds be enlarged. Approximately 28 proposed neighborhood parks should be provided during the next 20 years, at least 14 in areas already developed, but lacking adequate facilities, and 14 in areas which will be developed by 1980.

Nine additional community parks of 15 to 30 acres should be provided to adequately serve the City's population by 1980. These parks should be created in areas that have only received limited development thus far. Four of the community parks, located at Prospect Road, Waterworks Park, and the two adjoining Four Mile Creek, will be incorporated into the riverfront parkway system.

The three major park sites have been selected because of natural beauty as well as central location. These parks will serve not only Des Moines but the urban region as well.
INTRODUCTION

The principle of designating specific streets as major traffic carriers within the City has many times proven its economic value. By virtue of location, design and property improvements, the "major" streets will attract vehicular traffic which can be moved at an optimal speed out of the areas of possible congestion. Minor streets can then be developed with narrower, less expensive pavements, adequate for less intensive traffic movements. Planned traffic assignments to the various streets encourage both proper economic and physical development of all sections of the urban area.

The growth of automobile ownership was reflected in Des Moines' 1925 report on major streets and again in 1939. During World War II, vehicle registration and street system improvements were greatly limited, but in the post-war period the Nation and Des Moines experienced a tremendous increase in car ownership. Vehicle registration in the Des Moines Metropolitan Area (Polk County) almost doubled between 1946 and 1960. By 1980, vehicle registration is expected to increase at least an additional 20 per cent.

The problem of traffic increases and urban congestion has reached national proportions and has received national help in the form of the joint Federal-State program for the Interstate Highway System. In Des Moines, the program is reflected in the construction of the bypass route U.S. 35-80 of the Interstate Highway System and the Des Moines Freeway. On the municipal level, the City authorized a study of future traffic needs, the results of which are embodied in the 1980 Major Streets Plan.

The recommendations of the 1980 Major Streets Plan are based on the premise of providing a traffic circulation pattern which can safely provide for increased traffic volumes at optimal speeds.
The Major Streets Plan for the City of Des Moines must by necessity include an area much larger than the City itself. Daily commuting of a considerable portion of the labor force as well as customers and business-men from outside the City necessitates a plan for ingress and egress beyond the corporate limits. The logical extremities of the Major Streets Plan are, therefore, the exterior routes which most greatly affect Des Moines streets: namely, Interstate Routes 35, 80 and 235; U.S. Routes 6 and 65-69; and State Routes 90, 63 and 60. Proposals for Des Moines streets have been coordinated with plans of the adjacent suburban communities. It is strongly recommended, however, that with increases in traffic volumes and the interrelationships of the central area with the suburbs, a concerted joint effort be made to coordinate all future urban and suburban traffic planning.
TRAFFIC VOLUMES

A study of traffic volumes in 1959 indicated that the greatest volume of traffic filters through the central business district. Of this total traffic, only 42 per cent originated in or was destined for the business district. The remaining 58 per cent passed through the downtown area because of inadequate bypass or circumferential routes. Of the nine main traffic arteries, only two, East Fourteenth Street and University Avenue, are true circumferential routes, and both are already congested.

Only four streets constitute cross-town routes and these are widely dispersed, only two of which can serve as circumferential routes related to the central business district. Several potential cross-town routes exist, e.g., Forty-second Street-Forty-first Street-Beaver Avenue and Sixty-third Street, but are presently unavailable for cross-town traffic because of partial lack of rights-of-way.

By 1980, traffic will be more widely dispersed on new thoroughfares, e.g., the Des Moines Freeway and additional cross-town and circumferential routes. The Freeway will cause considerable traffic increases on all streets which interchange with it. The average daily volume on Fifty-sixth Street, south of the Freeway, is expected to increase from 1,000 to 12,000 vehicles per day. Likewise, many streets which terminate at the Freeway are expected to show heavy traffic increases, e.g., the section of Polk Boulevard south of the Freeway is expected to increase from 6,000 to 10,000 vehicles per day by 1980.

Heavy east-west traffic carriers in 1980 will include Douglas-Euclid, University, Hickman, Thomas Beck and Army Post Road. North-south corridors planned to carry heavy traffic are Sixty-third, Forty-second, Beaver, Fleur, Harding, Southwest Ninth, Sixth, Second, East Fourteenth and East Thirtieth.
1980 MAJOR STREETS PLAN — PLANNING AREA

The 1980 Major Streets Plan proposes to meet 1980 traffic demands by strengthening surrounding routes, creating definite circumferential systems within the City, and upgrading radial and cross-town streets and river-crossings.

