CITY OF WEST DES MOINES
CITY COUNCIL MEETING COMMUNICATION

Date: June 15, 2015

ITEM Jordan West, Southwest corner of EP True Parkway and Jordan Creek Parkway – Amend Specific Plan Ordinance to modify development regulations in alignment with new development plan – Ryan Companies US, Inc. – ZCSP-002558-2014

ORDINANCE: Approval of First Reading of the Ordinance

FINANCIAL IMPACT: Undetermined.

BACKGROUND: The applicant, Ryan Companies US, Inc., is requesting approval of a Specific Plan Ordinance Amendment for property located on the southwest corner of EP True Parkway and Jordan Creek Parkway. The applicant is requesting to amend the Specific Plan Ordinance to establish development regulations and limitations to allow a new development plan that includes various retail establishments, offices, restaurants, a hotel, a convenience store, and an approximately 180 unit, medium density, apartment complex. The commercial aspect of the development will be located primarily along the eastern portion of the property; while the residential component will be located in the western corner of the site, north and east of the existing Park's greenbelt and trail.

Plan and Zoning Commission Action:
Vote: 6-0 approval, with Commissioner Brown absent.
Date: June 8, 2015
Motion: Approve the first reading of the Jordan West Specific Plan Ordinance

OUTSTANDING ISSUES: There are no outstanding issues. The applicant has stated that they are in agreement with all of staff's recommendations and conditions. The following items of interest are noted in the attached Plan and Zoning Commission report (see Exhibit I):

- Applicant's Request
- History
- City Council Subcommittee - *Development & Planning: January 15, 2015 and March 12, 2015.*
- Staff Review and Comments
  - *Bridgewood Drive Extension*
  - *Timing of Road Network*
  - *Timing of Buffer Along Bridgewood Residential*
  - *Hotel Height*
  - *Multi-family Density & Greenway*
  - *Traffic*
  - *Architecture*
- Comprehensive Plan Consistency
- Town Center Overlay District Consistency
- Noticing Information
- Staff Recommendations and Conditions of Approval
- Property Owner/Applicant/Applicant Representative Information

RECOMMENDATION: Based upon the preceding review and a finding of consistency with the goals and policies of the Comprehensive Plan, the Plan and Zoning Commission recommends the City Council approve the first reading of the Jordan West Specific Plan Ordinance, subject to the applicant meeting all City Code requirements and the following requirements:

1. Prior to issuance of a building permit for Parcel 8 (medium density ground), the Applicant dedicating the greenway to the City in accordance with the Irrevocable Offer of Dedication agreement executed by Ryan Companies (Dallas County book 2007, page 10387).

2. The applicant implementing traffic calming measures on Bridgewood Drive extension in conjunction with construction of the roadway. Said measures shall be reviewed and approved by the City's Traffic Engineer and Fire Marshal prior to installation.

3. The applicant installing berming and landscape vegetation in the buffer to be located adjacent to Lots 12-19, Bridgewood Plat 2 in conjunction with the development of the first parcel within the Jordan West development, regardless whether or not the parcel is adjacent to the buffer.

Lead Staff Member: Brian S. Portz, AICP BP

Staff Reviews:

Department Director	
Appropriations/Finance	
Legal	JBW
Agenda Acceptance	RTJ

PUBLICATION(S) (if applicable)

Published In	Des Moines Register Community Section
Date(s) Published	May 15, 2015
Letter sent to surrounding property owners	May 12, 2015

SUBCOMMITTEE REVIEW (if applicable)

Committee	Development & Planning		
Date Reviewed	January 15, 2015 and March 12, 2015.		
Recommendation	Yes ☒	No ☐	Split ☐

ATTACHMENTS:

Exhibit I - Plan and Zoning Commission Communication
- Attachment A - Plan and Zoning Commission Resolution
  - Exhibit A - Conditions of Approval
- Attachment B - Location Map
- Attachment C - Current Specific Plan Map
- Attachment D - Proposed Specific Plan Map & Architectural Depictions *(moved to Exhibit II)*

Exhibit II - Ordinance: Jordan West Specific Plan

EXHIBIT I

CITY OF WEST DES MOINES
PLAN AND ZONING COMMISSION COMMUNICATION

Meeting Date: June 8, 2015

Item: Jordan West, Southwest corner of EP True Parkway and Jordan Creek Parkway – Amend Specific Plan Ordinance to modify development regulations in alignment with new development plan – Ryan Companies US, Inc. – ZCSP-002558-2014

Requested Action: Approval of Specific Plan Ordinance Amendment

Case Advisor: Brian Portz, AICP BP

Applicant's Request: The applicant, Ryan Companies US, Inc., is requesting approval of a Specific Plan Ordinance Amendment for property located on the southwest corner of EP True Parkway and Jordan Creek Parkway. The applicant is requesting to amend the Specific Plan Ordinance to establish development regulations and limitations to allow a new development plan that includes various retail establishments, offices, restaurants, a hotel, a convenience store, and an approximately 180 unit, medium density, apartment complex. The commercial aspect of the development will be located primarily along the eastern portion of the property; while the residential component will be located in the western corner of the site, north and east of the existing Park's greenbelt and trail.

History: The properties are currently undeveloped ground. The property was included in the original Bridgewood PUD; however, was removed with the adoption of the original Jordan West Specific Plan in 2007. The 2007 Area Development Plan and Specific Plan Ordinance for the Jordan West property provided regulations for the development of offices on the property with limited retail aspects and internal private streets. The associated Bridgewood Plat 1 was approved in 1998; Jordan West Plat 1 in June of 2007; and Jordan West Plat 2 in February, 2008. On May 18, 2015, the City Council approved a Comprehensive Plan Amendment and Area Development Plan (ADP) amendment to allow for the newly proposed development.

City Council Subcommittee: The Specific Plan for the development of this property was presented to the Development and Planning City Council Subcommittee on January 15, 2015 and again on March 12, 2015. The main item of discussion was the extension of Bridgewood Drive from the Bridgewood residential development through the Jordan West development and potential traffic calming measures that could be implemented along Bridgewood Drive. The Subcommittee acknowledged the need for Bridgewood Drive to continue through the Jordan West development and connect to either EP True Parkway or Jordan Creek Parkway. The Subcommittee was supportive of the Jordan West proposal and the applicant was directed to work with the neighbors to identify measures to best address their concerns. The neighbors are in agreement with the alignment of Bridgewood Drive extension indicated on the Specific Plan. The applicant is pursuing a vacation of a portion of existing Bridgewood Drive in order to make the roadway private and be able to implement traffic calming measures the resident's requested that would otherwise not be desired by the City if the road were public (see Bridgewood Drive Extension discussion below).

Staff Review and Comment: This request was distributed to other City departments and other agencies for their review and comment. There are no outstanding issues. Staff would summarize the following:

- *Bridgewood Drive Extension*: Existing Bridgewood Drive to the south is a public street. This roadway needs to be continued to connect to either EP True Parkway or Jordan Creek Parkway. The applicant is in agreement with extending the roadway; however, they wish to make it a private roadway through their development so as to limit the amount of land encompassed as right-of-way. The City has no issue with the roadway being private through the Jordan West development; however, when a public street terminates into a private roadway, there needs to be clear demarcation line and a means for which City vehicles (snow plows and maintenance trucks) to turn around. To allow for this, and in response to the neighbors request that traffic calming measures such as splitter islands, traffic control measures, and/or speed bumps be implemented, Jordan West is requesting a vacation of that portion of the public street that lies north of the Bridgewood Drive and Beechtree Lane intersection. This will allow City vehicles to turn onto Beechtree Lane and serve as the demarcation line between the public and private portions of Bridgewood Drive. The vacation request will be presented at upcoming Plan and Zoning Commission and City Council meetings for consideration. Although it will be a private street, any traffic calming

measures will need to be reviewed and approved by both the City's Traffic Engineer, as well as the Fire Marshal to ensure emergency response vehicles can navigate through.

- *Timing of Road Network:* The PUD includes language regarding the timing for construction of the main circulation roadways through the development. Per the PUD, the Bridgewood Drive extension will be constructed in phase 1 in conjunction with the multi-family development on the west side of the property. The main east/west road will be constructed with the development of the first parcel adjacent to the roadway. The easterly north/south roadway is required to be installed with the development of the first lot adjacent to that roadway. The entire stretch of this roadway extending from EP True Parkway to Lot 33, Bridgewood Plat 1 is to be installed at one time regardless which lot is being developed.

- *Timing of Buffer along Bridgewood Residential:* A fifty foot (50') buffer is required along the south boundary of the Jordan West development which is adjacent to single family Lots 12-19 of Bridgewood Plat 2, as well as along the south boundary of the medium density parcel. Within these 50' buffers, two overstory or evergreen trees, four ornamental trees, and ten shrubs are to be provided. In addition, the berming already in place along the single family homes to the south is to be continued along lots 12-19 to the maximum height possible. Earthen berming in the buffer within the medium density parcel shall be undulating between 3' and 8' for a distance of 50 yards from Bridgewood Drive to create a natural appearance. Past 50 yards, the buffer can taper to ground level or undulate as desired by the developer. The buffer along Lots 12-19 shall be installed in conjunction with development of the first parcel within the Jordan West development, regardless of development location. The buffer along Parcel 8 shall be installed in conjunction with development of Parcel 8.

- *Hotel Height:* At the City Council Subcommittee meeting, a concern was raised with the height of the proposed hotel. The applicant demonstrated that given grades, berming and vegetation plantings, a 50' tall building would not feel as though it is looming over the near-by homes. The applicant's consultant initially indicated a willingness to limit the maximum height to 50', however, upon further analysis it was determined with typical 12 to 14 foot floor to floor heights in combination with an intent to construct a 5 story hotel, they would exceed the 50 foot maximum height. The applicant has requested that they be allowed a 5-story hotel instead of a maximum height limitation of 50'. The Specific Plan Ordinance has been amended to remove the 50' limitation and allow a maximum 5 story hotel. For comparison, the two 5-story hotels under construction in the Galleria development measure 53-58' to the main roofline with tower elements that increase the height at the highest point on the roof to approximately 70'. These raised elements do not contain rooms that can be occupied by guests.

- *Multi-family Density & Greenway:* A 4.5 acre portion of the greenway along the western edge of the development still needs to be formally deeded to the city per an Irrevocable Offer of Dedication agreement executed by Ryan Companies in 2007 (Dallas County book 2007, page 10387). This greenway area was part of the original parkland requirements for the Bridgewood PUD from 1998. The greenway was not dedicated previously as the alignment of the then planned western roadway was not set. City Code allows density calculations to include ground that is to be dedicated to the City for street right-of-way and parkland. The calculation of total dwelling units permitted in the area west of the Bridgewood Drive extension will include the 4.5 acres in the greenbelt area to be dedicated. A total of 15 acres (Parcel 8 acreage (10.5) + greenway acreage (4.5)) shall be used to calculate the number of dwelling units permitted. At a maximum of 12 dwelling units per acre, the total number of units permitted is 180 dwelling units (15 acres x 12 du per acre).

- *Traffic*: Traffic analyses completed by Snyder & Associates in February 12, 2007, the traffic analysis completed by the City in April 2, 2007, and the updated traffic analysis completed by the City as part of the 2015 amendments to the Area Development Plan, Comprehensive Plan, and Specific Plan allocates 1,476 p.m. peak hour trips to the Jordan West development. The original study included Lot 33, Bridgewood Plat 1. Per an agreement between Ryan Companies and the owner of Lot 33, 316 p.m. peak trips were designated for Lot 33: these trips are in addition to the 1,476 allocated to Ryan's Jordan West development.

- *Architecture:* As with the original specific plan, character images for each major building to establish design elements, materials and building massing are included in a pattern book. Updated images for the new buildings have been provided.

Comprehensive Plan Consistency: The project has been reviewed for consistency with the Comprehensive Plan. Based upon that review, a finding has been made that the proposed project is consistent with the Comprehensive Plan

in that the project is consistent with all of the goals and policies of the Comprehensive Plan and the land use map of the Comprehensive Plan.

Town Center Overlay District Consistency: The proposed project has been reviewed for consistency with the Town Center Overlay District Guidelines. Based upon that review, a finding has been made that the proposed project is consistent with the Town Center Overlay District Guidelines in that the plan is consistent with the overall objective and intents of the Town Center Overlay District Guidelines.

Noticing Information: On May 15, 2015, notice for the original May 26, 2015, Plan and Zoning Commission and June 1, 2015, City Council Public Hearings on this project was published in the Des Moines Register Community Section. Notice of these public hearings was also mailed to all surrounding property owners within 370 feet of the subject property on May 12, 2015. Per the applicant's request and with the approval of the Commission and City Council, the May 26th and June 1st meetings were continued two weeks.

Staff Recommendation And Conditions Of Approval: Based upon the preceding review and a finding of consistency with the goals and policies of the Comprehensive Plan and the Town Center Overlay District, staff recommends the Plan and Zoning Commission adopt a resolution recommending the City Council approve an amendment to the Specific Plan Ordinance to redefine and detail the regulations, allowances, and limitations of the newly proposed development, subject to the applicant meeting all City Code requirements and the following:

1. Prior to issuance of a building permit for Parcel 8 (medium density ground), the Applicant dedicating the greenway to the City in accordance with the Irrevocable Offer of Dedication agreement executed by Ryan Companies (Dallas County book 2007, page 10387).

2. The applicant implementing traffic calming measures on Bridgewood Drive extension in conjunction with construction of the roadway. Said measures shall be reviewed and approved by the City's Traffic Engineer and Fire Marshal prior to installation.

3. The applicant installing berming and landscape vegetation in the buffer to be located adjacent to Lots 12-19, Bridgewood Plat 2 in conjunction with the development of the first parcel within the Jordan West development, regardless whether or not the parcel is adjacent to the buffer.

Property Owner/Applicant:

Ryan Companies US, Inc.
14001 University Avenue, Suite 300
Clive, IA 50325
Attn: Brad Schoenfelder
brad.schoenfelder@ryancompanies.com

Applicant's Representatives:

Civil Engineering Consultants
2400 86th Street, Suite 12
Des Moines, IA 50322
Attn: Ed Arp
arp@ceclac.com

ATTACHMENTS:

Attachment A	-	Plan and Zoning Commission Resolution
Exhibit A	-	Conditions of Approval
Attachment B	-	Location Map
Attachment C	-	Current Specific Plan Map
Attachment D	-	Proposed Specific Plan Map & Architectural Depictions
Attachment E	-	Proposed Specific Plan Ordinance

ATTACHMENT A

RESOLUTION NO. PZC-15-042

A RESOLUTION OF THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES, RECOMMENDING TO THE CITY COUNCIL THAT IT APPROVE AN AMENDMENT TO THE SPECIFIC PLAN ORDINANCE FOR APPROXIMATELY 45.2 ACRES LOCATED ON THE SOUTHWEST CORNER OF EP TRUE PARKWAY AND JORDAN CREEK PARKWAY

WHEREAS, pursuant to the provisions of Title 9, Chapter 1 et seq, of the West Des Moines Municipal Code, the property owner and applicant, Ryan Companies US, Inc., has requested an amendment to the Jordan West Specific Plan Ordinance (ZCSP-002558-2014) to establish development regulations and limitations to allow various retail establishments, offices, restaurants, a hotel, a convenience store, and medium density residential for that approximately 45.2 acres located southwest of E.P. True Parkway and Jordan Creek Parkway and within part of the area legally described as follows:

Legal Description

PARCEL 'A' OF THE SURVEY OF PARCEL 'Z' IN THE SE 1/4 OF SECTION 11, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., CITY OF WEST DES MOINES, AS SHOWN IN BOOK 2002, PAGE 17509 IN THE OFFICE OF THE RECORDER OF DALLAS COUNTY, IOWA, EXCEPT THAT PART OF SAID PARCEL 'A' CONVEYED TO THE CITY OF WEST DES MOINES IN DEED FILED IN BOOK 2004, PAGE 3761.

SAID PROPERTY IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AS A POINT OF REFERENCE AT THE E 1/4 CORNER OF SECTION 11-78-26; THENCE S00°00'07"W, 855.09 FEET ALONG THE EAST LINE OF SECTION 11 TO A POINT; THENCE N89°59'59"W, 82.67 FEET TO THE POINT OF BEGINNING ON THE WEST RIGHT-OF-WAY LINE OF JORDAN CREEK PARKWAY; THENCE S00°00'07"W, 1105.69 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE NORTH LINE OF LOT 33, BRIDGEWOOD PLAT 1, AN OFFICIAL PLAT; THENCE N89°59'53"W, 592.24 FEET ALONG SAID NORTH LINE TO A POINT; THENCE S45°05'04"W, 94.76 FEET TO A POINT; THENCE N45°01'53"W, 126.89 FEET TO A POINT; THENCE N69°32'48"W, 204.69 FEET TO A POINT; THENCE N44°10'53"W, 1027.22 FEET TO A POINT ON THE SOUTH LINE OF BRIDGEWOOD SCHOOL, AN OFFICIAL PLAT; THENCE N40°54'26"E, 186.35 FEET ALONG SAID SOUTH LINE TO A POINT; THENCE N12°58'12"W, 276.547 FEET ALONG THE EAST LINE OF BRIDGEWOOD SCHOOL TO A POINT; THENCE N25°57'55"E, 204.18 FEET ALONG SAID EAST LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E.P. TRUE PARKWAY; THENCE S62°11'29"E, 371.10 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT OF CURVATURE; THENCE EASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 960.00 FEET, AN ARC LENGTH OF 465.91 FEET AND A CHORD BEARING OF S76°05'41"E TO A POINT OF TANGENCY; THENCE S89°59'53"E, 696.41 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT; THENCE S44°52'19"E, 49.61 FEET TO THE POINT OF BEGINNING

WHEREAS, studies and investigations were made, and staff reports and recommendations were submitted which is made a part of this record and herein incorporated by reference;

WHEREAS, on June 8, 2015, this Commission held a duly-noticed hearing to consider the application for Specific Plan Ordinance Amendment (ZCSP-002558-2014);

NOW, THEREFORE, THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES DOES RESOLVE AS FOLLOWS:

SECTION 1. The findings, for approval, in the staff report for this meeting or as amended orally at the meeting are adopted.

SECTION 2. The establishment of the Jordan West Specific Plan Ordinance to redefine and detail the regulations, allowances, and limitations of the proposed development is recommended to the City Council for approval, subject to compliance with all the conditions in the staff report including conditions added at the Hearing, and attached hereto as Exhibit A. Violation of any such conditions shall be grounds for revocation of the permit, as well as any other remedy which is available to the City.

PASSED AND ADOPTED on June 8, 2015.