The circumferential systems proposed for the City form five distinct rings, three of which are approximately one mile apart: (1) U.S. 35-80 and the proposed bypass east of the City; (2) Sixty-third, Douglas-Euclid, East Thirty-first, Army Post Road; (3) Hickman-Guthrie, East Thirty-fifth, McKinley, Forty-second-Forty-first-Beaver; (4) Fleur-Harding, University, East Fourteenth to Park Avenue; (5) the central business district core streets.

The connection of Beaver Avenue with Cottage Grove Avenue will create a continuous diagonal street northwestward. Other proposed diagonal streets include the Hartford and the Raccoon River Parkways.

Eight new bridge locations are planned to meet 1980 needs, including connections with such proposed cross-town routes as Hickman-Guthrie, Forty-second-Forty-first-Beaver, and Fleur-Harding.

Streets leading to important regional highways will require substantial widening. They include Avenue Frederick M. Hubbell toward U.S. 6, Hickman Road as it approaches Iowa 90, and East Fourteenth Street as an approach to U.S. 69.

In order to provide better service to industries highly dependent upon highway transportation, the Industrial Highway, East Eighteenth Street, and Delaware Avenue will connect six of Des Moines' proposed industrial districts and divert through industrial traffic from other streets. Similarly, the Des Moines Freeway will serve as a link for cross-town and through industrial traffic.
TYPICAL STREET CROSS SECTIONS

IN NORMAL AREAS

FREEWAYS
WITH FRONTAGE ROADS

EXPRESSWAYS

PRIMARY THOROUGHFARES

THOROUGHFARES
PARKING, BOTH SIDES

COLLECTORS
PARKING, BOTH SIDES

SERVICE STREETS
PARKING, ONE SIDE

NOVEMBER, 1961

DES MOINES CITY PLAN AND ZONING COMMISSION
TYPICAL STREET CROSS SECTIONS

IN CONGESTED AREAS

FREeways
WITHOUT FRONTAGE ROADS

EXPRESSWAYS

PRIMARY THOROUGHFARES

NOVEMBER, 1961

DES MOINES CITY PLAN AND ZONING COMMISSION

THOROUGHFARES
NO PARKING

COLLECTORS
PARKING, ONE SIDE

SERVICE STREETS
NO PARKING
The central area of Des Moines deserves special attention as the commercial heart of the City and as the area which contains more traffic, more employment, more income and higher land values than any other section of the City. Of the total Metropolitan Area employment, 31 per cent is engaged in industry within the business district. Approximately 38 to 40 per cent of the annual retail trade revenue for the entire Metropolitan Area is derived from the Des Moines central area.

At present more than half of the traffic moving through the central business district is destined for other parts of the Metropolitan Area. Because of the location of the downtown area and the existing traffic pattern, cross-town traffic is routed through the downtown area because of a lack of alternate routes. The 1980 Major Streets Plan recommends that a series of circumferential streets be created to carry traffic around rather than through the central business district.
1980 MAJOR STREETS PLAN — CENTRAL AREA

A primary objective of the Major Streets Plan for the Central Area is to route through traffic around the central business district. The proposed traffic pattern has been coordinated with the official 1961 Plan for the central business district. Part of this Plan provided for a nine block core area bounded by Grand Avenue, Mulberry, Eighth and Fifth Streets. It is proposed that this Plan be amended to include a six block core area bounded by Locust, Fifth, Mulberry and Eighth Streets. As recommended in the Plan, streets within the core area would be open to only buses, taxis and emergency vehicles after central area bypass routes are constructed.

Paired one-way routes are recommended so through traffic can circumvent the central business district. Included as one-way pairs are: Second—Third; Eighth—Ninth; Fifteenth—Sixteenth; East Sixth—Pennsylvania; Grand—High; Ingersoll—Grand; and Mulberry—Cherry. An additional ring system proposed for the central area is the Harding, University, East Fourteenth, Industrial Highway system. Extension of Harding Road across the Raccoon River is essential to the relief of traffic congestion at the intersection of Fleur Drive and Locust Street.

Completion of the Des Moines Freeway is expected to result in a substantial traffic increase on the northern edge of the central business district; the Freeway will increase only slightly the volume of traffic crossing the borders of the central business district. If all proposed improvements are realized, the average daily volume of downtown through traffic is expected to rise from 241,000 in 1960 to only 258,000 vehicles in 1980. If the Freeway were not constructed, it is estimated the through traffic volume would increase by an estimated 31,000 vehicles by 1980. Even with the construction of the Freeway, there will be large east-west and north-south volumes which must be accommodated without interfering with traffic destined for downtown.
IMPLEMENTATION
ADHERENCE TO THE GENERAL PLAN

The General Plan for the City of Des Moines is a comprehensive, long-range guide for the development of the City for the next 20 years to serve the anticipated population and economic growth. The General Plan will provide a basis for official policy decisions regarding long-range projects and capital improvements programming.