Craig Erickson, Chairperson
Plan and Zoning Commission

ATTEST:

Recording Secretary

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Plan and Zoning Commission of the City of West Des Moines, Iowa, at a regular meeting held on June 8, 2015, by the following vote:

AYES: Andersen, Costa, Crowley, Erickson, Hatfield, Southworth
NAYS: -0-
ABSTENTIONS: -0-
ABSENT: Brown

ATTEST:

Recording Secretary

Exhibit A
Conditions of Approval

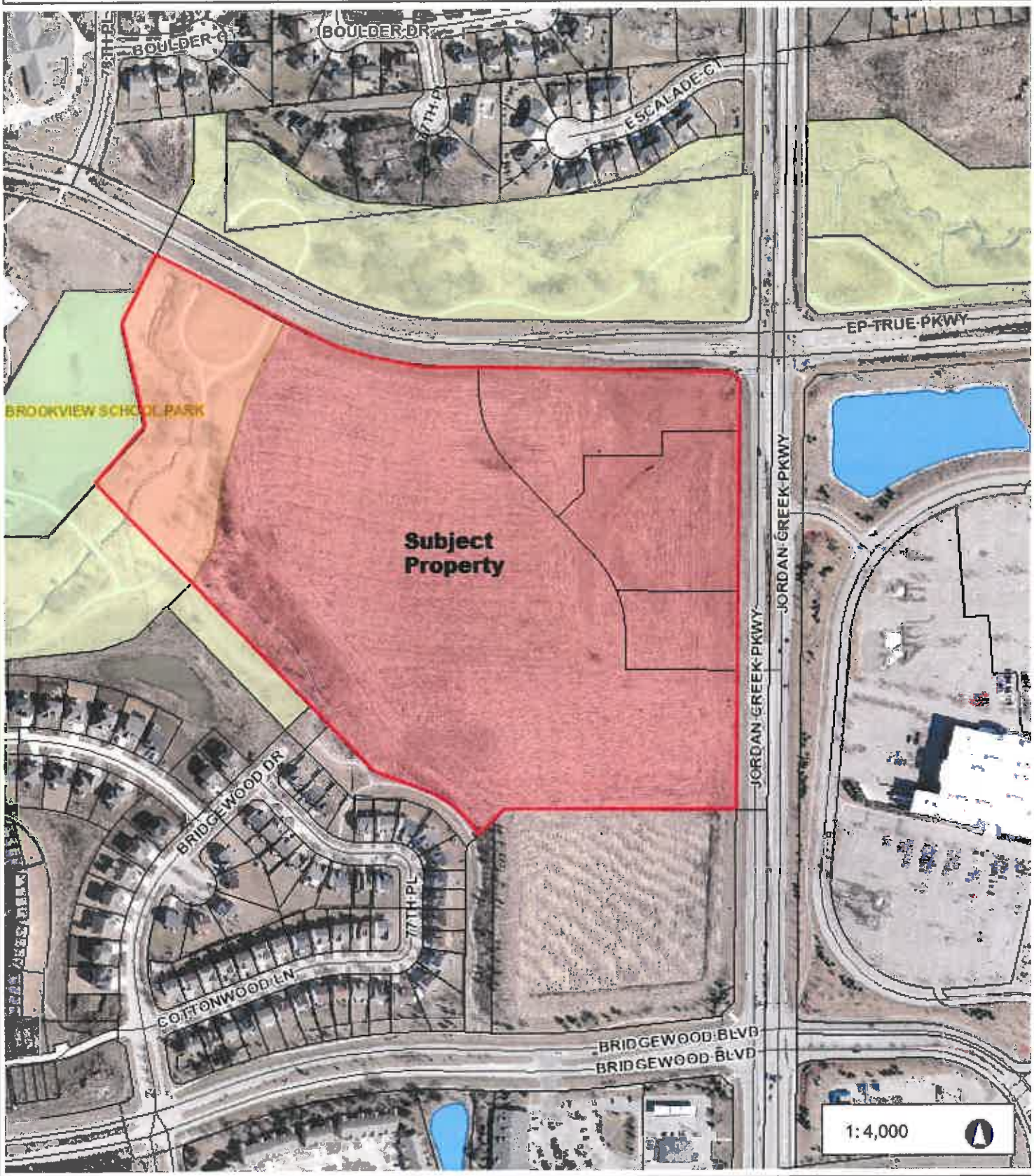
1. Prior to issuance of a building permit for Parcel 8 (medium density ground), the Applicant dedicating the greenway to the City in accordance with the Irrevocable Offer of Dedication agreement executed by Ryan Companies (Dallas County book 2007, page 10387).

2. The applicant implementing traffic calming measures on Bridgewood Drive extension in conjunction with construction of the roadway. Said measures shall be reviewed and approved by the City's Traffic Engineer and Fire Marshal prior to installation.

3. The applicant installing berming and landscape vegetation in the buffer to be located adjacent to Lots 12-19, Bridgewood Plat 2 in conjunction with the development of the first parcel within the Jordan West development, regardless whether or not the parcel is adjacent to the buffer.

Jordan West

ATTACHMENT B



666.7 0 333.33 666.7 Feet

NAD_1983_StatePlane_Iowa_South_FIPS_1402_Feet

© City of West Des Moines, Iowa

Disclaimer: The City of West Des Moines makes no warranties regarding the accuracy or completeness of the data provided herein.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

SPECIFIC PLAN

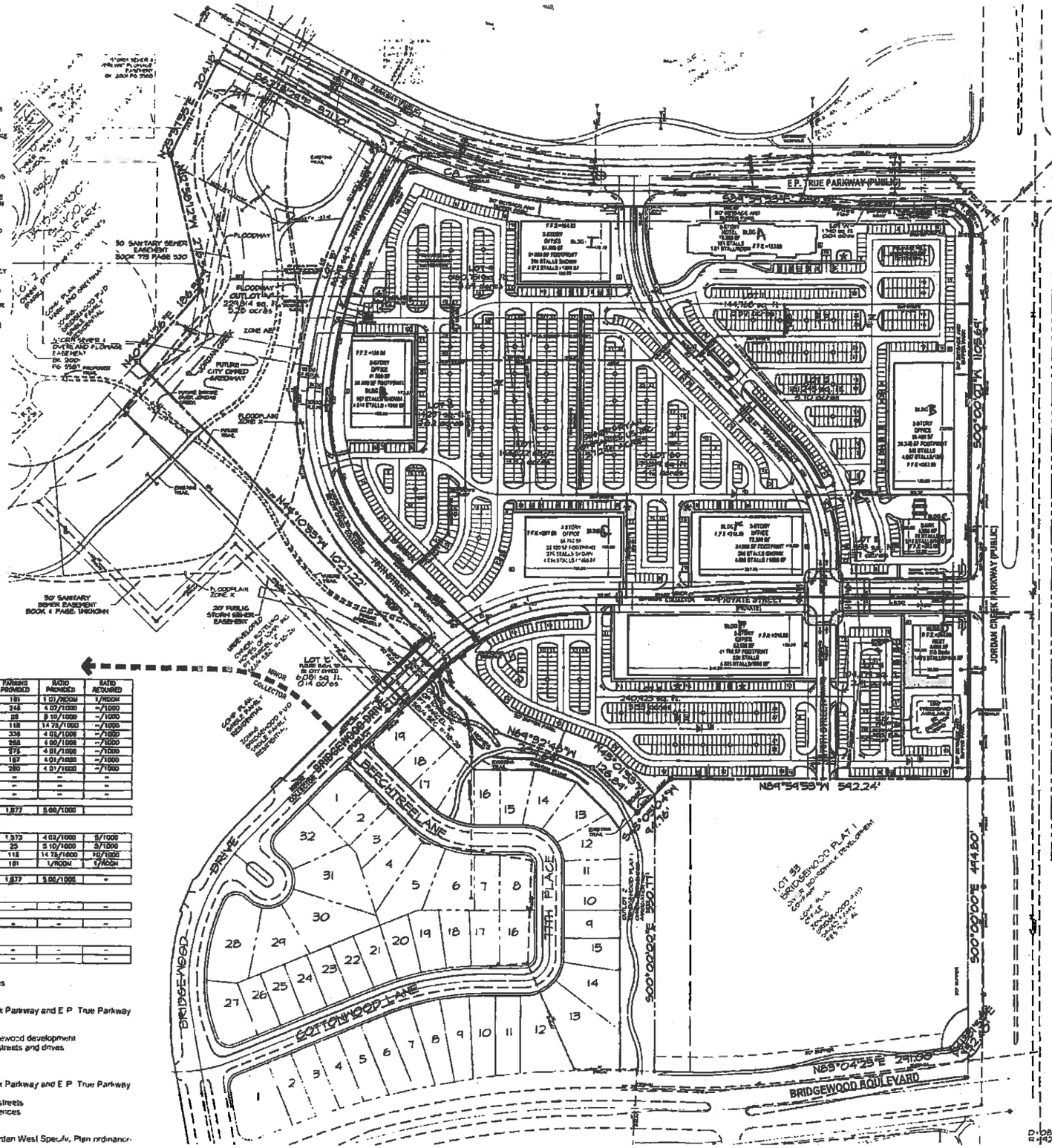
JORDAN

ATTACHMENT C

SHEET 1 OF 3

NOTES

1. ALL WORK WITHIN THE CITY RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF WEST DES MOINES STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL NOTIFY:
   A. WEST DES MOINES ENGINEER
   B. RYAN COMPANIES US, INC.
   C. CIVIL ENGINEERING CONSULTANTS, INC.
3. ALL DIMENSIONS ARE TO BACK OF CURB, OUTSIDE OF BUILDING WALL, AND TO PROPERTY LINES.
4. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING FACILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION. WITHOUT UNCOVERING AND RE-EXAMINING THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL PUBLIC AND/OR PRIVATE UTILITIES SERVING THE AREA TO DETERMINE THE PRESENT EXTENT AND EXACT LOCATION OF THEIR FACILITIES BEFORE BEGINNING WORK.
5. PROVIDE 2 CONCRETE BORDER AROUND ALL INTAKES AND MANHOLES WITHIN PAVED AREAS.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WEST DES MOINES STANDARD SPECIFICATIONS.
7. THE CONTRACTOR IS REQUIRED TO TAKE THE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES AT THE SITE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNERS OF UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK. THE CONTRACTOR SHALL NOTIFY THE PROPER UTILITY IMMEDIATELY UPON BREAKING OR DAMAGE TO ANY UTILITY LINE OR APPURTENANCE, OR THE INTERRUPTION OF THEIR SERVICE. HE SHALL NOTIFY THE PROPER UTILITY INVOLVED IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
8. SIDEWALK & DRIVE APPROACH INSTALLATIONS TO BE INSPECTED BY CITY OF WEST DES MOINES ENGINEERING DEPARTMENT, PHONE 274-3400 24 HOUR NOTICE.
9. ALL DEBRIS SPILLED ON CITY ROW AND ADJOINING PROPERTY SHALL BE REMOVED BY THE OWNER/CONTRACTOR IN TIMELY FASHION.
10. ALL CONSTRUCTION WITHIN THE CITY OF WEST DES MOINES R.O.W. SHALL COMPLY WITH THE CITY OF WEST DES MOINES STANDARD CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS.
11. PUBLIC STREET PAVEMENT THICKNESS SHALL BE 8" P.C.C. W/ 8" P.C.C. CURB & GUTTER.



COMPILED SITE TABLE

PARCEL DESCRIPTION	LOT AREA	BUILDING AREA	PARKING PROVIDED	RATIO PROVIDED	RATIO REQUIRED
LOT 1	3.32 Ac	16,000 SF	161	1.01/ROOM	1/ROOM
LOT 2	3.70 Ac	60,480 SF	248	4.07/1000	~/1000
LOT 3	1.37 Ac	4,800 SF	28	5.83/1000	~/1000
LOT 4	2.41 Ac	8,000 SF	118	14.75/1000	~/1000
LOT 5	5.53 Ac	83,520 SF	336	4.02/1000	~/1000
LOT 6	4.12 Ac	72,000 SF	288	4.00/1000	~/1000
LOT 7	3.32 Ac	68,760 SF	276	4.01/1000	~/1000
LOT 8	2.62 Ac	41,800 SF	167	4.01/1000	~/1000
LOT 9	3.89 Ac	64,800 SF	260	4.01/1000	~/1000
LOT 'A'	0.04 Ac	PUBLIC ROW	~	~	~
LOT 'Y'	1.85 Ac	PUBLIC ROW	~	~	~
OUTLOT 'Y'	5.28 Ac	PUBLIC TRAIL	~	~	~
TOTAL	37.25 Ac	420,110 SF	1,877	5.00/1000	

TOTAL FOR LEASE OR SALE

TOTAL OFFICE	22.93 Ac	391,180 SF	1,573	4.02/1000	3/1000
BANK	1.37 Ac	4,800 SF	23	5.10/1000	3/1000
RESTAURANT	2.41 Ac	8,000 SF	118	14.75/1000	10/1000
HOTEL	3.32 Ac	16,000 SF	161	1/ROOM	1/ROOM
TOTAL	30.03 Ac	420,110 SF	1,877	5.00/1000	~

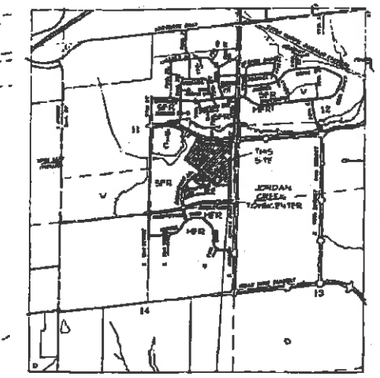
TOTAL COMMON INTEREST

OUTLOT 'Y'	5.28 Ac	PUBLIC TRAIL	~	~	~
TOTAL	5.28 Ac	VARIES	~	~	~

TOTAL RIGHT OF WAY

LOT 'A'	2.04 Ac	PUBLIC ROAD	~	~	~
LOT 'B'	1.85 Ac	PUBLIC ROAD	~	~	~

- Design Concepts
  - See individual building elevations
- Parking Setbacks
  - 30' from R.O.W. of Jordan Creek Parkway and E.P. True Parkway
  - 25' from R.O.W. of 78th Street
  - 5' from Planning Unit E
  - 50' from residential lots in Bridgewood development
  - 5' from back of curb of internal streets and drives
  - 20' from Bridgewood Drive
- Building Setbacks
  - 30' from R.O.W. of Jordan Creek Parkway and E.P. True Parkway
  - 25' from R.O.W. of 78th Street
  - 15' from back of curb of private streets
  - 80' from Bridgewood PUD residences
- Building Uses
  - Uses shall comply with the Jordan West Specific Plan ordinance.



NORTH
SCALE: 1"=1000'

VICINITY SKETCH

OWNER/DEVELOPER

RYAN COMPANIES US, INC
1501 50TH STREET, SUITE 100
WEST DES MOINES, IA 50266
515-309-8526 PHONE
515-309-8576 FAX
ATTN: DOUG DECK

LEGAL DESCRIPTION

PARCEL 'A' OF THE SURVEY OF PARCEL 'Z' IN THE SE 1/4 OF SECTION 11, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., CITY OF WEST DES MOINES, AS SHOWN IN BOOK 2002, PAGE 11301 IN THE OFFICE OF THE RECORDER OF DALLAS COUNTY, IOWA, EXCEPT THAT PART OF SAID PARCEL 'A' CONVEYED TO THE CITY OF WEST DES MOINES IN DEED FILED IN BOOK 2004, PAGE 5761.

SAID PROPERTY IS MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AS A POINT OF REFERENCE AT THE E 1/4 CORNER OF SECTION 11-78-26; THENCE S00°00'07"W, 855.04 FEET ALONG THE EAST LINE OF SECTION 11 TO A POINT, THENCE N84°54'54"W, 82.67 FEET TO THE POINT OF BEGINNING ON THE WEST RIGHT-OF-WAY LINE OF JORDAN CREEK PARKWAY; THENCE S00°00'07"W, 1105.84 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE NORTH LINE OF LOT 33, BRIDGEWOOD PLAT 1 AN OFFICIAL PLAT, THENCE N89°54'53"W, 592.24 FEET ALONG SAID NORTH LINE TO A POINT; THENCE S45°03'04"W, 44.16 FEET TO A POINT, THENCE N45°01'53"W, 126.84 FEET TO A POINT, THENCE N89°32'48"W, 204.68 FEET TO A POINT; THENCE N44°10'53"W, 1021.22 FEET TO A POINT ON THE SOUTH LINE OF BRIDGEWOOD SCHOOL, AN OFFICIAL PLAT; THENCE N40°54'26"E, 186.55 FEET ALONG SAID SOUTH LINE TO A POINT; THENCE N2°58'12"W, 216.54 FEET ALONG THE EAST LINE OF BRIDGEWOOD SCHOOL TO A POINT; THENCE N25°57'55"E, 204.18 FEET ALONG SAID EAST LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E.P. TRUE PARKWAY, THENCE S62°11'24"E, 311.40 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT OF CURVATURE, THENCE EASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 950.00 FEET, AN ARC LENGTH OF 463.41 FEET AND A CHORD BEARING OF S76°05'41"E TO A POINT OF TANGENCY; THENCE S89°59'58"E, 646.41 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT; THENCE S44°52'14"E, 44.61 FEET TO THE POINT OF BEGINNING AND CONTAINING 37.246 ACRES MORE OR LESS.

ZONING

EXISTING: BRIDGEWOOD PUD - SINGLE FAMILY RESIDENTIAL
PROPOSED: JORDAN WEST SPECIFIC PLAN (UNDERLYING ZONING DESIGNATION - OFFICE

COMPREHENSIVE PLAN

EXISTING: OFFICE & SINGLE FAMILY RESIDENTIAL
PROPOSED: OFFICE

LEGEND

EXISTING/PROPOSED
- PLAN BOUNDARY
- WATER MAIN & SIZE
- SANITARY SEWER & SIZE
- STORM SEWER & SIZE
- UNDERGROUND ELECTRIC CABLE
- UNDERGROUND TELEPHONE CABLE
- UNDERGROUND CABLE TV
- GAS PIPE & SIZE
- MANHOLE
- INTAKE
- HYDRANT
- POWER POLE/LIGHT POLE
- UTILITY BOX/PUBLIC PHONE
- SILT FENCE
- CONTOURS
- TREES
- STORM WATER DETENTION
- TRASH ENCLOSURE
- TRANSFORMER LOCATION

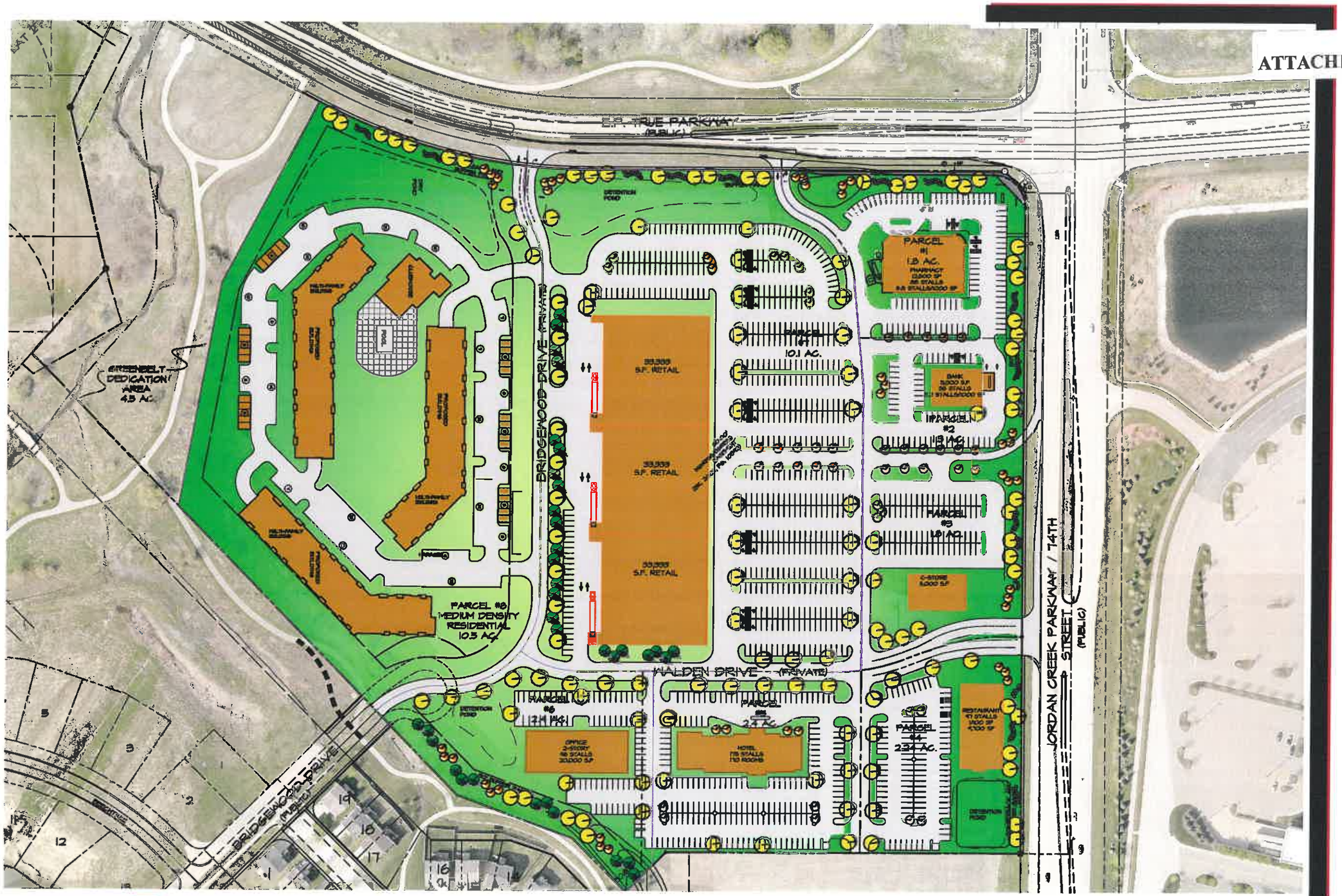
LAC
Landscape Architectural Consultants, Inc.

CEC
Civil Engineering Consultants, Inc.

NORTH
SCALE: 1"=100'
0 50 100 200

A-1422

ATTACHMENT D



CEC
Civil Engineering Consultants, Inc.

JORDAN WEST

OPN ARCHITECTS

RYAN

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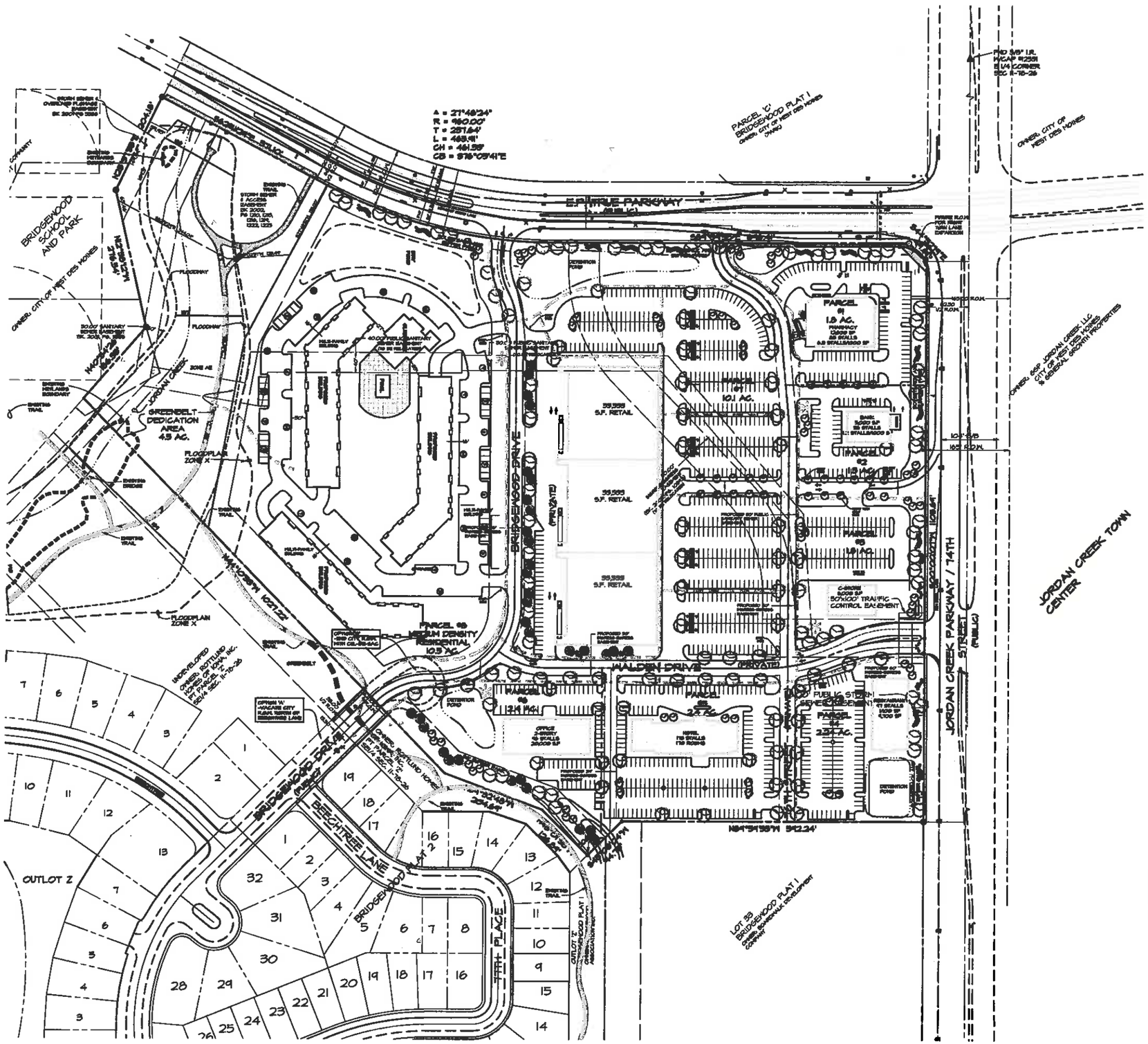

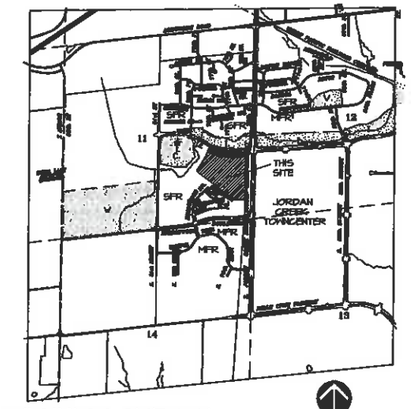

VICINITY SKETCH

NORTH
SCALE: 1"=1000'

OWNER/DEVELOPER

RYAN COMPANIES US, INC.
14001 UNIVERSITY AVENUE, SUITE 300
CLIVE, IA 50325
515-304-6500 PHONE
515-304-6516 FAX
ATTN: BRAD SHOENFELDER

COMPREHENSIVE PLAN

EXISTING: OFFICE
PROPOSED: SUPPORT COMMERCIAL & MEDIUM DENSITY RESIDENTIAL

ZONING

EXISTING: JORDAN WEST SPECIFIC PLAN (UNDERLYING ZONING DESIGNATION - OFFICE)
PROPOSED: JORDAN WEST SPECIFIC PLAN (UNDERLYING ZONING DESIGNATION - SUPPORT COMMERCIAL & MEDIUM DENSITY RESIDENTIAL)

LEGAL DESCRIPTION

PARCEL 'W' OF THE SURVEY OF PARCEL 'Z' IN THE SE 1/4 OF SECTION 11, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., CITY OF WEST DES MOINES, AS SHOWN IN BOOK 2002, PAGE 1520 IN THE OFFICE OF THE RECORDER OF DALLAS COUNTY, IOWA, EXCEPT THAT PART OF SAID PARCEL 'W' CONVEYED TO THE CITY OF WEST DES MOINES IN DEED FILED IN BOOK 2004, PAGE 5181.

SAID PROPERTY IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AS A POINT OF REFERENCE AT THE E 1/4 CORNER OF SECTION 11-78-26; THENCE S00°00'07"W, 668.04 FEET ALONG THE EAST LINE OF SECTION 11 TO A POINT; THENCE N89°59'53"W, 50.51 FEET TO THE POINT OF BEGINNING ON THE WEST RIGHT-OF-WAY LINE OF JORDAN CREEK PARKWAY; THENCE S00°00'07"W, 1038.41 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE NORTH LINE OF LOT 33, BRIDGEWOOD PLAT 1, AN OFFICIAL PLAT; THENCE S89°31'55"E, 592.24 FEET ALONG SAID NORTH LINE TO A POINT; THENCE S45°00'00"W, 14.78 FEET TO A POINT; THENCE N89°31'55"W, 126.84 FEET TO A POINT; THENCE N44°32'49"W, 204.64 FEET TO A POINT; THENCE N44°16'38"W, 1021.22 FEET TO A POINT ON THE SOUTH LINE OF BRIDGEWOOD SCHOOL, AN OFFICIAL PLAT; THENCE N40°34'24"W, 184.55 FEET ALONG AND SOUTH LINE TO A POINT; THENCE N53°39'37"W, 219.34 FEET ALONG THE EAST LINE OF BRIDGEWOOD SCHOOL TO A POINT; THENCE N29°31'39"E, 304.16 FEET ALONG SAID EAST LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF I.P. TIBB PARKWAY; THENCE S62°32'21"E, 311.10 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT OF CURVATURE; THENCE EASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 460.00 FEET, AN ARC LENGTH OF 488.41 FEET AND A CHORD BEARING OF S18°05'41"E TO A POINT OF TANGENCY; THENCE S47°37'51"E, 498.41 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT; THENCE S14°53'41"E, 49.41 FEET TO THE POINT OF BEGINNING AND CONTAINING 37.248 ACRES MORE OR LESS.

NOTES

1. ONE WEEK PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL NOTIFY:
   A. WEST DES MOINES ENGINEER
   B. RYAN COMPANIES US, INC.
   C. CIVIL ENGINEERING CONSULTANTS, INC.
2. ALL DIMENSIONS ARE TO BACK OF CURB, OUTSIDE OF BUILDING WALL, AND TO PROPERTY LINES.
3. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING FACILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION WITHOUT INQUIRIES AND MEASURING. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL PUBLIC AND/OR PRIVATE UTILITIES SERVING THE AREA TO DETERMINE THE PRESENT EXTENT AND EXACT LOCATION OF THEIR FACILITIES BEFORE BEGINNING WORK.
4. PROVIDE 3' CONCRETE SCHEDULE AROUND ALL INTAKES AND MANHOLES WITHIN PAVED AREAS.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WEST DES MOINES STANDARD SPECIFICATIONS.
6. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK. THE CONTRACTOR SHALL NOTIFY THE PROPER UTILITY IMMEDIATELY UPON BREAKING OR DAMAGE TO ANY UTILITY LINE OR APPURTENANCE, OR THE INTERRUPTION OF THEIR SERVICE. HE SHALL NOTIFY THE PROPER UTILITY INVOLVED. IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
7. SIDEWALK & DRIVE APPROACH INSTALLATIONS TO BE INSPECTED BY CITY OF WEST DES MOINES ENGINEERING DEPARTMENT, MINIMUM 24 HOUR NOTICE.
8. ALL DEBRIS SPILLED ON CITY R.O.W. AND ADJOINING PROPERTY SHALL BE REMOVED BY THE OWNER/CONTRACTOR IN TIMELY FASHION.
9. ALL CONSTRUCTION WITHIN THE CITY OF WEST DES MOINES R.O.W. SHALL COMPLY WITH THE CITY OF WEST DES MOINES STANDARD CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS.
10. PUBLIC STREET PAVEMENT THICKNESS SHALL BE 6" P.C.C. W/ 8" P.C.C. CURB & GUTTER.

LEGEND

EXISTING/PROPOSED
- 14" — FLAT SUBPANTY
- 8" — WATER MAIN & SIZE
- SAN — SANITARY SEWER & SIZE
- 21" — STORM SEWER & SIZE
- UGE — UNDERGROUND ELECTRIC CABLE
- UGT — UNDERGROUND TELEPHONE CABLE
- UCTV — UNDERGROUND CABLE TV
- 6" — GAS MAIN & SIZE
- MANHOLE
- INTAKE
- HYDRANT
- POWER POLE/LIGHT POLE
- UTILITY SERVICE/POST MARKER
- SILT FENCE
- CURBING
- TREES
- TRASH ENCLOSURE
- TRANSFORMER LOCATION
- PEDESTRIAN PATH
- PEDESTRIAN SPACE

SCALE: 1"=100'
0' 100' 200'

NORTH

CEC
Civil Engineering Consultants, Inc.
2400 86th Street . Unit 12 . Des Moines, Iowa 50322
515.276.4884 . Fax: 515.276.7084 . mail@ccdinc.com

DATE:	REVISIONS	COMMENTS
06-04-15	1	
	2	
	3	
	4	
	5	
	6	

DATE OF SURVEY: ----
DESIGNED BY: ----
DRAWN BY: ----

JORDAN WEST
WEST DES MOINES, IOWA

SPECIFIC PLAN (DIMENSION)

SHEET 1 OF 5

A-16-44

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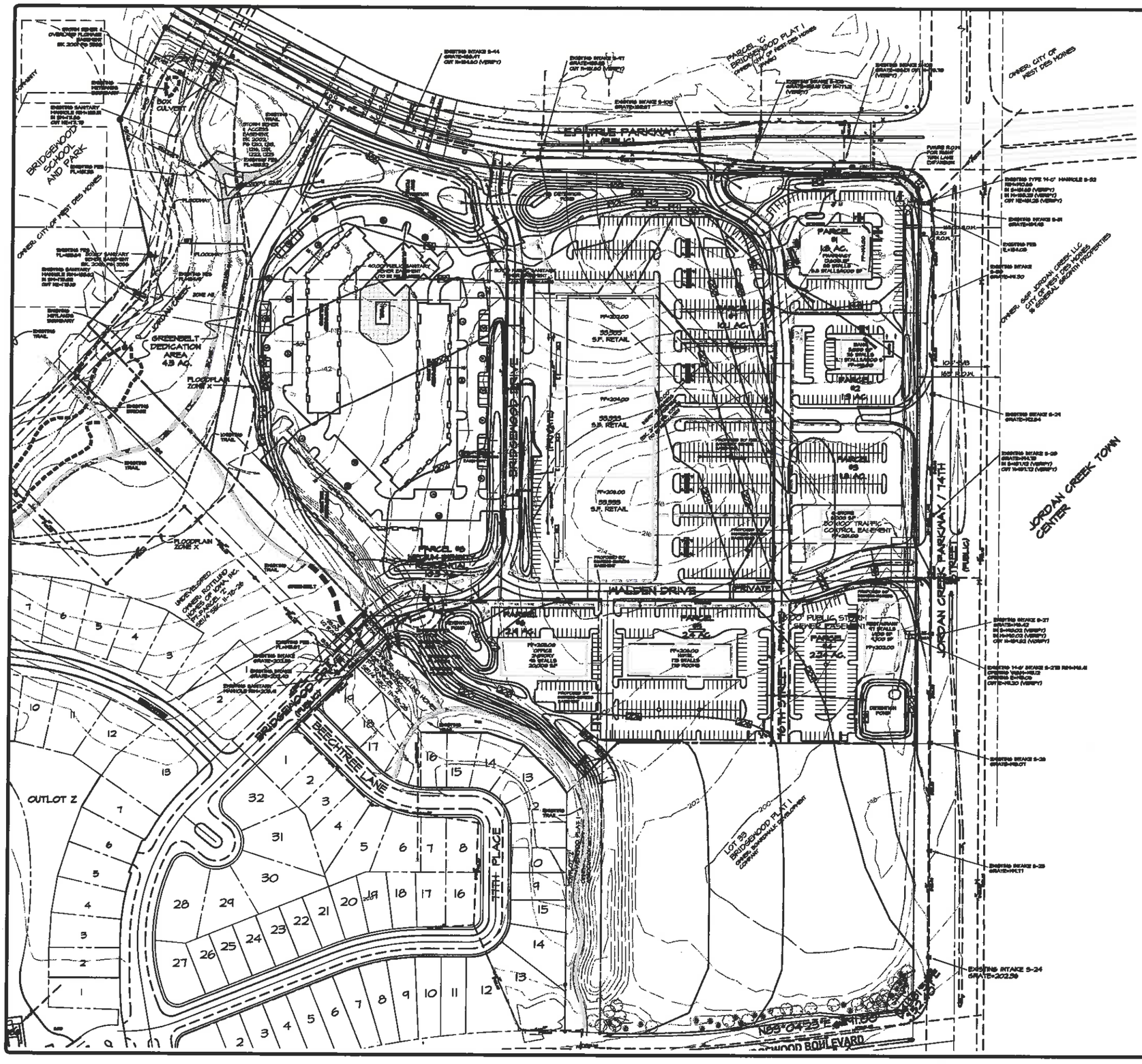

GRADING NOTES

1. ALL DIMENSIONS ARE TO BACK OF CURB, OUTSIDE OF BUILDING WALL, AND TO PROPERTY LINES.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH URBAN DESIGN STANDARDS WITH THE CITY OF WEST DES MOINES STANDARD CONSTRUCTION SPECIFICATIONS FOR "SUBDIVISIONS".
3. ALL SPOT ELEVATIONS ARE AT GUTTER, UNLESS NOTED OTHERWISE.
4. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING UTILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION WITHOUT UNCOVERING AND MEASURING. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL PUBLIC AND/OR PRIVATE UTILITIES SERVING THE AREA TO DETERMINE THE PRESENT EXTENT AND EXACT LOCATION OF THEIR FACILITIES BEFORE BEGINNING WORK.
5. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNERS OF UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK. THE CONTRACTOR SHALL NOTIFY THE PROPER UTILITY IMMEDIATELY UPON BREAKING OR DAMAGE TO ANY UTILITY LINE OF APPURTENANCE, OR THE INTERRUPTION OF THEIR SERVICE. HE SHALL NOTIFY THE PROPER UTILITY INVOLVED. IF EXISTING UTILITY LINES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.
6. STRIP TOPSOIL FROM ALL AREAS WHICH ARE TO RECEIVE STRUCTURAL FILL.
7. AREAS TO RECEIVE FILL TO BE BENCHED.
8. PREPARE BOTTOM OF BENCH FOR FILL BY DISCING TO A DEPTH OF 6-INCHES AND COMPACT. ANY LOCALIZED AREAS WHICH CANNOT BE SATISFACTORILY COMPACTED OR WHICH SHOW EVIDENCE OF PUMPING ACTION SHALL BE UNDERCUT AND RECOMPACTED WITH ON-SITE FILL.
9. ALL SITE GRADING FILL SHALL BE COMPACTED TO A DENSITY THAT IS NOT LESS THAN 95% STANDARD PROCTOR.
10. ALL AREAS WHICH ARE TO RECEIVE PAVING SHALL HAVE THE TOP 12-INCHES DISCED AND RECOMPACTED TO 95% STANDARD PROCTOR DENSITY.
11. THE MOISTURE CONTENT OF THE FILL MATERIAL SHALL MATCH URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, BETWEEN 0 AND 4% OVER OPTIMUM MOISTURE.
12. MAINTAIN ALL CUT AND FILL AREAS FOR SURFACE DRAINAGE AT ALL TIMES.
13. FINAL GRADES WITHIN PAVED AREAS SHALL BE WITHIN 0.1' OF PLAN GRADE, ALL OTHER AREAS TO BE WITHIN 0.2' OF PLAN GRADE.
14. BACKFILL TO TOP OF ALL CURBS.

STORM WATER NOTE

RYAN COMPANIES US, INC. IS RESPONSIBLE FOR DEVELOPING AND IMPLEMENTING A POLLUTION PREVENTION PLAN CONSISTENT WITH REQUIREMENTS PER IOWA NPDES GENERAL PERMIT NO. 2 FOR STORM WATER DISCHARGE. ADDITIONALLY, RYAN COMPANIES US, INC. IS RESPONSIBLE FOR COMPLETING A NOTICE OF INTENT TO THE IOWA DEPARTMENT OF NATURAL RESOURCES AND RECEIVING A LETTER OF AUTHORIZATION.