It is essential that the residents of Des Moines understand the planning problems confronting the City. No matter how effective the legal and administrative procedures are which implement the Plan, it will never be successful unless it is understood by, and has the support of, the public.

CAPITAL IMPROVEMENTS PROGRAM

Public improvements, e.g., schools, streets and parks, etc., should no more be constructed without financial planning than their location be determined without a comprehensive city plan. Financial planning for community needs is called capital improvements programming, i.e., the establishment of a list of priority needs based on the City's financial ability to fulfill them.

Project recommendations in accordance with the General Plan total approximately $240,000,000. The statutory debt limit prescribed by the Code of Iowa and the City's financial condition preclude the magnitude of financing necessary to complete the General Plan within 20 years. However, a program including the issuance of general obligation bonds at the rate of $3,000,000 each year has been developed for a six-year program of improvements adjusted to the assignment of priorities. Each year the program of capital expenditures is revised and new projects included.
ADMINISTRATION AND EFFECTUATION

The City Plan and Zoning Commission has been charged by the Iowa Code to review and make recommendations in connection with all public improvements. Recommendations by the Commission are advisory in nature. Submission of plans to the Commission presents opportunity for review of all proposed improvements for conformance with the City’s General Plan. It assures the public that the City’s General Plan is taken into consideration in the design of all public improvements.

Des Moines, as most cities, is a collection of private developments together with public facilities necessary to serve them. To provide public facilities for private development, on an economical, efficient basis, regulatory measures which direct the development of private lands in accordance with the General Plan are required.

ZONING ORDINANCE

The Zoning Ordinance regulates the use of buildings and land, the height and area coverage of buildings, the amount of open space around them, and indirectly, the density of population. The Zoning Ordinance is the most important regulatory tool that the City has for guiding the development of the City according to the General Plan.

Des Moines has developed under the protection of a zoning ordinance since 1926. From the date of the initial ordinance, residential areas have been protected from commercial and industrial uses and, more recently, industrial areas have been protected from residential encroachment. Because of industrial and commercial change as well as technological advances in housing development and the automotive industry over the past three decades the Zoning Ordinance must be revised or rewritten.
SUBDIVISION REGULATIONS

The Subdivision Ordinance provides the regulatory device for the guidance of new residential development in accord with the City's General Plan. The state statutes of Iowa give the City the authority to control subdivision development within the corporate area and one mile beyond the corporate limits. By means of subdivision regulations, proposed residential development can be coordinated with existing development, service facilities and street systems. Similarly, rights-of-way may be obtained for proposed major streets or street widenings, and park and school sites may be acquired where they will be needed well in advance of construction.

URBAN RENEWAL

The history of Des Moines, as every other major city, presents a picture of prosperity, through its formative years, with little thought given to the fact that age and constant use would in time take its toll in the City. Until recent years, little thought was given to renewing aging urban areas. Because of this lack of proper planning in previous years, Urban Renewal has become a necessity, nationally and locally.

River Hills and Oakridge were selected as the City's first urban renewal projects because of their proximity to the downtown area and their deteriorated housing and overcrowded environmental conditions. Complete clearance and redevelopment were deemed necessary for the 235 acres in River Hills, principally because 83 per cent of the total dwelling units was built prior to 1900, and the majority were in poor structural condition and overcrowded. Within five years, all of the land in River Hills will be sold for private and public development. The total project cost will exceed $17,500,000. Allowing $8,285,000 expected return from the sale of land, the net cost will be approximately $9,385,300, of which the City will pay $3,128,400 through non-cash grants-in-aid.
Oakridge is a rehabilitation and conservation area which will retain its present uses; areas that must be demolished will be redeveloped in con-formance with the General Plan. Within this 267 acre project, 21 acres will be devoted to the Freeway, 117 acres to Project I, and 130 acres to Project II. Both projects will be completed within ten years. Oakridge will have one new elementary school and 17.5 acres of land devoted to parks.

CITIZEN PARTICIPATION

It is essential that the residents of Des Moines understand the planning problems confronting the City and the advantages to be derived through implementation of the General Plan. The Plan can be successful only to the extent it is understood and supported by the people of Des Moines.

Preventative activity has long been advocated as a means of forestalling obsolescence in machinery and people. Similar activity can be applied to the planning process to inhibit obsolescence of the City. An educational program for school children as part of the established civics curriculum and a program for adult education could create the interest and support required for continual application of the City's planning program.

Success of the General Plan will not occur by accident. There will have to be a concerted effort if the Plan is to be brought to fruition. It will require:

- Public interest and understanding
- Organization - business community
- Action - governmental and private
- Financing - at least $3,000,000 annually