LEGEND

EXISTING/PROPOSED

- FLAT SCENERY
- WATER MAIN & SIZE
- SANITARY SEWER & SIZE
- STORM SEWER & SIZE
- UNDERGROUND ELECTRIC CABLE
- UNDERGROUND TELEPHONE CABLE
- UNDERGROUND CABLE TV
- GAS MAIN & SIZE
- MANHOLE
- INTAKE
- HYDRANT
- POWER POLE/LIGHT POLE
- UTILITY BOX/TELEPHONE BOX
- SILT FENCE
- CONTOURS
- TREES

SCALE: 1"=100'

NORTH

CEC
Civil Engineering Consultants, Inc.
2400 86th Street . Unit 12 . Des Moines, Iowa 50322
515.276.4884 . Fax: 515.276.7084 . mail@ceciac.com

DATE:	REVISIONS	COMMENTS
06-04-15	1	
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	3	
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	6	

DATE OF SURVEY: —
DESIGNED BY: —
DRAWN BY: —

JORDAN WEST

WEST DES MOINES, IOWA

SPECIFIC PLAN (GRADING)

SHEET 2 OF 3

A-1644

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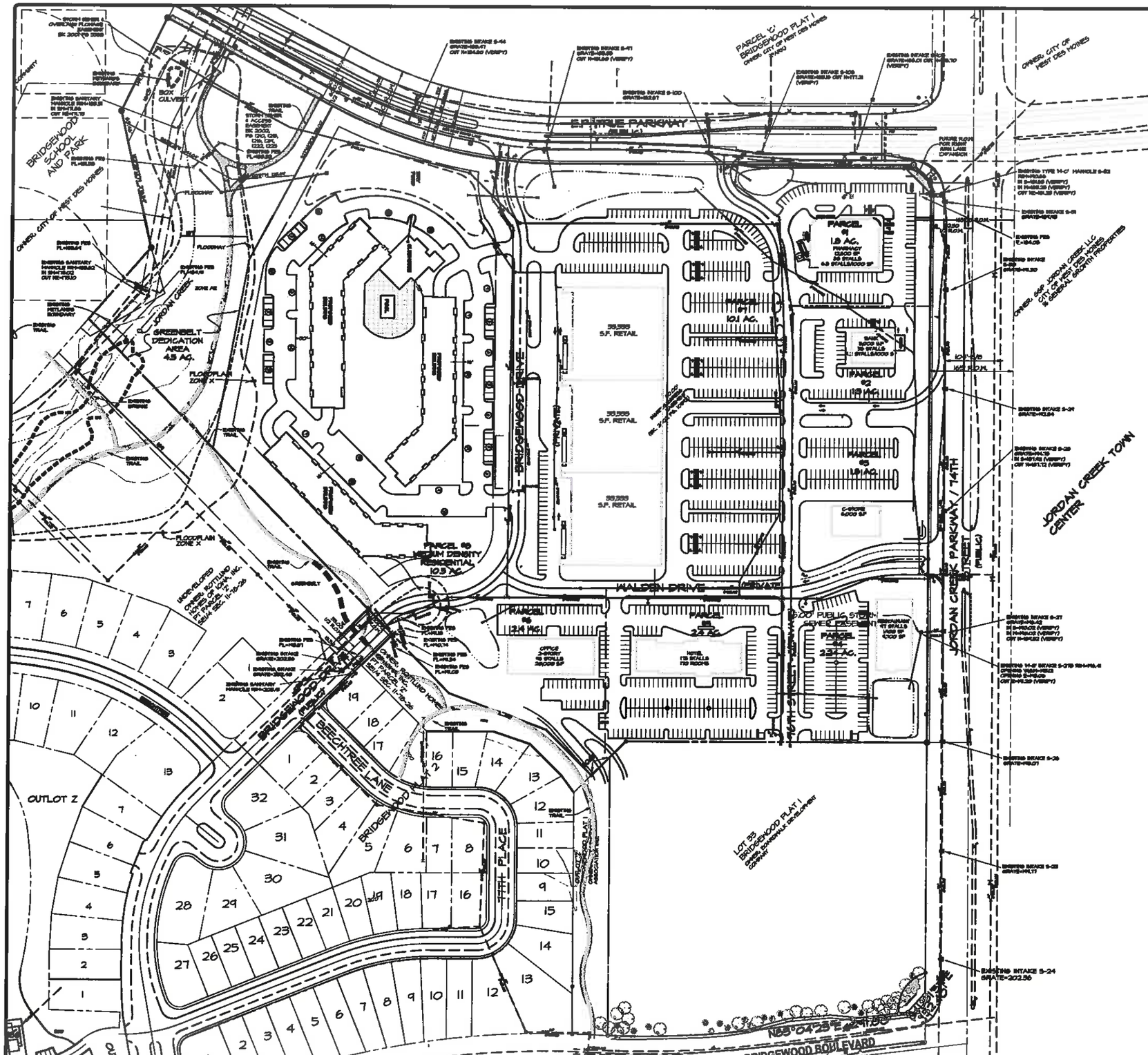

UTILITY NOTES

1. ALL DIMENSIONS ARE TO BACK OF CURB, OUTSIDE OF BUILDING WALL, AND TO PROPERTY LINES.
2. THE LOCATIONS AND DIMENSIONS SHOWN ON THE PLANS FOR EXISTING FACILITIES ARE IN ACCORDANCE WITH AVAILABLE INFORMATION WITHOUT UNCOVERING AND MEASURING. THE ENGINEER DOES NOT GUARANTEE THE ACCURACY OF THIS INFORMATION OR THAT ALL EXISTING UNDERGROUND FACILITIES ARE SHOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL PUBLIC AND/OR PRIVATE UTILITIES SERVING THE AREA TO DETERMINE THE PRESENT EXTENT AND EXACT LOCATION OF THEIR FACILITIES BEFORE BEGINNING WORK.
3. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CALL IOWA ONE-CALL BEFORE STARTING WORK.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WEST DES MOINES STANDARD SPECIFICATIONS. ALL SITE UTILITY WORK SHALL BE DONE TO WEST DES MOINES ENGINEERING SPECIFICATIONS, WEST DES MOINES PLUMBING CODE, AND WEST DES MOINES WATER WORKS STANDARD SPECIFICATIONS.
5. THE SITE UTILITY CONTRACTOR SHALL COORDINATE THE BUILDING SERVICE CONNECTIONS WITH THE BUILDING MECHANICAL CONTRACTOR.
6. VERIFY WATER MAIN AND SANITARY SEWER SERVICE LOCATIONS WITH ARCHITECTURAL DRAWINGS AND MECHANICAL PLANS.
7. ALL CONSTRUCTION WITHIN PUBLIC R.O.W./EASEMENTS, AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE WEST DES MOINES STANDARD CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS.
8. AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE WDM PUBLIC WORKS DEPT. (222-3480) TO OBTAIN ANY AND ALL CITY PERMITS THAT MAY BE NECESSARY.
9. AT LEAST 48 HOURS PRIOR TO ANY WATER MAIN CONSTRUCTION, CONTRACTOR SHALL NOTIFY WEST DES MOINES WATER WORKS.

LEGEND

EXISTING/PROPOSED

- FLAT SUBMARY
- 8" WATER MAIN & SIZE
- 8" SANITARY SEWER & SIZE
- 8" STORM SEWER & SIZE
- UGE UNDERGROUND ELECTRIC CABLE
- UGT UNDERGROUND TELEPHONE CABLE
- UTV UNDERGROUND CABLE TV
- 6" GAS MAIN & SIZE
- MANHOLE
- INTAKE
- HYDRANT
- POWER POLE/LIGHT POLE
- UTILITY BOX/TELEPHONE BOX
- SILT FENCE
- SODDING
- TREES

SCALE: 1"=40'

NORTH

CEC
Civil Engineering Consultants, Inc.
2400 86th Street . Unit 12 . Des Moines, Iowa 50322
515.276.4884 . Fax: 515.276.7084 . mail@ceciac.com

REVISIONS	COMMENTS
1	
2	
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DATE: 06-04-15

DATE OF SURVEY: ---

DESIGNED BY: ---

DRAWN BY: ---

JORDAN WEST
WEST DES MOINES, IOWA

SPECIFIC PLAN (UTILITY)

SHEET 3 OF 3

A-1644

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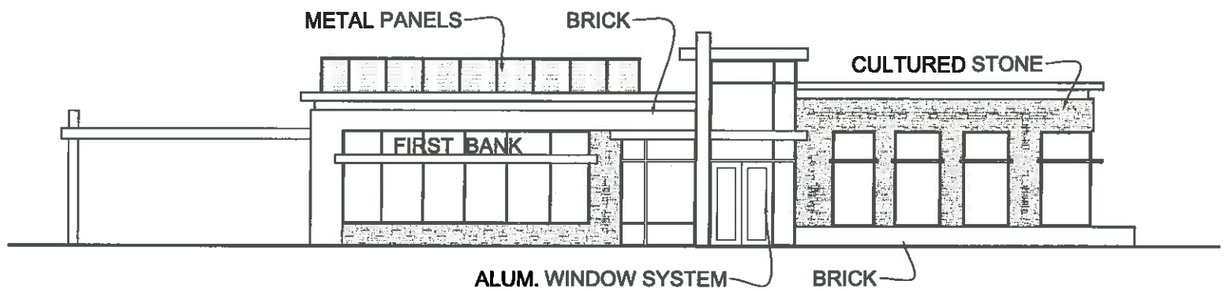
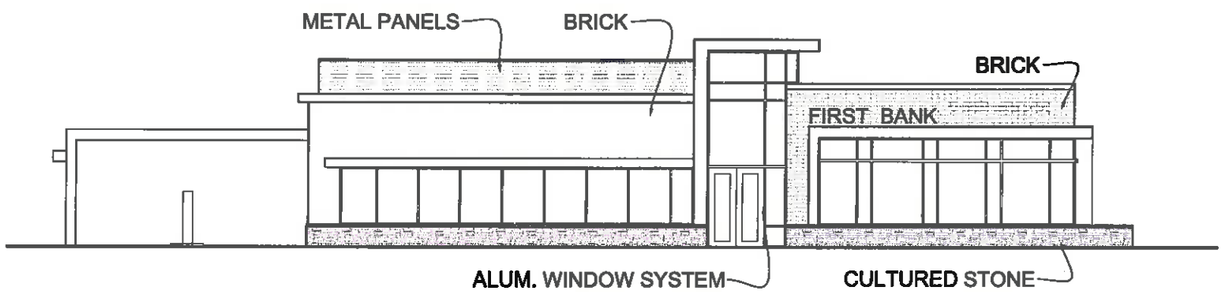


BANK BUILDING - ELEVATION CONCEPT



BANK BUILDING - ELEVATION CONCEPT

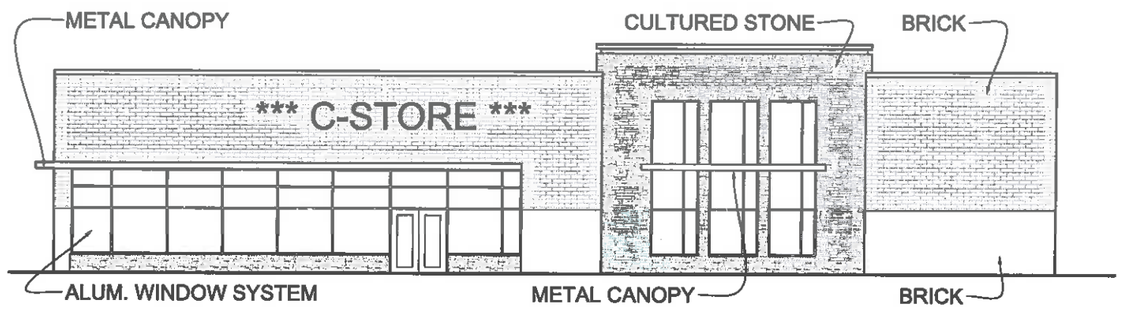
DEC 22, 2014

CEC
Civil Engineering Consultants, Inc.

JORDAN WEST

OPN ARCHITECTS

RYAN



C-STORE BUILDING - EAST ELEVATION CONCEPT

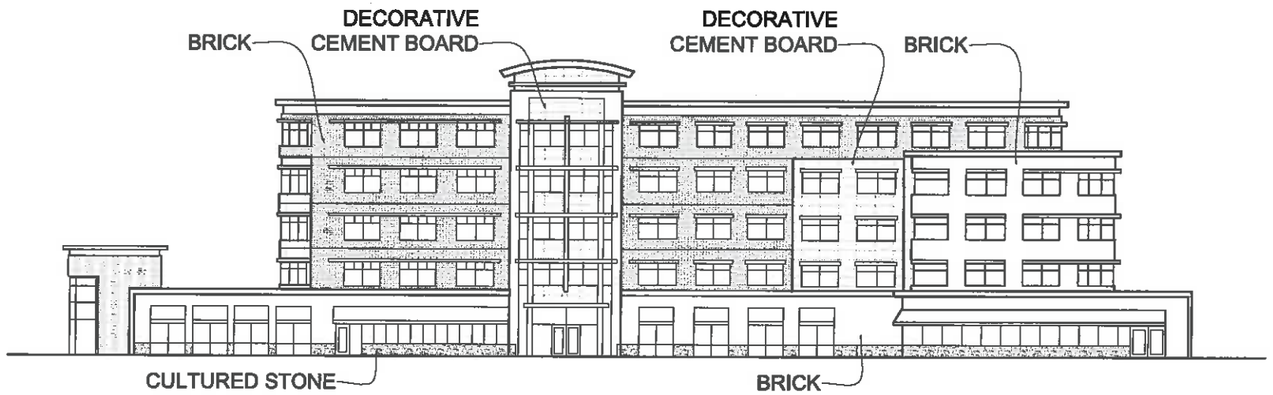
DEC 22, 2014

CEC
Civil Engineering Consultants, Inc.

JORDAN WEST

OPN ARCHITECTS

RYAN



HOTEL - ELEVATION CONCEPT

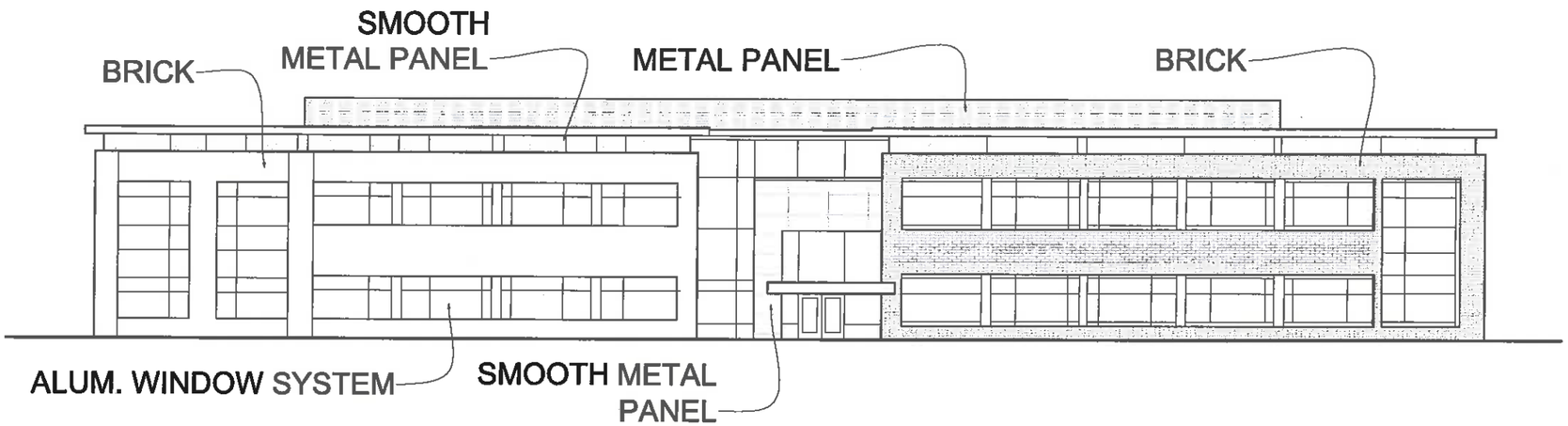
DEC 22, 2014

CEC Civil Engineering Consultants, Inc.

JORDAN WEST

OPN ARCHITECTS

RYAN



OFFICE - ELEVATION CONCEPT

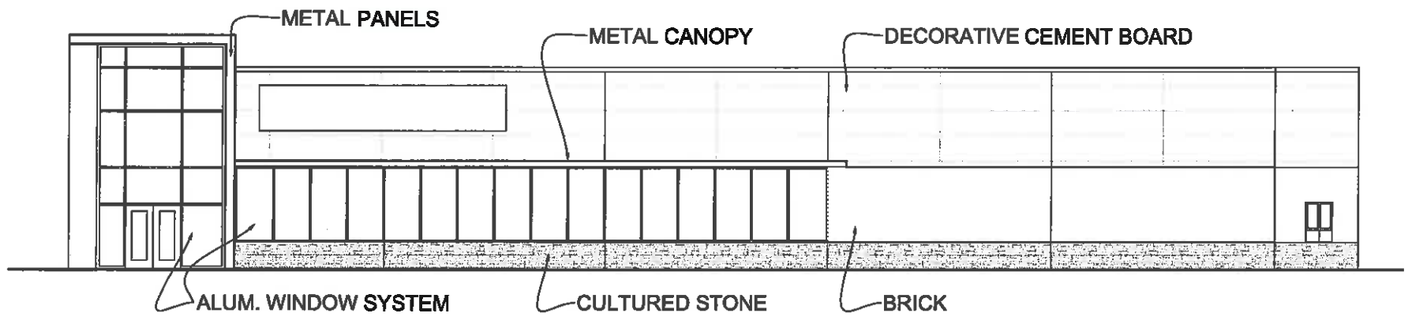
DEC 22, 2014

CEC
Civil Engineering Consultants, Inc.

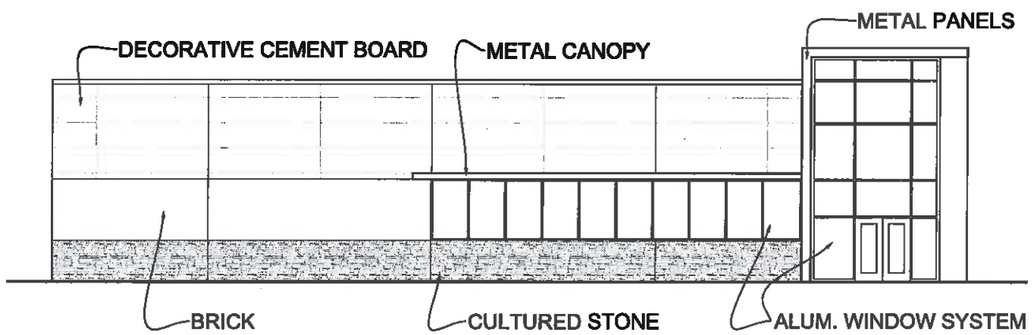
JORDANWEST

OPN
ARCHITECTS

RYAN



PHARMACY BUILDING - NORTH ELEVATION CONCEPT



PHARMACY BUILDING - EAST ELEVATION CONCEPT

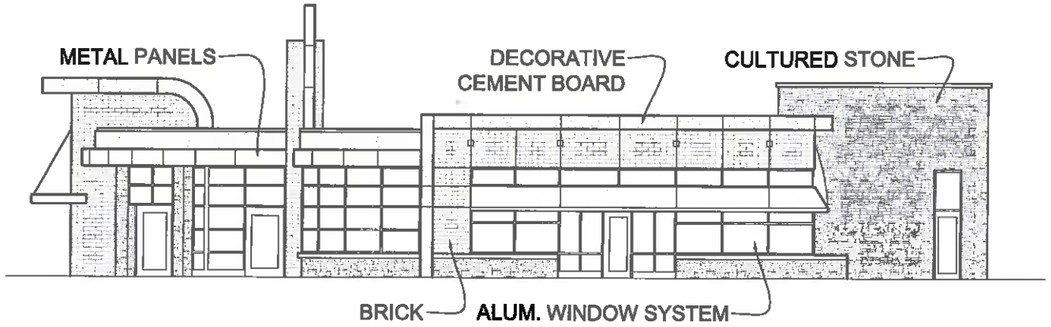
DEC 22, 2014

CEC
Civil Engineering Consultants, Inc.

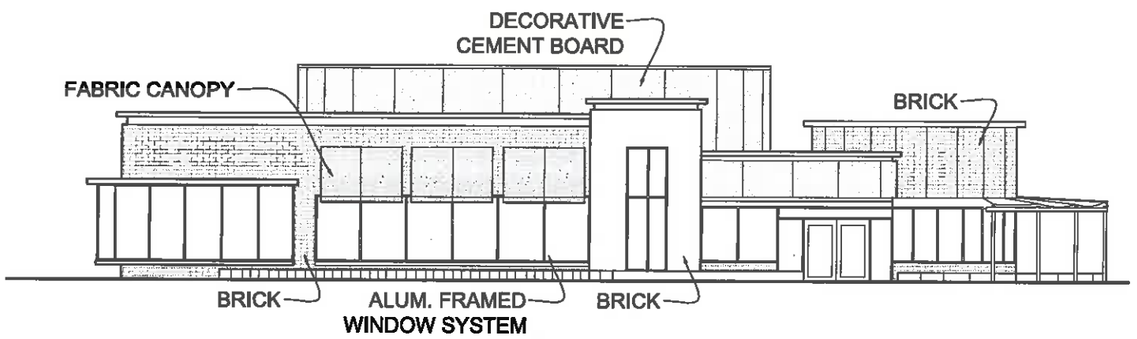
JORDAN WEST

OPN ARCHITECTS

RYAN



RESTAURANT - ELEVATION CONCEPT



RESTAURANT - ELEVATION CONCEPT

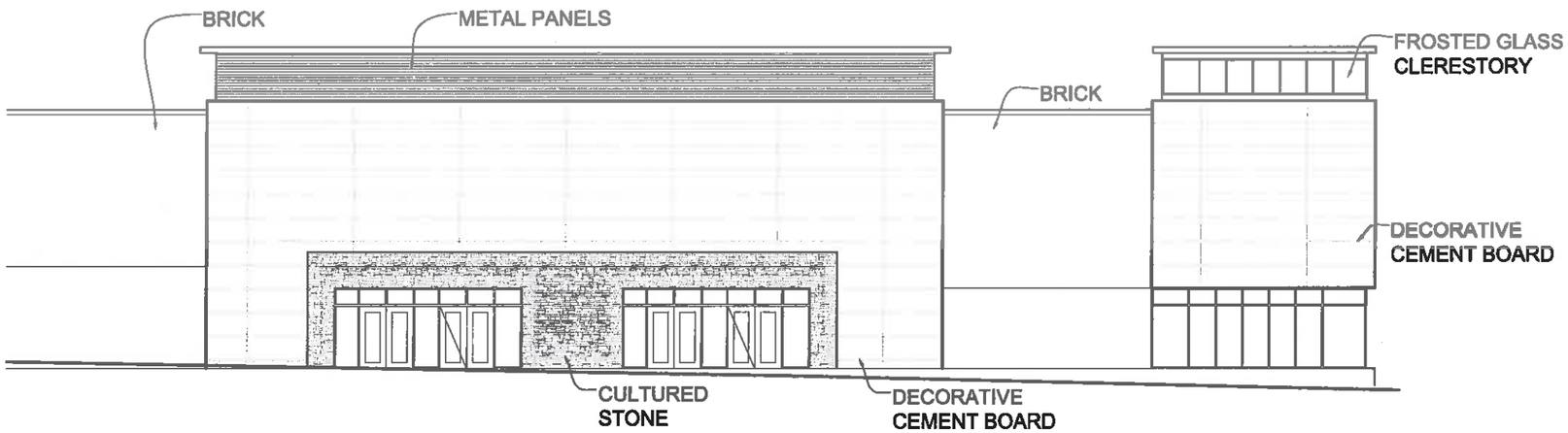
DEC 22, 2014

CEC Civil Engineering Consultants, Inc.

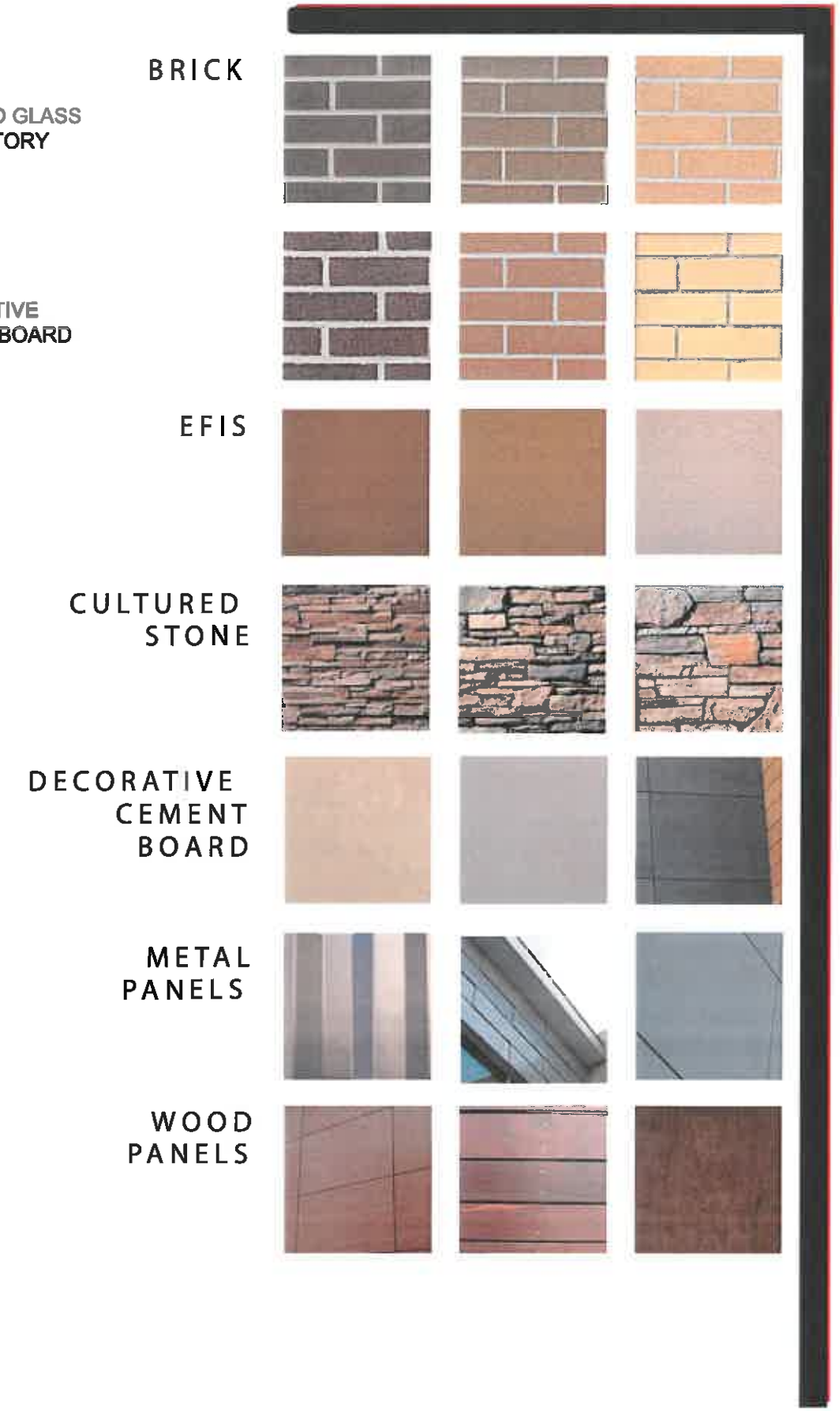
JORDAN WEST

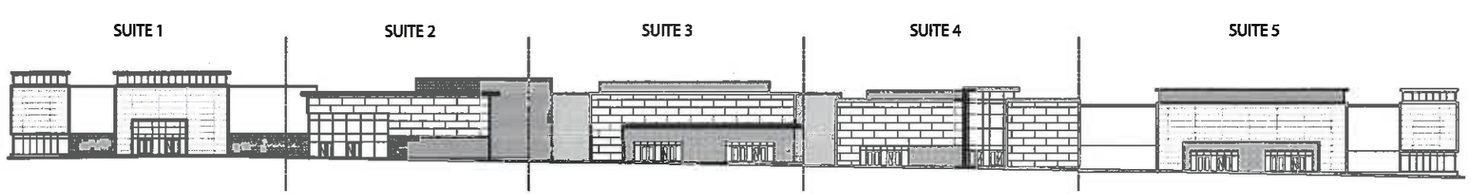
OPN ARCHITECTS

RYAN



RETAIL SUITE 5 ELEVATION





RETAIL BUILDING - OVERALL CONCEPT ELEVATION

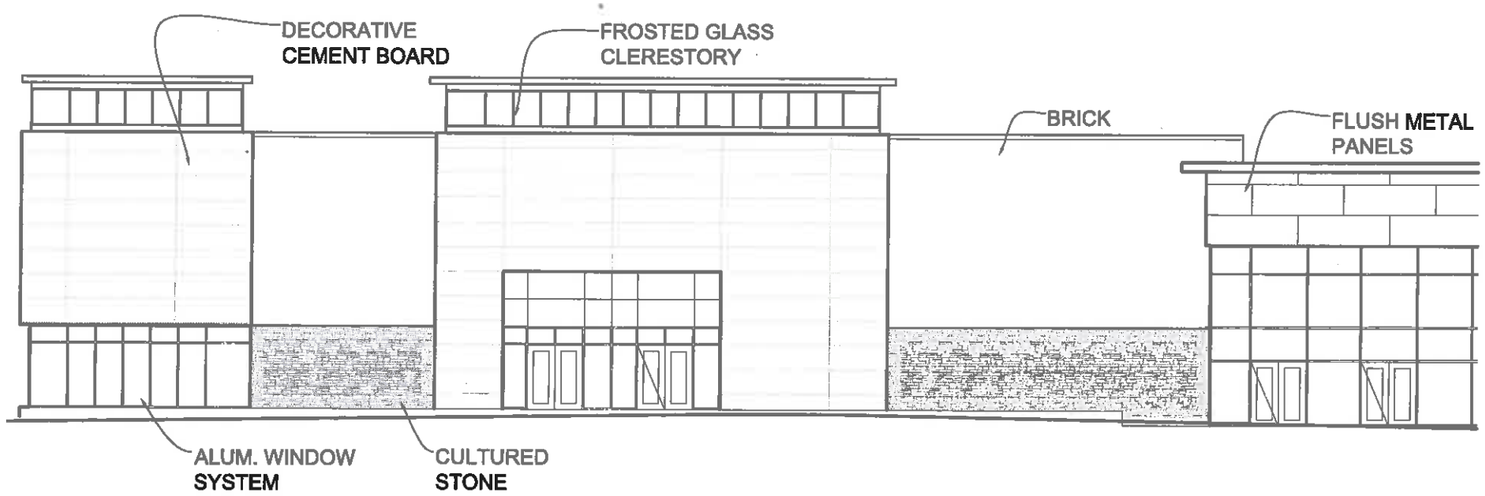
DEC 22, 2014

CEC
Civil Engineering Consultants, Inc.

JORDANWEST

OPN ARCHITECTS

RYAN



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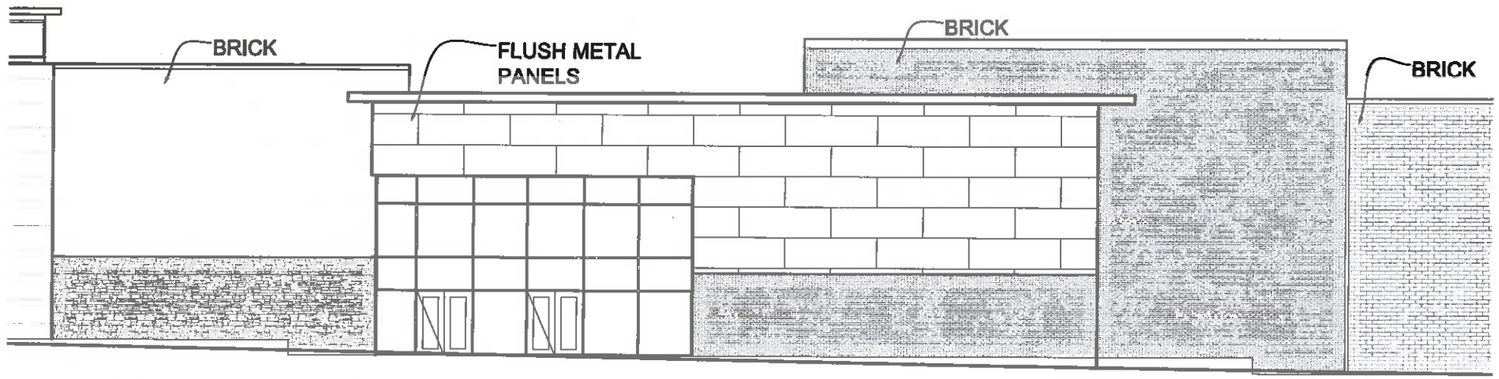

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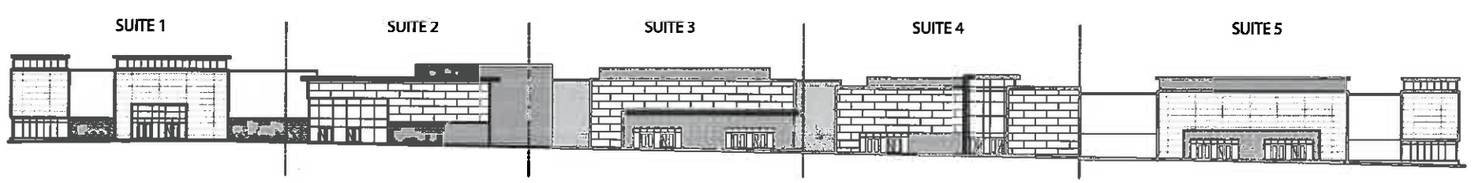

RETAIL BUILDING - OVERALL CONCEPT ELEVATION

DEC 22, 2014

CEC
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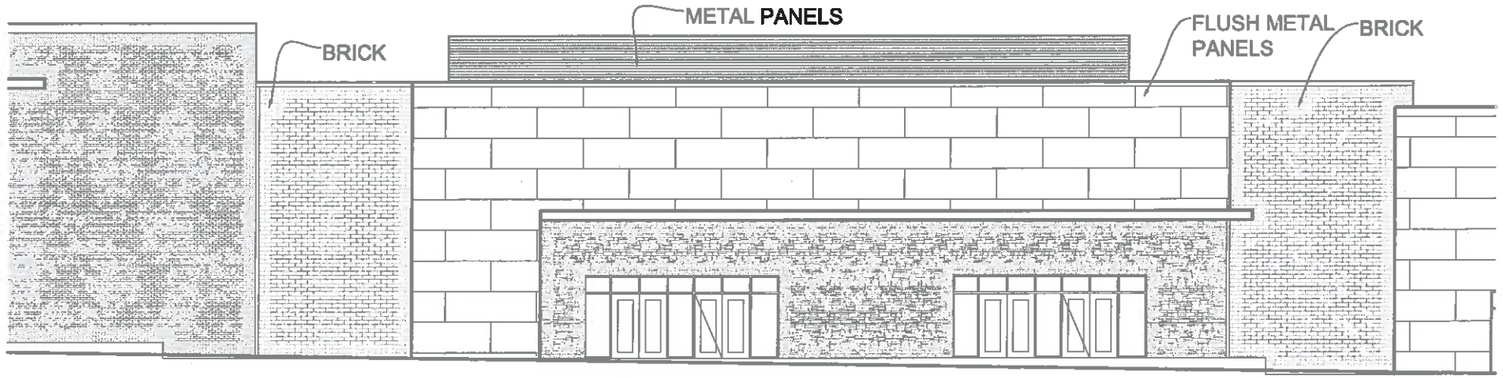
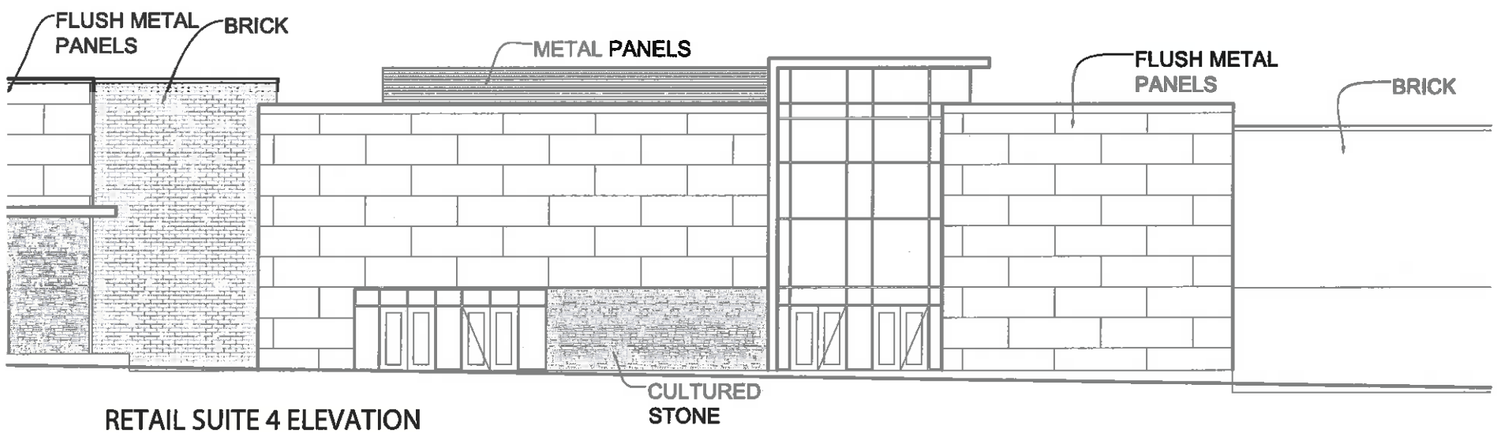
JORDAN WEST

OPN ARCHITECTS

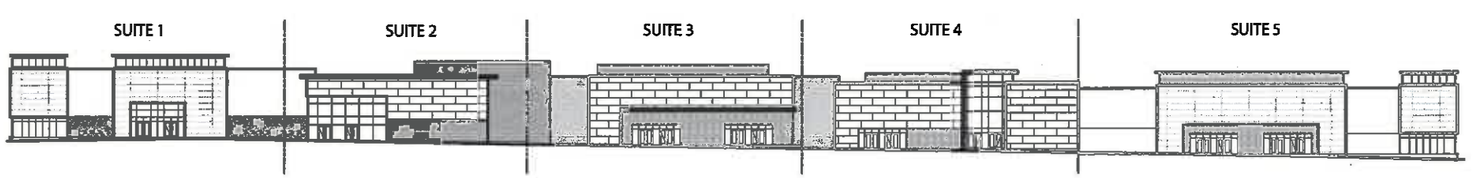
RYAN



RETAIL SUITE 3 ELEVATION



RETAIL SUITE 4 ELEVATION



RETAIL BUILDING - OVERALL CONCEPT ELEVATION

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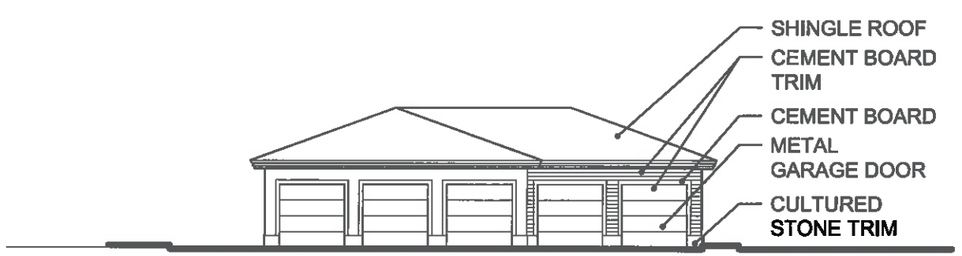
MULTIFAMILY BUILDINGS - ELEVATION CONCEPT

MULTIFAMILY BUILDINGS - TUCK UNDER PARKING ELEVATION CONCEPT



MULTI-FAMILY PARKING STRUCTURES - ELEVATION CONCEPT

CEC
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JORDAN WEST OFFICE PARK

RYAN

December 22, 2014

EXHIBIT II

Prepared by: B. Portz, Development Services, City of West Des Moines, P.O. Box 65320, West Des Moines, IA 50265
Return To: City Clerk, City of West Des Moines, P.O. Box 65320, West Des Moines, IA 50265

ORDINANCE #

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP AND THE CITY CODE OF THE CITY OF WEST DES MOINES, IOWA 2014, BY AMENDING TITLE 9, ZONING, CHAPTER 9, PLANNED UNIT DEVELOPMENT DISTRICT, PERTAINING TO P.U.D. (PLANNED UNIT DEVELOPMENT) DISTRICT REGULATIONS AND GUIDELINES.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST DES MOINES, IOWA:

SECTION 1: AMENDMENT: Ordinance #1749, pertaining to **Jordan West Office Park Planned Unit Development (PUD)** is hereby amended by deleting in its entirety and in place thereof creating the 'Jordan West Specific Plan Ordinance' with the following text:

Legal Description

PARCEL 'A' OF THE SURVEY OF PARCEL 'Z' IN THE SE 1/4 OF SECTION 11, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., CITY OF WEST DES MOINES, AS SHOWN IN BOOK 2002, PAGE 17509 IN THE OFFICE OF THE RECORDER OF DALLAS COUNTY, IOWA, EXCEPT THAT PART OF SAID PARCEL 'A' CONVEYED TO THE CITY OF WEST DES MOINES IN DEED FILED IN BOOK 2004, PAGE 3761.

SAID PROPERTY IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AS A POINT OF REFERENCE AT THE E 1/4 CORNER OF SECTION 11-78-26; THENCE S00°00'07"W, 855.09 FEET ALONG THE EAST LINE OF SECTION 11 TO A POINT; THENCE N89°59'59"W, 82.67 FEET TO THE POINT OF BEGINNING ON THE WEST RIGHT-OF-WAY LINE OF JORDAN CREEK PARKWAY; THENCE S00°00'07"W, 1105.69 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE NORTH LINE OF LOT 33, BRIDGEWOOD PLAT 1, AN OFFICIAL PLAT; THENCE N89°59'53"W, 592.24 FEET ALONG SAID NORTH LINE TO A POINT; THENCE S45°05'04"W, 94.76 FEET TO A POINT; THENCE N45°01'53"W, 126.89 FEET TO A POINT; THENCE N69°32'48"W, 204.69 FEET TO A POINT; THENCE N44°10'53"W, 1027.22 FEET TO A POINT ON THE SOUTH LINE OF BRIDGEWOOD SCHOOL, AN OFFICIAL PLAT; THENCE N40°54'26"E, 186.35 FEET ALONG SAID SOUTH LINE TO A POINT; THENCE N12°58'12"W, 276.547 FEET ALONG THE EAST LINE OF BRIDGEWOOD SCHOOL TO A POINT; THENCE N25°57'55"E, 204.18 FEET ALONG SAID EAST LINE TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF E.P. TRUE PARKWAY; THENCE S62°11'29"E, 371.10 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT OF CURVATURE; THENCE EASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 960.00 FEET, AN ARC LENGTH OF 465.91 FEET AND A CHORD BEARING OF S76°05'41"E TO A POINT OF TANGENCY; THENCE S89°59'53"E, 696.41 FEET ALONG SAID SOUTH RIGHT-OF-WAY LINE TO A POINT; THENCE S44°52'19"E, 49.61 FEET TO THE POINT OF BEGINNING AND CONTAINING 37.246 ACRES MORE OR LESS.

SECTION 2: REQUIRED PLANS: The following plans shall be required as a part of the processing of any development application for any property within the Jordan West Specific Plan:

A. Area Development Plan: An Area Development Plan is a plan that identifies planning units, major street patterns, master storm water drainage and detention concepts, utilities, shared public spaces, land use assumptions and proposed densities. It is intended to be a tool used to promote the communication and cooperation between adjacent property owners and developers to ensure cohesive and unified development.

An Area Development Plan shall be reviewed by the Plan and Zoning Commission and approved by the City Council prior to, or in conjunction with, the review of the Specific Plan for any property within said specific plan area. No change to the Area Development Plan shall be made without approval of an amended plan from the appropriate reviewing bodies.

Attached to this document (Exhibit I) or on file with the City Clerk is the City Council approved Area Development Plan for this property.

B. Specific Plan: A Specific Plan identifies detailed development criteria for each planning unit indicated on the Area Development Plan or more specifically delineated on the Specific Plan Map. The Specific Plan shall conform to the general development intent identified in the approved Area Development Plan, as well as the Town Center Overlay District Guidelines. The Specific Plan shall be reviewed by the Plan and Zoning Commission and adopted by the City Council by Ordinance.

This document shall constitute the Specific Plan Ordinance for Jordan West. Attached to and made a part of this ordinance is a Specific Plan Map that defines the planning units further discussed in this ordinance and illustrates the overall site layout concept for Jordan West (Exhibit II). This document and the associated exhibits (included or on file with the City Clerk) are intended to specify the components, parameters, and requirements to be adhered to and implemented in order to ensure the realization of Jordan West development concept. It is recognized that modifications and changes in building footprints and layout may be necessary in response to market demands and specific tenants. Additionally, it is recognized that square footages of one (1) building may be shifted to another or increased to accommodate specific user's needs. These changes may be allowed with the appropriate City approvals if the shift does not have a negative impact on the traffic patterns for the building/area and the total number of vehicle trips does not exceed that which has been allocated to the overall Jordan West development. At the discretion of the Director of Development Services, changes to the layout of the development that are deemed to be 'major' changes shall require an amendment to the Specific Plan Map and/or Ordinance, whichever is applicable. Major amendments shall require the review and approval of the Plan and Zoning Commission and City Council.

Where the Specific Plan Map and Specific Plan Ordinance conflict, the Specific Plan Ordinance shall prevail.

C. Development Applications (Overlay District Site Plans): Site Plans for all buildings within Jordan West must meet the intent of the approved Specific Plan. Site plans shall be submitted to the City of West Des Moines for review and approval prior to the development of any portion of the site. Site plans for permitted uses which comply (as determined by the Director of Development Services) with the design intent as set forth in this Specific Plan will be subject to administrative review and approval by the Director of Development Services. A one-week review and comment period by each and all-available members of the Plan and Zoning Commission and City Council shall precede the administrative approval. If upon review, two (2) or more members of the City Council, Plan and Zoning Commission, or a combination thereof request such; or if the Director of Development Services deems the proposed site plan is not in compliance with the approved Specific Plan or is potentially controversial, the site plan will be processed through the traditional full site plan review and approval process. Site plans for Permitted Conditional Uses (PC) as defined in the City Code, unless otherwise amended within this ordinance, shall be approved by the appropriate review body. At the discretion of the Director of Development Services, an amendment to Jordan West Specific Plan Ordinance may be required to bring consistency between the ordinance and site plan development proposed.

D. An operation and easement declaration (OEA) shall be established by the developer for the property encompassing Jordan West. The OEA shall identify requirements for the ongoing upkeep and maintenance of any privately owned common grounds, structures and signs and any other specific development improvements required by the developer in this ordinance.

Unless otherwise specifically noted or delineated, the Developer and individual lot owners shall have equal responsibility for the obligations specifically set forth in this Section or as generally noted in this ordinance.

Said OEA is hereby made a part of this specific plan ordinance by reference.

E. Preliminary and Final Platting: Prior to or in conjunction with any site plan submittal for proposed development of any land within Jordan West, said area shall be Preliminary and Final platted, in accordance with the City's Subdivision Ordinance, to delineate the parcel to be developed or sold. Lots without public street frontage, in accordance with the City Code requirements, may be allowed provided the frontage requirements of the Code have been met by an abutting or surrounding lot which is under common ownership under an owners' association, or a cross parking and access easement has been executed which provides for the unrestricted use and access of the drives and parking. Platted outlots are not buildable until such time that they are replatted through the City's subdivision process.

All private streets shall be identified as easements on the preliminary plat. Said easements shall provide for public ingress and egress for vehicular and pedestrian traffic.

Unless otherwise specifically restricted by City Council action, ground work and construction of private roads and utilities may be started, at the developer's risk, upon approval of the preliminary plat by the City Council. Public street and utility construction may begin, at the risk of the developer, after approval of the preliminary plat by the City Council and construction improvement plans by the City of West Des Moines.

Prior to approval of the final plat, unless otherwise allowed by Council, the developer of Jordan West shall provide the appropriate agreements, easements, and sureties for all public rights-of-way and other public improvements (utilities, sidewalks, street lights, etc.) within and associated with the development.

A final plat applicable to each proposed development area must be approved and recorded with the Dallas County Recorder's Office prior to approval of an overlay district site plan or issuance of any building permit, including footing and foundation permit, for construction of any structure within the area proposed for development.

SECTION 3: CONDITIONS: Whereas, Title 9 of the West Des Moines City Code includes Chapter 9, PUD Planned Unit Development District and establishes certain regulations and guidelines pertaining to accompanying information required on plat and site plan documents. Now, therefore, the following conditions, restrictions, and regulations are adopted as part of this approval, to wit:

In addition to the Specific Plan Map, the following general development criteria shall be integrated into and made a part of this Specific Plan Ordinance:

A. General Conformance to Subdivision Ordinance: All subdivisions, public streets, public street rights-of-way, and general development shall adhere to the standards and design criteria set forth in the West Des Moines subdivision ordinances and the most current design standards adopted by the City of West Des Moines pertaining thereto unless otherwise stated within this ordinance.

B. General Conformance to Zoning Ordinance: Unless otherwise specified herein, the development of the Jordan West Specific Plan shall comply with Title 9, Zoning, or any other applicable codes.

C. Flood Hazard: In all areas within a 100-year frequency flood hazard zone, or adjoining drainage ways, and detention ponding areas involving potential flood hazards, no building shall be erected that has a lowest floor, including basements, less that one foot (1') above the determining level of the 100-year frequency flood event, and no building shall be located within twenty-five feet (25') of any easement or property boundary of a major drainage way, storm water detention basin, or pond, unless said location is approved as part of a development entitlement by the City Council and said building is structurally designed accordingly.

D. Unless otherwise specifically approved by the City Council, the developer, its successors and/or assigns, if any, shall pay all planning, engineering, and construction costs for the development of the planned unit development as required by this Ordinance, and shall pay all costs related to approved site plans, which may include but is not limited to the cost of all streets, storm sewers, sanitary sewers, water mains and service lines, drainage-way

improvements, detention basins, buffers, and other improvements as required. No occupancy permits, either temporary or permanent, shall be issued until all necessary improvements applicable to the area/lot or structure requesting occupancy are installed and accepted by the City of West Des Moines. Nothing in this Ordinance shall be construed to prevent the developer, its successors and/or assigns, if any, from entering into private agreement(s) as it/they may desire to share the cost of improvements.

E. Prior to approval of the Jordan West Preliminary Plat, the developer shall put in place the OEA that shall identify responsibility for the maintenance of all common areas in perpetuity.

SECTION 4: REQUIREMENTS: Unless provided otherwise in this Ordinance, all general use regulations, performance standards and provisions set forth in Title 9, Zoning, of the City Code for the Support Commercial (SC) and Residential Medium Density (RM) Districts shall apply to any development within the Jordan West Specific Plan area. To the extent that the provisions of this Section conflict with or are more restrictive than similar provisions provided elsewhere in the West Des Moines Zoning Ordinance, the provisions of this Section shall control. The following land use design criteria, development standards, and landscaping regulations shall apply to all parcels within the Jordan West Specific Plan area:

A. *Land Use:* All land uses as set forth in Title 9, Zoning, of the City Code for the Support Commercial (SC) District as permitted and permitted conditionally shall apply in Planning Unit A as identified on the approved Jordan West Area Development Plan except as designated below:

1. All Permitted (P) uses within the Support Commercial (SC) District shall be allowed except those that have been prohibited by this ordinance. Also including the following:

SIC 5712	Furniture stores
SIC 5731	Radio, television, consumer electronics stores
SIC 5941	Sporting goods stores and bicycle shops
SIC 5944	Jewelry stores
SIC 5999	Packing Materials, boxes, padding
SIC 5999	Art, picture frames, and decoration stores
SIC 5999	Banners, flags, decals, and poster stores

2. All Permitted Conditional (PC) uses within the Support Commercial (SC) District shall be allowed with the approval of the appropriate review body except those that have been prohibited by this ordinance.

3. Prohibited Uses: the following permitted and permitted conditional uses otherwise allowed in the Support Commercial (SC) District shall be prohibited:

SIC 4925	Mixed, manufactured, or liquefied petroleum gas production and/or distribution

B. All land uses as set forth in Title 9, Zoning, of the City Code for the Residential Medium Density (RM-12) District as permitted and permitted conditionally shall apply to Planning Unit B as identified on the approved Jordan West Area Development Plan with the approval of the appropriate body.

C. *Dwelling Unit Density:* The calculation of dwelling unit density permitted on Parcel 8 shall also include in the calculation the greenway acres situated along the west side of the property. A total of 15 acres (Parcel 8 acreage (10.5) + greenway acreage (4.5)) shall be used to calculate the number of dwelling units permitted on Parcel 8. The permitted number of units on Parcel 8 shall not exceed 12 dwelling units per acre. The total number of units permitted is 180 dwelling units (15 acres x 12 du per acre).

D. *Building Setback:* Buildings shall be setback as follows. The setback shall be measured from the perimeter PUD boundary line to the primary wall of the structure. Intermittent encroachment into the setback shall be allowed for bump outs, roof overhangs, and pedestrian elements as long as minimum Building Code and Fire Code requirements for building separations are provided.

1. North - minimum of thirty feet (30')
2. East - minimum of thirty feet (30')
3. South –

a. Along the south boundary of Parcels 4 & 5 as indicated on the Specific Plan Map not otherwise adjacent to Lots 12-19, Bridgewood Plat 2 - minimum of twenty-five feet (25').
b. Along the south boundary of Parcel 5 & 6 as indicated on the Specific Plan Map (portions adjacent to the Lots 12-19, Bridgewood Plat 2) - minimum eighty feet (80').
c. Along the south boundary of Parcel 8 adjacent to the greenbelt - minimum sixty feet (60').

4. West – minimum twenty-five feet (25')
5. No setback (0') shall be required from an adjoining parcel which is included within the overall boundaries of the Jordan West Specific Plan area, except that no structure should be located closer than fifteen feet (15') to the back-of-curb of any interior private drive, nor shall any building be so located so as to block visibility at vehicle drive intersections and driveways.
6. Unless physically connected, all buildings shall maintain a minimum separation of twenty-five (25) feet unless otherwise required to be larger per adopted Building and Fire Codes.
7. Detached accessory structures shall not be located in the front yard of a lot fronting a public street and shall be set back a minimum of thirty feet (30') from perimeter boundaries and fifteen feet (15') from interior boundaries.

E. *Building Height:*

1. Buildings within Planning Unit A as indicated on the approved Jordan West Area Development Plan shall not exceed 36' in height, as measured from the average finished grade to the top of the parapet wall, except as follows:
   a. The building located on Parcel 5 as indicated on the Specific Plan Map shall be allowed to exceed 36'; however, shall be no greater than 5 stories in height as measured from the average finished grade to the top of the parapet wall.
   b. Building(s) located on Parcel 6 as indicated on the Specific Plan Map shall not exceed 2 stories in height as measured from the average finished grade to the top of the parapet wall.
2. Buildings within Planning Unit B as indicated on the approved Jordan West Area Development Plan shall not exceed three (3) visible stories of living space. The building may be a 4-story building with one level of parking generally recessed below grade.

F. *Parking Ratios:*

1. Parking ratios shall conform to Chapter 15 of the City's Zoning Ordinance.
2. At the discretion of the Director of Development Services, a less stringent parking calculation may be used provided the applicant can demonstrate a parking rate less than the above is adequate due to the type of potential use, shared uses or off-peak uses.
3. The OEA will establish blanket ingress/egress easement benefiting all lots.
4. It is the intent of the Developer that limited cross parking easements will be established. Lot owners will permit cross parking on an occasional and incidental basis.

G. *Parking Setbacks:*

1. Off-street parking areas shall be setback from the perimeter boundaries of the Jordan West development as follows:
   a. North – minimum thirty foot (30') setback.
   b. East – minimum thirty foot (30') setback.
   c. South –
      i. Along the south boundary of Parcels 4 & 5 as indicated on the Specific Plan map (adjacent to Planning Unit C as indicated on the approved Area Development Plan) – minimum five foot (5') setback unless the parking field is shared between developments with written consent of both property owners.
      ii. Along the south boundary of Parcels 5 & 6 as indicated on the Specific Plan map those portions of the lots adjacent to Lots 12-19, Bridgewood Plat 2 – minimum fifty foot (50') setback.
      iii. Along the south boundary of Parcel 8 as indicated on the Specific Plan Map – minimum thirty foot (30') setback.
   d. West – minimum twenty-five foot (25') setback.
   e. There shall be no minimum parking lot setback between internal lot boundaries except that parking areas should be setback a minimum of five feet (5') from the back of curb of internal private drives or

as otherwise necessary to accommodate the incorporation of landscape vegetation for visual screening and mitigation of paving expanses associated with off-street parking.

2. Parking stall measurements and drive aisle widths shall conform to Chapter 15 of the City's Zoning Ordinance.
3. No portion of any parking lot or drive aisle associated with parking may be located within a required buffer or streetscape.
4. Care should be taken to ensure that parking does not block visibility at vehicle drive intersections and driveways.

H. *Vehicle Drive Thrus and Canopy Areas*: The intent of this development is not to encourage the use of automobiles; however, it is recognized that drive-ups are a key component to the functionality of certain types of businesses due to their convenience. If, through the design review process, including an updated traffic analysis, if necessary, it can be demonstrated that such uses do not cause traffic congestion, do not interfere with pedestrian movements and can be designed to minimize their presence, a maximum of four (4) businesses with drive-ups may be permitted within the overall Jordan West development. Drive-up facilities may be allowed in conjunction with, but are limited to the following types of businesses; bank, coffee shop, dry cleaner, pharmacies, and fast food restaurants. Walk-up or pedestrian ATMs with no vehicle access; and loading zones in which the patron exits their vehicle and loads the merchandise/materials themselves shall be allowed as needed.

1. The incorporation of drive-up facilities may be limited by the type of use in association with the available vehicle trips allowed for the entire Jordan West development.
2. In all instances, the presence of the drive-ups shall be minimized through one or a combination of the following methods:
   a. Integration of the drive-thru into the building architecture in order to eliminate the appearance as an added on canopy component.
   b. Situating the drive-thru between two buildings in order to limit the number of views thereof.
   c. Opaque visual screening through the use of earth-berming to a height of a minimum of six feet (6') combined with vegetation of a predominately evergreen nature.
3. Canopy's, including Gas: Pump stations and other drive thru canopies must be designed to incorporate the building's architecture through the use of similar building materials, roof design, and earth-tone colors so as to blend with environment rather than draw attention to the element. The application of brick or stone to a minimum of 2/3 of the height of canopy support columns is required. When possible, canopies should be designed as an extension of the building rather than an added on element. Gasoline canopies shall be situated along the side of the store or interior to the site so as to minimize the visible presence of the vehicle use element. Canopies shall not be located parallel with and adjacent to public streets; however, may be located adjacent to internal or private streets as long as measures such as earthen berming and landscaping are implemented to minimize the presence thereof.

I. *Buffers*: The provision of adequate buffering and landscaping shall be more thoroughly evaluated and approved as part of the site plan approval. A master landscaping plan for all buffers shall be designed and approved concurrent with the first site plan approval requested so as to create cohesiveness amongst the buffers. Landscape plans for each lot containing a buffer area shall include buffer landscaping consistent with the approved master landscaping plan. Buffering between districts or parcels and uses shall not be required as set forth in Title 9, Chapter 19 of the City Code.

1. Buffers shall be provided along the perimeter boundaries of the Jordan West development as follows:
   a. North – thirty feet (30') from perimeter PUD boundary
   b. East – thirty feet (30') from the perimeter PUD boundary
   c. South –
      i. Along the south boundary of Parcels 4 & 5 as indicated on the Specific Plan Map – no buffer required.
      ii. Along the south boundary of Parcels 5 & 6 as indicated on the Specific Plan Map (adjacent to Lots 12-19, Bridgewood Plat 2) – fifty (50) feet from the PUD boundary.
      iii. Along the south boundary of Parcel 8 as indicated on the Specific Plan Map – fifty (50) feet from the PUD boundary.
   d. West – no buffer required; however, views of negative site elements visible from the greenbelt/trail area shall be mitigated.

e. No buffers between internal parcels shall be required except to mitigate undesirable elements and views.

2. Thirty Foot (30') Buffers:
   a. Required Plantings
      i. One (1) overstory tree, two (2) ornamental trees and six (6) shrubs shall be provided per thirty-five (35) lineal feet of required buffer.
   b. Vegetation Substitution:
      i. Two (2) ornamental trees, one (1) evergreen tree, or six (6) shrubs may be substituted for one required overstory tree; however, no more than twenty-five percent (25%) of the required number of overstory trees may be substituted.
      ii. A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.
      iii. Plantings shall be a mix of deciduous and evergreen to ensure year round color.
   c. It is recognized that some views of businesses are desired; therefore, buffer vegetation may be clustered to open up view windows to the businesses.

3. Fifty Foot (50') Buffers:
   a. Required Plantings
      i. Two (2) overstory trees or two (2) evergreen, four (4) ornamental trees and ten (10) shrubs shall be provided per thirty-five (35) lineal feet of required buffer.
      ii. At least 60% of plant materials provided shall be evergreen
   b. Vegetation substitution
      i. Two (2) ornamental trees or eight (8) shrubs may be substituted for one (1) overstory tree or one (1) evergreen.
      ii. A twenty-five (25) foot mass planting of perennials may be substituted for three (3) shrubs.
      iii. All overstory trees in this buffer area shall be 3" caliper minimum.
      iv. All evergreen trees in this buffer area shall be a minimum of six (6) feet in height when installed.
   c. Berming
      i. Along the south boundary of Parcels 5 & 6 as indicated on the Specific Plan Map (that portion adjacent to Lots 12-19, Bridgewood Plat 2) the earthen berming shall continue to the maximum height possible.
      ii. Along the south boundary of Parcel 8 as indicated on the Specific Plan Map (west of the Bridgewood Drive extension) the earthen berm shall be undulating between 3' and 8' for a distance of 50 yards from Bridgewood Drive to create a natural appearance and aid in providing visual screening of the adjacent multi-family apartment buildings.
      iii. Landscaping shall be installed on top of berms in natural appearing groupings to enhance the screening effectiveness of the berms. Berms must include groupings of evergreens to increase their screening effectiveness.
      iv. Said berms shall be designed in such a way as to not negatively impact storm water drainage or the approved Storm Water Management Plan for Jordan West.
   d. Timing
      i. The 50 foot buffer adjacent to Lots 12-19, Bridgewood Plat 2 shall be installed in its entirety, including berming and plantings, with the first development application in Jordan West regardless of said development application's location within the overall Jordan West development.

4. Ponds, lakes, wetlands, or other water features may be placed within buffer areas given the following:
   a. Such water features constantly contain water at a level visible from adjoining properties and public streets;
   b. Pond edge treatments are incorporated to enhance the attractiveness of the element (no 'wild overgrown pond edge' allowed);
   c. The appropriate water circulation and clarification measures are implemented and when possible, visible thus creating visual interest; and

d. Parking lot areas and other negative site elements are effectively screened from views from the right-of-way line. Whenever possible, vegetation for screening purposes shall be placed as close to the roadway as possible.

J. *Landscaping:* The landscaping requirements specified herein are intended to create an aesthetically pleasing development which enhances the appearance and character of the City of West Des Moines, while protecting the general health, safety and welfare of the citizens. Landscaping is required to address the following primary aspects or consequences of development:

- Open space protection and enhancement
- Mitigation of paving expanses associated with off-street parking
- Visual screening of undesirable views, activities and/or site elements, and
- Street side enhancement ('streetscapes')

The attached Specific Plan Map illustrates the general landscaping concept: this plan should be used as the guide for site plan development in respect to the general locations of plant material to be provided. Additional vegetation may be required in response to additional details of the use, buildings, parking, etc. to be implemented. Details regarding specific varieties, exact quantities, and the minimum size at time of planting shall be provided and approved as part of the site plan submittal and shall meet the general guidelines in respect to the minimum plant size traditionally applied to development within the City. In the event that alternatives to what is shown on the attached Specific Plan are desired, the minimum vegetation requirements specified within this ordinance will need to be provided and the original intent of the required vegetation met.

1. Open Space: The intent of open space is to allow for a balance between natural areas and the built environment and to provide for the overall beautification and "greening" of the City.
   a. A minimum of twenty percent (20%) open space shall be provided within each parcel as identified on the Specific Plan Map.
   b. Open space shall be considered all areas unencumbered by buildings or paved areas associated with parking, drive aisles, and loading zones. Plaza areas, water features and structures such as gazebos, arbors, pergolas, etc. that are associated with outdoor pedestrian use areas, as well as designated and enhanced pedestrian walkways through and between parcels may be counted towards fulfilling the minimum open space requirement.
   c. Vegetation at a rate of two (2) trees and three (3) shrubs per 3,000 square feet of required open space shall be provided within the parcel.
      i. Ten percent (10%) of all required trees shall be a minimum of 3-3½ inch caliper. Forty percent (40%) of all required trees shall be a minimum of 2-2½ inch caliper. The balance of all required trees shall be 1½ inch caliper. The minimum height for evergreens shall be six (6) feet and may be counted as 2-2½ inch caliper.
      ii. Vegetation substitution:
         1) One (1) evergreen tree or six (6) shrubs may be substituted for one (1) required tree; however, no more than twenty-five percent (25%) of the required number of trees may be substituted.
         2) A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.

   d. Vegetation required as part of the open space may be placed into off-street parking areas or required buffers; however the open space vegetation is in addition to that which would be required of buffers or parking islands/pods and may not be counted towards fulfilling the minimum amount of vegetation required for these areas.

2. Off-Street Parking Areas:
   a. All off-street parking areas shall be landscaped to screen their visibility from street rights-of-way and adjoining property outside of Jordan West development.
   b. All off-street parking areas shall be aesthetically improved to reduce obtrusive characteristics that are inherent to their function. Multiple landscape islands combined with vegetation shall be incorporated to effectively eliminate a "sea of asphalt/concrete" and to provide shade thus decreasing heat reflection back into the environment. Landscape islands and/or pods shall be implemented in accordance with the following:

i. Islands or open areas shall be located at the terminus end of all parking rows. Terminal islands shall measure at least ten feet (10') in width and shall match, at a minimum, the stall length unless otherwise allowed per the discretion of the Director of Development Services.

ii. Linear parking islands that run the length of the parking row shall be implemented as shown on the Specific Plan map. Said linear islands shall measure a minimum of eight feet (8') in width and shall be heavily landscaped to provide a mass of 'green' within the parking lot. The incorporation of defined pedestrian pathways within linear islands is encouraged.

iii. Linear parking rows with greater than twelve (12) parking stalls shall incorporate a landscape island or pod every six (6) stalls. At a minimum, islands shall match the dimensions of one (1) parking stall and pods shall measure a minimum of six (6) feet from back-of-curb to back-of-curb.

iv. For every 9'x17' landscape island and landscape pod, one (1) tree shall be required within the parking area.

3. Visual Screening:
   a. Mechanical Equipment:
      i. Views from public streets and adjoining property of the negative aspects of development and land uses such as loading docks; heating, ventilation, or air conditioning (HVAC) units; or similar electrical or mechanical appurtenances shall be adequately screened. Said screening shall be achieved through the use of architectural features or earth berming and landscaping consisting of predominately evergreen material.
      ii. All rooftop mechanical units shall be screened from views from public and private streets and adjoining properties by the use of an opaque screening material compatible with the architecture of the building or architecturally designed screen walls, parapet walls, penthouse, or other opaque material comprised of materials consistent with the associated primary structure. Screening measures and materials shall be identified as part of the site plan review process.
   b. Trash Enclosures: Trash receptacles and dumpsters shall be screened on all sides by the use of a permanent enclosure. Whenever possible, the enclosure should be designed as an attached extension to the primary structure rather than a free-standing structure. Enclosures shall be constructed of materials consistent with or complementary to the primary structure. Additionally, the enclosure should be landscaped to minimize the visual presence and impact of the structure on surrounding properties, businesses, and public streets.
   c. Outdoor Storage: Unless otherwise allowed through the issuance of a Temporary Use Permit under the provisions of Title 9, Chapter 16, Temporary Use Permits of the City Code or the site plan review process, all outdoor display and storage shall be prohibited.

4. Streetscaping: A landscaped edge or 'streetscape' shall be provided along all public and private streets and primary access drives which are not otherwise required to provide a buffer. These streetscapes are intended to provide desired green to the City, interest, comfort to pedestrians, visual softening of pavement expanses, bring human scale to adjoining buildings, minimize heat-reflection, and provide traffic calming benefits. The streetscape should have a noticeable pattern, design, or plant variety and should attempt to serve as a distinguishing or identifiable landmark for the development.
   a. Streetscaping shall be located within the first fifteen feet (15') parallel and adjacent to private streets or primary access drives. The streetscaping area may contain pedestrian sidewalks.
   b. Vegetation within streetscape areas shall be provided at a rate of one (1) tree and three (3) shrubs per thirty-five (35) lineal feet of street or primary access drive.
      i. A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.

K. Pedestrian Elements: Jordan West, in alignment with Town Center Overlay District Guidelines, aims to encourage pedestrian movement and opportunities for pedestrian interaction through a series of interconnected sidewalks and gathering areas. The attached Specific Plan Map indicates the locations and type of anticipated plaza areas and pedestrian corridors. There are a total of four (4) anticipated plaza areas as shown on the

Specific Plan. Details for each of these plaza areas shall be submitted, reviewed, and approved as part of the site plan for the adjoining parcel.

1. Useable Open Space: All parcels within the Jordan West development shall provide usable open space or activity spaces through the integration of plazas, green spaces, interconnected and enhanced pedestrian corridors and focal point elements.
   a. These areas shall encourage opportunities for interaction among pedestrians through the provision of seating opportunities (benches, chairs, tables, planter walls, etc.). Without compromising the design intent of the plazas, the developer is encouraged to maximize the number of furniture/seating opportunities throughout the development. Representations of the site amenities, including street furniture that will be provided throughout this development are included in the exhibit packet (attached or on file with the City Clerk). Although deviations from the illustrations are permissible, the street furniture is intended to serve as a unifying element throughout the development.
   b. Open space plazas areas shall incorporate a variety of hardscape landscape materials (stone pavers, stamped concrete, field boulders, etc.) for visual interest and variety and shall implement landscape vegetation to soften, enhance, and delineate the areas. All plaza/pedestrian areas are required to incorporate 'green' through the incorporation of planter beds, containers, or raised planters.
   c. Appropriate lighting should be incorporated into the plaza areas and along pedestrian pathways for safety reasons and to extend the usability of the area into the evening hours. Such lighting may be provided by either pole mounted fixtures or bollard style lighting. Primary pedestrian pathways (those 5' and greater in width) and plaza areas identified on the Specific Plan Map shall be lit to a minimum level of 0.50 foot candles.
   d. Plaza areas associated with establishments which serve alcoholic beverages shall provide a definable boundary (change in material, unmovable signage, physical feature, etc.) between the private establishments in which alcohol consumption is allowed and the public area in which it is not. A physical barrier (fencing, railing, landscaping, etc.) shall prohibit access into the patio area from the public area; all access into the patio area shall be through the interior of the establishment. The barrier specifications shall be reviewed and approved as part of the alcohol permit application.
   e. Unless otherwise specified, the installation of these pedestrian elements shall be by the developer of Jordan West in conjunction with the development of a specific lot and shall be completed prior to occupancy.

2. Pedestrian Connections: The overall development shall integrate interconnected pedestrian walkways to allow and encourage pedestrian movement from one establishment to another within the Jordan West development, as well as to other surrounding developments. Multiple connections shall be provided from internal pedestrian pathways to the public trail located within the greenway west of Jordan West.
   a. Pedestrian pathways internal to the development and across parking areas and drive aisles shall be constructed with contrasting color, paving material or pavement patterns to the adjoining paving in order to provide a definable and highly visible crosswalk. Simply striping pedestrian crosswalks shall not meet the intent of this section.

L. Lighting:
1. Fixtures used within off-street parking areas shall be consistent with those illustrated in the exhibits packet (attached or on file with the City Clerk). Although deviations from the illustrations are permissible, the fixtures are intended to serve as a unifying element between parcels within the development.
2. Said fixtures greater than 150 feet from the existing Bridgewood residential lots shall not exceed twenty-eight feet (28') in height as measured from the ground to the top of the light structure.
3. Said fixtures greater than 100 feet but less than 150 feet from the existing Bridgewood residential lots shall not exceed twenty two feet (22') in height as measured from the ground to the top of the light structure.
4. Said fixtures greater than 50 feet but less than 100 feet from the existing Bridgewood residential lots shall not exceed sixteen feet (16') in height.
5. No fixtures shall be located closer than 50 feet to the existing Bridgewood residential lots.
6. The footcandle level at the property line adjacent to the existing Bridgewood residential lots shall be zero.
7. The footcandle level one foot at all other property lines shall be less than one.
8. Said fixtures are to be downcast, cut-off variety to direct lighting to parking areas and pedestrian pathways and eliminate glare to neighboring properties. Bulbs shall not be exposed or extend down past the fixture.

9. No wall packs or floodlighting are allowed. In addition to cut-off fixtures, particular attention shall be given to eliminate hot spots and light glare. To achieve this, additional measures may include, but are not limited to, lowering parking lot light levels after business hours, turning off lights not necessary for security purposes, and use of landscaping for light screening/blockage.
10. As a part of the review of each site plan, a photometric plan must be submitted. During the review, the applicant must demonstrate how lighting will not adversely affect adjoining properties.
11. Fixtures located 150 feet or less from the existing Bridgewood residential lots shall be turned off no later than 9:00 PM each night, except those lights necessary for security purposes. Operational hours of fixtures located more than 150 feet from the existing Bridgewood residential lots shall be governed by the OEA.

M. Cart Corrals: Shall be permanent fixtures and constructed with masonry, stone or block. No signage identifying a tenant or products shall be located on the cart corrals. Cart corrals shall be anchored to the ground to prevent movement and misalignment due to vehicle and maintenance equipment hitting the corral.

SECTION 5: ARCHITECTURE: The intent is to create building façades throughout this development that are varied and articulated to provide visual interest to pedestrians and to establish a unique identity for the development. The architectural design of any building within this development shall be acceptable to the City. The architecture shall attempt to express a creative presentation by careful attention to exterior building materials and details, use of fenestration, and change in building mass within the plan and roof design to lessen the plainness of appearance which can be characteristic of large commercial buildings. Building design, materials, and colors shall provide continuity amongst buildings to unite all structures within the development into one project concept. All sides to each building shall receive high quality materials, finishes, and details (360° architectural treatment). There are no "backs" to a building. Materials should be durable, economically maintained and of a quality that will maintain their appearance over a prolonged time.

On file with the City are conceptual architectural illustrations to be implemented illustrating the general architectural style and materials. Once City approval is gained on a particular building design, any changes in design before or during construction must be reviewed and approved by the City's Development Services Department.

A. All buildings within this development shall accommodate or incorporate the following in building design and materials:
   1. Corporate architecture shall be prohibited.
   2. Buildings shall be organized to create a logical and identifiable relationship with the site and other buildings, open spaces, pedestrian circulation paths.
   3. The use of building articulation and materials which break up the building mass into modules that respect a pedestrian scale and reflects proportions similar to other buildings within the development.
   4. The building's design should meet context and site objectives such as providing gateways, creating visual and physical linkages and framing or terminating views.
   5. Variation in building height, mass and roof forms shall be provided to create interest while still maintaining an overall building continuity. Roofs should not be designed as attention-getting devices related to the reinforcement of signage or as an identifiable corporate image.
   6. Entrances into buildings should be easily identified through the use of building design and detailing. Projected or recessed entryways, change in rooflines, addition of awnings or changes in building material are examples that can create this effect.
   7. Shifts in building planes/facades and variation in exterior materials shall be incorporated to minimize long expanses of wall. Long blank walls shall be prohibited.
   8. Ground floor tenant areas should provide the maximum possible glazing toward sidewalks to provide pedestrians with visual interest. Use of reflective glass or mirrored glass is discouraged. Efforts should be made to use clear glass on storefronts, windows and doors to promote the linkage of the interior and exterior of buildings.
   9. Natural materials such as brick and stone shall be used as the major elements of the facade, architectural concrete or metal acceptable to the City can be incorporated in the design. The use of EIFS or synthetic stucco shall be used in moderation and primarily used as an accent or trim material and not within 6 foot of grade. Use of vinyl materials is prohibited.
   10. Variation in materials, material modules, expressed joints, textures, colors and details should be used to break up the mass of the buildings. Materials should change with the change in building planes.

11. Trim and structural elements such as posts or columns shall be sized to the scale of the building.

B. Architectural design for multi-family buildings shall express a creative presentation of exterior building materials, details and treatment of windows and doors. All facades of the building in public view or which are visible from parcels surrounding the development shall be treated with the same level of architectural style and detail. Design strategies to lessen the plainness of appearance which can be characteristic of large residential buildings shall be incorporated in the building design.
   1. Building design shall incorporate changes in building plane, wall heights and roof forms that break up the building into modules which reflect the individual dwelling units within the building. Strategies include:
      a. Facade modulation - stepping back or extending forward a portion of the building
      b. Changing the roof height and form by alternating dormers, stepped roofs, gables, or other roof elements organized with the changes in plan or to identify individual dwelling units;
      c. Easily identifiable entrances achieved through changes in building form, materials and details.
   2. Building form and materials should provide unique treatment of the individual units, but still maintain the cohesive design of the development. Designs that are repetitive in form and material use should be avoided. Unit design should incorporate elements such as balconies and roof decks to reinforce the connection between the residents and the activities within the development. A minimum of 80% of the multi-family units within the development must provide a balcony or porch to provide a useable outdoor space of at least five (5) feet deep.
   3. Building design shall incorporate durable and substantial buildings materials such as brick, stone, on all sides of the building primarily on the base (lowest) story of the building. Vertical or lap siding, shakes and stucco can encompass the remaining area, combining a variety of colors and textures along with trim and details to provide visual interest within the development. Use of natural materials is encouraged, composite materials such as fiber cement and wood composites are appropriate substitutions. Vinyl siding may be used only with appropriately scaled trim and not as the majority cladding material. Asphaltic shingles shall be allowed provided the shingle materials are of a heavier grade that produces a shake or shadowing effect and is consistent with the color and materials used for the development. Materials should change with the change in building plane and be arranged to have the appearance of three-dimensional elements. Trim and structural elements such as posts or columns shall be sized to the scale of the building. Door and window openings shall be incorporated on all sides of the building.
   4. The architectural details of detached garages should incorporate the materials and treatments of the dwelling unit, such as windows, doors, trim and materials and the architectural style of the dwelling unit. Building design should minimize the dominance of garage doors on the facade. Design options that can mitigate the dominant appearance of garages are as follows:
      a. Enhanced garage facade design such as the addition of engaged columns, secondary roof forms or decorative garage doors.
      b. For garages included in the primary building, recessing the garage door from the surrounding façade a minimum of 12".
      c. Providing side entry garages for end units of primary buildings.
      d. Limiting the detached garage building size to no more than one-hundred (100) feet in length. In addition, for every eight (8) garage bays, there must be a total garage building separation of twenty (20) feet.

SECTION 6: SIGNAGE.

All proposed exterior signage requires a sign permit issued by the City of West Des Moines through normal sign review procedures. Unless otherwise prescribed herein, signage shall abide by the standards and regulations as set forth in Title 9, Chapter 18: Signs, for the Support Commercial (SC) District and the Residential Medium Density (RM), as applicable to the allowed land uses specified for each respective parcel.

A. Ground Signs:
   1. Development Identification Signage:
      a. A maximum of two (2) development identification signs, one per public street frontage, which identify the name of the development shall be allowed. Said signs shall not exceed ten feet (10') in height and one hundred twenty five (125) square feet in overall size.
      b. The name of the development shall be the predominate copy on the sign with no more than three tenant names displayed on the development sign. The total copy area dedicated to tenant identification shall not exceed 64 square foot. The tenant copy area shall be comprised of individually attached and

illuminated letters, routered sign face with push through letters, or opaque vinyl backing to limit the illumination to the copy of the sign and eliminated backlighting of the background areas.

c. Said signs shall be set back a minimum of twenty feet (20') from ultimate public street right of way lines and out of vision triangles at intersections.

d. Said signs shall be landscaped at the base of the structure and shall have a noticeable base and/or column element comprised of brick or stone. Ground signs throughout the Jordan West Development shall be a unifying element, consistent in design and materials. No additional mounding of soil or berming shall be allowed to elevate the sign except as required as part of a site plan for screening purposes.

2. Tenant Monument Signs:

a. A maximum of two (2) tenant monument signs which list the development name and names of businesses located within the development shall be allowed. There shall be no limit on the number of tenants identified on a sign.

b. Tenant monument signs shall be a minimum of twenty feet (20') from the public street right of way line or fifteen feet (15') from the curb of a private street. The sign structure shall be a maximum of seven and one-half feet ($7^1/_2$') in height and no greater than sixty five (65) square feet in overall size. If located adjacent to a private street or drive, the sign structure shall be a maximum of six and one-half feet ($6^1/_2$') in height and no greater than forty five (45) square feet in overall size.

c. The tenant copy area shall be comprised of individually attached and illuminated letters, routered sign face with push through letters, or opaque vinyl backing to limit the illumination to the copy of the sign and eliminated backlighting of the background areas.

d. Said signs shall be landscaped at the base of the structure and shall have a noticeable base and/or column element comprised of brick or stone. Ground signs throughout the Jordan West Development shall be a unifying element, consistent in design and materials. No additional mounding of soil or berming shall be allowed to elevate the sign except as required as part of a site plan for screening purposes.

3. Residential Identification Signs (Parcel 8 as indicated on the Specific Plan Map): One ground monument sign identifying the name of the residential development shall be allowed at each vehicle access drive into Parcel 8. Said sign shall be setback a minimum of 10' back from the back of curb of any private street and 15' from any public street right-of-way. The maximum height for the residential monument sign shall be five feet (5') and the maximum size of the structure shall be 35 square feet. Said signs shall be landscaped at the base of the structure and shall have a noticeable base and/or column element comprised of brick or stone. Ground signs throughout the Jordan West Development shall be a unifying element, consistent in design and materials. No additional mounding of soil or berming shall be allowed to elevate the sign except as required as part of a site plan for screening purposes.

4. Directional Signage: To help facilitate vehicular movement and provide direction to patrons to various public streets and private internal access drives, directional signage may be permitted within the Jordan West Development at the discretion of the Director of Development Services or their designee. The primary intent of directional signage is not to draw people off of the public streets but rather direct them through the streets and drives within the development. Sign locations are generally intended to be at interior locations within the development, thus letter size is intended to be only large enough for a vehicle in close proximity to read it and not such that it is legible from the exterior of the property and/or public streets. Directional signs shall not be larger than eight square feet and a maximum of four feet in height. Tenant identification may be allowed on the directional signs if it is determined by the Director of Development Services that identification of a tenant is necessary and beneficial for orientation purposes. Tenant identification is not intended as a marketing tool as part of lease agreements. Said signs may only be located on private property within the Jordan West Development; shall not be located within public utility easements and shall be located outside of both pedestrian and vehicle vision triangles at intersections. A sign permit shall be issued by the city prior to installation of any direction signs.

B. Wall Signage: The regulations and provisions set forth in title 9, chapter 18, "Signs", of the city code for the designated zoning classification for the respective parcel shall govern sign design and placement with the exception of the following:1. Parcels 5 and 6 shall be allowed one (1) square foot of wall signage per linear foot of tenant frontage which contains the buildings primary public entrance. No wall signage shall be

allowed on any wall facing single family residential properties. Wall signage for a tenant in a multi-tenant building shall be located on the wall area of the tenant's location within the building.

2. Parcel 7 shall be allowed one and one half (1 1/2) square foot of wall signage per linear foot of tenant frontage which contains the buildings primary public entrance. No wall signage shall be allowed on any wall facing a residential property.

3. All wall signage within the Jordan West Development shall incorporate aesthetic features compatible with the overall character of the development. All wall signs will be composed of either solid individual letters of anodized aluminum or galvanized metal or plastic attached to the building fascia, illuminated self-contained individual letters with translucent plastic faces set in anodized aluminum returns and trim or solid metal panels with routed letters illuminated by recessed cabinets. To the greatest extent possible, signs shall be contoured to minimize the excess unused area of a sign and to minimize the amount of glow. Logos may be incorporated into wall signage and shall not be larger than one and one-half ($1^1/_2$) times that size of the largest letter in the sign. A contoured panel sign may be allowed for logo signs but shall be designed so that only the logo is illuminated and background areas are covered with opaque vinyl or a routed face design. The sign administrator shall work with the applicant to accomplish a sign for the logo that allows for the tenants identity to be recognized but minimizes the background illumination and addresses the intent of this ordinance.

SECTION 7. VEHICLE TRIP ALLOCATION. As part of the 2015 amendments to the Area Development Plan, Comprehensive Plan, and Specific Plan approved for this site and consistent with the original traffic analysis completed by Snyder & Associates (February 12, 2007), the traffic analysis (April 2, 2007) and the updated traffic analysis completed by the City (May, 2015), the area included within the associated Jordan West Specific Plan has been allocated 1,476 p.m. peak hour trips. As development proposals are approved the number of vehicle trips generated by the proposed development (based upon the number of square feet of a proposed specific use or number of dwelling units, in conjunction with any parameters established in the Traffic Report) will be subtracted from the overall total trips allocated to the development. Approval of this proposed Specific Plan does not constitute a guarantee that the proposed plan can be implemented. Development of all parcels and implementation of desired land uses, including specific high traffic generating tenants, will be limited by the available number of trips. Should anticipated traffic exceed the total trips allocated for the Jordan West development prior to full build out, further development of parcels may be limited or prohibited. Alternate uses to those planned within the Traffic Report and approved as part of Jordan West Specific Plan Ordinance may be allowed, following completion of an amended traffic study analyzing the proposed alternative and appropriate city approval of an amendment to the respective specific plan ordinance and/or map, if necessary, if the existing uses and the proposed change(s) collectively do not exceed the 1,476 p.m. peak period trips.

SECTION 8: FUTURE DRIVE CONNECTIONS. The developer of the Jordan West Specific Plan area shall illustrate as part of said plan the location and details of potential future access drive connections to the adjoining Lot 33, Bridgewood Plat 1 property to the south. Private ingress/egress easements for a future access connection drive shall be established by the developer of the property included within the Jordan West Specific Plan at the time of recordation of the final plat for parcels 4, 5 & 6.

SECTION 9: STORM WATER MANAGEMENT PLAN. A Master Storm Water Management Plan for the entire Jordan West development which governs the overall storm water management shall be submitted to and approved by the City of West Des Moines. Specific Storm Water Management Plans demonstrating compliance with the approved Jordan West Master Storm Water Management Plan, on file with the City, will be required with the development of each site plan. The Specific Storm Water Plans shall be prepared at the developer's expense, by a Professional Engineer licensed in the State of Iowa. All Specific Storm Water Management Plans shall comply with the City's applicable design standards for storm water management existing at the time each site plan is approved.

SECTION 10: UTILITIES. The developer, its successors or assigns, if any, shall construct at its cost, and if for general public use, dedicate to the City all public sanitary sewer mains, water mains, and storm sewers associated

with Jordan West as required by the City of West Des Moines' Subdivision Ordinance in accordance with applicable City design standards. All necessary easements to allow City access to public utilities for maintenance and repair purposes shall be executed prior to approval and recordation of the final plat for each respective area or shall be executed as a blanket access agreement prior to the approval and recordation of the first final plat. Unless otherwise specified within a specific easement document, the City shall not be responsible for reimbursement, restoration and/or replacement of any improvements located within the public easements should the City be required to excavate the public utilities for normal City operations. No occupancy permits, either temporary or permanent, shall be issued until all necessary improvements applicable to the area/lot or structure requesting occupancy are installed and accepted by the City of West Des Moines. Nothing in this Ordinance shall be construed to prevent the developer, its successors and/or assigns, if any, from entering into private agreement(s) as it/they may desire to share the cost of improvements.

The placement of public utility easements within buffer parks is discouraged due to the potential conflict between trees and the need to access the lines for repair. Overstory and understory trees should be placed off utility lines a minimum distance equal to the 1:1 excavation trench necessary for the deepest utility. Adequate access for maintenance vehicles shall be provided into and through the easement areas.

SECTION 11: FIRE ACCESS.

A. All internal drive aisles and parking lots shall permit the travel of the Fire Department's largest vehicle, including adequate accommodation of the vehicle's turning needs. Approval of unique design solutions to accommodate fire access may be granted by the City Council if, the solutions proposed are recommended by the West Des Moines Fire Department.

B. At the discretion of the City's Fire Marshall, "No Parking Fire Lane" areas may be established as necessary to ensure efficient movement and access of the fire trucks. The developer of specific lots on which the fire lanes are located shall be responsible for the procurement and erection of approved fire lane signage.

C. All access drives and drive aisles shall maintain a minimum of twenty feet (20') of clear pavement.

D. A minimum of fourteen feet (14') of vertical clearance over the travel portion shall be maintained at all times over all vehicle travel ways.

E. The developer or its designee shall be responsible for enforcement of no parking lanes and maintaining adequate clearance of structures and vegetation along and above all vehicle travel ways regardless if public or private.

F. Adequate fire access as determined by the City of West Des Moines Fire Marshall shall be provided to built areas and to those under construction in Jordan West at all times.

SECTION 12: PARKLAND AND GREENWAY DEDICATION REQUIREMENTS. All new residential uses are subject to parkland dedication requirements as per city code (Title 10, Chapter 1, Section 4). The original Bridgewood PUD provided the Jordan Creek greenway located within this site to fulfill the parkland requirements for the overall Bridgewood development. The original Bridgewood PUD, approved under the old parkland dedication ordinance, included residential uses in the NE corner of the site. If the total number of residential dwelling units proposed on Parcel 8, as identified on the Specific Plan Map, is equal to or less than the number of dwelling units listed in the original Bridgewood PUD, then there will be no additional parkland dedication requirements of the Jordan West development. Parkland dedication will only be required for additional dwelling units over that anticipated and included in the original approved Bridgewood PUD.

The greenway portion of this site still needs to be formally deeded to the city per an existing Irrevocable Offer of Dedication, Dallas County Book 2007, Page 10387. This is part of the original parkland requirements for the Bridgewood PUD. Deeding of the Greenway portion of the property to the City shall be completed with the platting of the property and prior to any issuance of a building permit for any parcel within the Jordan West development.

SECTION 13: PUBLIC STREET LIGHTS. At the time of final platting of public streets, the developer shall enter into an agreement with MidAmerican Energy for the installation of public street lights along all public streets within and abutting the Specific Plan area. Proof of payment to ensure installation of the public street lights shall be provided to the City prior to approval and recordation of a final plat containing public streets. Installation of public street lights shall occur in conjunction with construction of the adjoining parcel.

SECTION 14: INGRESS/EGRESS. A public access easement or easements in favor of the City of West Des Moines allowing unrestricted public access over and through the land within the Specific Plan area shall be executed prior to the approval and recordation of the first final plat and in conjunction with the approval and recordation of any future plat(s).

SECTION 15: STREET IMPROVEMENTS AND TRAFFIC SIGNALS.

A. Traffic Reports: A Traffic Report has been prepared for this development that outlines the ultimate traffic circulation requirements for the roadways in the vicinity of the Jordan West development. Prior to, or in conjunction with the development of any parcel, or portion of a parcel, the developer shall ensure that the development is constructed in accordance with the assumptions for, and the results of, the Traffic Report.

   Increases in land use density and/or other changes to the PUD ordinance that would alter the original traffic analysis (i.e., change in street layout or access locations), will require an amended traffic report, to be completed by the city.

B. Related Public Street Improvements and Right Of Way Dedication: Street improvements identified in the Traffic Report that are necessary to mitigate any impacts from traffic generated by the Jordan West development are listed below. (Refer to the Traffic Report for specific details pertaining to lane configuration or required geometric details):

   1. Bridgewood Drive along the common boundary of Planning Units A and B as indicated on the Jordan West Area Development Plan (Public/Private Street): This street is classified as a minor collector. The developer is responsible to construct a 31 foot back-to-back street (and all associated appurtenances) with a designated northbound left turn lane (widen to 37 feet) at E.P. True Parkway. It is intended that the public portion of this street will terminate at the north line of the existing Bridgewood Drive and Beechtree Lane intersection. The Bridgewood Drive extension north of this point will be private, but shall function as a public street. Traffic calming measures shall be permitted on the private portion of the street at the existing trail crossing. Such measures shall be reviewed by the City Engineer and the Fire Marshal for safety and access.

   2. East/West Street (Private street): This street is classified as a minor collector. Developer is responsible to construct a 31 foot back-to-back street from the western terminus at Bridgewood Drive to the eastern north/south street with a widened access drive from the eastern north/south street to South Jordan Creek Parkway (1 inbound lane and 2 outbound lanes as indicated in the approved traffic impact study for this development). No driveways shall be located on the east/west street between Jordan Creek Parkway and the eastern north/south street running through the development. The east/west street shall function as a public street. The developer will be 100% responsible for any future signalization cost at the east/west street and Jordan Creek Parkway.

   3. North/south street along east boundary of Parcel 7 (Private street): This street is classified as a local street. Developer is responsible to construct a 26 foot wide back-to-back street This street must function as a two lane public street. Developer is responsible to coordinate with the adjacent property owner to the south of Jordan West to determine the location of this street at the south property line.

   4. EP True Parkway (Public street): This street is classified as a minor arterial street. Ultimate street paving improvements include widening EP True Parkway to have two westbound lanes, two eastbound lanes, a 150 foot minimum westbound left turn lane at Bridgewood Drive, and a 175 foot minimum eastbound right turn lane at Jordan Creek Parkway. The developer shall be responsible to extend the existing raised median to Bridgewood Drive as part of constructing the westbound left turn lane at Bridgewood Drive. Additionally, the developer shall modify the existing paving to include the eastbound right turn lane at Jordan Creek Parkway and two eastbound through lanes adjacent to the Jordan West Development (this

includes the area over Jordan Creek that will be deeded to the city of West Des Moines). The developer shall deed additional right-of-way to the city of West Des Moines necessary to provide, at minimum, 60 feet of comprehensive plan right of way measured from the centerline of EP True Parkway adjacent to the Jordan West Development. At auxiliary lanes and intersections, the developer shall provide additional right-of-way necessary to maintain a minimum of 7 feet clear space between the back of public street curb to street-side edge of the sidewalk or trail.

5. Jordan Creek Parkway (Public street): This street is classified as a major arterial street. The developer is responsible to construct a right turn lane at the right-in only entrance off Jordan Creek Parkway and a 100 foot southbound right turn lane at the east/west street. Additionally, the developer shall be responsible to modify the Jordan Creek Parkway median projections at the intersections with the east/west street if necessary to accommodate turning movements at the proposed access. Developer shall deed additional right-of-way to the city of West Des Moines necessary to provide 82.5 feet measured from the centerline of Jordan Creek Parkway. At auxiliary lanes, additional right-of-way may be required to maintain a minimum of 7 feet clear space between the back of public street curb to street-side edge of the sidewalk or trail.

6. Private Streets: The design of all private roads within the development shall be consistent with the recommendations of the Traffic Report and shall be private in ownership. It is the intent of the developer and the City that all private roads within Jordan West shall not subsequently be conveyed to the City as public streets but shall remain private in perpetuity.
   a. Twenty five foot (25') sight distance triangles shall be maintained at all intersections to allow vehicles and pedestrians approaching intersections to identify and anticipate potential interaction and conflicts with other vehicles and pedestrians.
   b. Streets shall be maintained and function (including timely snow removal) in a fashion similar to the public expectations of a public street.
   c. No road closures are allowed without prior permission of the Chief of Police of the City of West Des Moines.
   d. Lane configuration shall be as identified in the traffic analysis.
   e. Signage on private streets shall be procured and installed consistent with the Manual of Uniform Traffic Control Devices (MUTCD) and the signing/pavement marking conventions of the City. Maintenance and replacement of private street signage shall be the responsibility of the developer.

C. Construction Phasing Of Street Improvements:
In accordance with the Traffic Report, the developer will be required to have the improvements listed below complete prior to issuance of a certificate of occupancy for each building.

1. Developer is responsible to construct all improvements to Jordan Creek Parkway in conjunction with the construction of the east/west street through the site, except that the Jordan Creek Parkway improvements required for the right in access shall not be required until the right in access is constructed.
2. Improvements to EP True Parkway may be completed in phases. If the EP True Parkway & Bridgewood Drive intersection is constructed first, the minimum improvements needed to EP True Parkway are from the west property line through the intersection of EP True Parkway& Bridgewood Drive. If the EP True RI/RO is constructed first, the minimum improvements needed are from the future EP True Parkway & Bridgewood Drive intersection to Jordan Creek Parkway. When the last intersection is constructed on EP True Parkway, the remaining improvements will be required if they weren't all constructed at once. All improvements are required no later than when the north side of EP True Parkway is widened.
3. Development of Parcel 1:
   a. The eastern north/south street shall be constructed from EP True Parkway to the southern boundary of the Jordan West property.
   b. The east/west street shall be constructed from Jordan Creek Parkway to the eastern north/south street.
4. Development of Parcel 2 or 3:
   a. The eastern north/south street shall be constructed from EP True Parkway to the southern boundary of the Jordan West property.
   b. The east/west street shall be constructed from Jordan Creek Parkway to the eastern north/south street.
   c. The right in only road from Jordan Creek Parkway shall be constructed.
5. Development of Parcel 4:

a. The eastern north/south street shall be constructed from the east/west street to the southern boundary of the Jordan West property.
b. The east/west street shall be constructed from Jordan Creek Parkway to the Bridgewood Drive.

6. Development of Parcel 5 or 6:
   a. The eastern north/south street shall be constructed from the east/west street to the southern boundary of the Jordan West property.
   b. The east/west street shall be constructed from Jordan Creek Parkway to Bridgewood Drive.
7. Development of Parcel 7:
   a. The Bridgewood Drive extension shall be constructed from the Bridgewood Drive terminus to EP True Parkway.
   b. The east/west street shall be constructed from Jordan Creek Parkway to Bridgewood Drive.
   c. The eastern north/south street shall be constructed from EP True Parkway to the southern boundary of the Jordan West property.
8. Development of Parcel 8:
   a. The Bridgewood Drive extension shall be constructed from the Bridgewood Drive terminus to EP True Parkway.

D. Access Management: To provide logical and orderly development within the proposed development, allowable street access locations are defined on the Specific Plan Map and have been provided to the City for review and approval. All development within the specific plan shall comply with the allowable locations indicated in the approved Jordan West Specific Plan. Any opposing driveway locations shall be located to directly align with each other.

E. Traffic Signal at Jordan Creek Parkway and EP True Parkway: Developer shall not be responsible for any cost associated with the previous construction or future modifications of the existing traffic signal at the intersection of Jordan Creek Parkway and EP True Parkway.

F. Traffic Signal at Jordan Creek Parkway and East/West Street: Developer shall fund 100 percent of the cost of the possible future traffic signal at this intersection. No city funds will be contributed towards the financing of this traffic signal and the applicant shall obtain approval from the city of West Des Moines prior to the signal's installation. Said signal shall be installed with the construction of the east/west street through the site. For northbound traffic on Jordan Creek Parkway, pavement markings need to be added to designate a single left turn lane adjacent to the raised median, with the area between the turn lane and the northbound thru lanes hatched out.

G. Traffic Signal at EP True Parkway and Bridgewood Drive: Development shall fund 100 percent of the cost of the possible future traffic signal at this intersection. No city funds will be contributed towards the financing of this traffic signal and the applicant shall obtain approval from the city of West Des Moines prior to the signal's installation. Said signal shall not be installed until the intersection meets traffic signal warrants as contained in the Manual on Uniform Traffic Control Devices.

SECTION 16: VIOLATIONS AND PENALTIES. Any person who violates the provisions of this Ordinance upon conviction shall be punished as set forth in 1-4-1 of the City Code of the City of West Des Moines, Iowa.

SECTION 17: OTHER REMEDIES. In addition to the provisions set out in the Violations and Penalties Section herein, the City may proceed in law or equity against any person, firm or corporation for violation of any section or subsection of this Ordinance.

SECTION 18: SAVINGS CLAUSE. If any section, provision, sentence, clause, phrase or part of the Ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the Ordinance as a whole or any provision, section, subsection, sentence, clause, phrase or part hereof not adjudged invalid or unconstitutional.

SECTION 19: EFFECTIVE DATE. This Ordinance shall be in full force and effect after its passage, approval and publication as provided by law.

Passed and approved this _____ day of _____, 2015.

_____
Steven K. Gaer, Mayor

ATTEST:

_____
Ryan T. Jacobson
City Clerk

I certify that the foregoing was published as Ordinance No. _____ on the _____ day of _____, 2015.

_____
Ryan T. Jacobson
City Clerk