NO CHANGE FROM PREVIOUS READING

CITY OF WEST DES MOINES
CITY COUNCIL MEETING COMMUNICATION

Date: May 15, 2017

ITEM: The Parkways, Northwest Corner of S. Jordan Creek Parkway and Mills Civic Parkway – Approval of a Specific Plan Ordinance to allow a mix of commercial and office uses – Hurd Parkways, LLC – ZCSP-003383-2017

ORDINANCE: Approval of Second Reading, Waive Third and Adopt in Final Form

FINANCIAL IMPACT: Undetermined.

BACKGROUND: The applicant, Hurd Parkways, LLC, in association with the property owner, Wellmark Holdings, Inc., has submitted an application for approval of a Specific Plan Ordinance to allow a mix of commercial and office uses on the approximately 64 acre site situated at the northwest corner of Mills Civic Parkway and S Jordan Creek Parkway. The office uses will encompass approximately the west half of the property between S. Jordan Creek Parkway and S. 81st Street, while the commercial uses will be located in the eastern half of the site. The proposed Specific Plan Ordinance identifies the land uses allowed on the site and will set requirements for building locations, screening and buffering to limit the potential impact of the development on the adjacent residents.

Previous Council Action:
Vote: 4-0 approval, with Councilmember Messerschmidt absent
Date: May 1, 2017
Motion: Approval of the First Reading of the Ordinance.

At the May 1, 2017 City Council meeting, the City Council also voted to approve an Area Development Plan for the site that identifies the planning parcels, land uses, and primary circulation routes within the site. The vote was 4-0 in favor.

Also, at the May 1, 2017 City Council meeting, the City Council also voted to defer consideration of the Preliminary Plat for the property to the May 15, 2017 City Council meeting to allow for further refinement of the details of the plat. The Preliminary Plat will also be considered at this May 15, 2017 meeting.

OUTSTANDING ISSUES: There are no outstanding issues.

RECOMMENDATION: Based upon the preceding review and a finding of consistency with the goals and policies of the Comprehensive Plan, staff recommends the City Council approve the second reading, waive the third reading and adopt The Parkways Specific Plan Ordinance to define and detail the regulations, allowances, and limitations within the Specific Plan area, subject to the applicant meeting all City Code requirements.

Lead Staff Member: Brian S. Portz, AICP BP

STAFF REVIEWS:

Department Director	
Appropriations/Finance	
Legal	
Agenda Acceptance	

PUBLICATION(S) (if applicable)

Published In	Des Moines Register	
Date(s) Published	April 14, 2017	
Letter sent to surrounding property owners		April 12, 2017

SUBCOMMITTEE REVIEW (if applicable)

Committee	Development & Planning		
Date Reviewed	March 6, 2017		
Recommendation	Yes ☒	No ☐	Split ☐

ATTACHMENTS:

Attachment A - Specific Plan Ordinance
Exhibit A - Specific Plan Maps
Exhibit B - Architectural Precedent Images and Exhibits

ATTACHMENT A

Prepared by: B. Portz, Development Services Dept., 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 CITY CODE OF THE CITY OF WEST DES MOINES, IOWA 2014, ACCORDING TO 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:** Amend the Zoning Map of the City of West Des Moines, Iowa, by adding the following legally described property from "Unzoned" to **The Parkways** Zone Change Specific Plan (ZCSP) of West Des Moines, Iowa:

Legal Description

A PARCEL OF LAND BEING A PART OF AND LYING ENTIRELY WITHIN THE SOUTH HALF (S ½), OF THE NORTHEAST QUARTER (NE ¼), OF SECTION 14, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., WEST DES MOINES, DALLAS COUNTY, IOWA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE CENTER OF SECTION 14,

THENCE ALONG AND UPON THE WEST LINE OF THE SOUTHWEST QUARTER (SW ¼), OF THE NORTHEAST QUARTER (NE ¼), OF SAID SECTION 14, N 00°44'17" E, A DISTANCE OF 1318.17 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW ¼), OF THE NORTHEAST QUARTER (NE ¼), OF SAID SECTION 14;

THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER (SW ¼), OF THE NORTHEAST QUARTER (NE ¼), OF SAID SECTION 14, ALSO BEING THE SOUTH LINE OF "BRIDGEWOOD SOUTH" SUBDIVISION, AN OFFICIAL PLAT, NOW FORMING AND BEING PART OF THE CITY OF WEST DES MOINES, N 83°45'28" E, A DISTANCE OF 50.37 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF "SOUTH 81ST STREET" AS PRESENTLY ESTABLISHED, ALSO BEING THE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID NORTH LINE, ALSO BEING THE SOUTH LINE OF SAID "BRIDGEWOOD SOUTH" SUBDIVISION, N 83°45'28" E, A DISTANCE OF 1355.38 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 328.00 FEET, SAID POINT BEING THE WESTERLY CORNER OF LOT 5 OF "GARDENS AT BRIDGEWOOD" PLAT #2, AN OFFICIAL PLAT, NOW FORMING AND BEING A PART OF THE CITY OF WEST DES MOINES;

THENCE RUNNING ALONG A CURVE, SAID CURVE BEING THE SOUTHWESTERLY LINE OF SAID LOT 5, A DISTANCE OF 259.39 FEET, WHOSE CHORD BEARS N 66°38'49" E, 252.68 FEET;

THENCE CONTINUING ALONG THE SOUTHERLY LINE OF SAID LOT 5, S 89°21'18" E, A DISTANCE OF 112.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 371.00 FEET, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID LOT 5 AND THE SOUTHWEST CORNER OF LOT 4;

THENCE ALONG A CURVE, SAID CURVE BEING THE SOUTHERLY LINE OF SAID LOT 4, A DISTANCE OF 100.53 FEET, WHOSE CHORD BEARS N 82°52'57" E, 100.22 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 85.00;

THENCE RUNNING ALONG A CURVE, SAID CURVE BEING THE SOUTHERLY LINE OF SAID LOT 4, A DISTANCE OF 58.87 FEET, WHOSE CHORD BEARS S 84°58'34" E, 57.70 FEET;

THENCE RUNNING ALONG THE EXTENSION OF THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF "SOUTH 76TH STREET" S 65°05'41" E, A DISTANCE OF 39.03 FEET;

THENCE S 08°55'37" E, A DISTANCE OF 99.88 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 650.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 179.84 FEET, WHOSE CHORD BEARS N 73°06'49" E, 179.27 FEET;

THENCE N 64°55'34" E, A DISTANCE OF 53.93 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 550.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 239.33 FEET, WHOSE CHORD BEARS N 77°53'36" E, 237.44 FEET;

THENCE S 89°24'29" E, A DISTANCE OF 82.46 FEET;

THENCE S 44°26'06" E, A DISTANCE OF 49.47 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF "JORDAN CREEK PARKWAY" AS PRESENTLY ESTABLISHED;

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, S 00°34'53" W, A DISTANCE OF 952.92 FEET TO THE SOUTHERLY CORNER ON THE EAST LINE OF PARCEL "L', AS RECORDED IN BOOK 2005, PAGE 13730;

THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL "L", S 42°08'54" W, A DISTANCE OF 82.26 FEET TO EASTERLY CORNER ON THE SOUTH LINE OF SAID PARCEL "L";

THENCE ALONG THE SOUTH LINE OF SAID PARCEL "L", ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF "MILLS CIVIC PARKWAY", S 83°41'21" W, A DISTANCE OF 304.20' FEET TO THE SOUTHWEST CORNER OF SAID PARCEL "L";

THENCE ALONG THE WEST LINE OF PARCEL "L", N 01°48'45" W, A DISTANCE OF 22.57 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF "MILLS CIVIC PARKWAY" AS PRESENTLY ESTABLISHED;

THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, S83°41'21" W, A DISTANCE OF 1848.90 FEET TO A POINT ON THE EAST LINE OF A TRACT OF LAND DEEDED TO THE CITY OF WEST DES MOINES AS RECORDED IN BOOK 2003, PAGE 23123;

THENCE ALONG SAID EAST LINE, N00°44'00" E, A DISTANCE OF 370.44 FEET TO THE NORTHEAST CORNER OF SAID TRACT OF LAND;

THENCE ALONG NORTH LINE OF SAID TRACT OF LAND, S 83°38'54" W, A DISTANCE OF 278.84 FEET TO THE NORTHWEST CORNER OF SAID TRACT OF LAND, SAID CORNER BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF "SOUTH 81ST STREET" AS PRESENTLY ESTABLISHED;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE, N 00°44'17 E, A DISTANCE OF 864.74 FEET TO THE POINT OF BEGINNING.

CONTAINING 63.367 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS OF RECORD.

AND

A PARCEL OF LAND BEING A PART OF AND LYING ENTIRELY WITHIN PARCEL "J" OF THE SOUTHEAST (SE 1/4), OF THE NORTHEAST QUARTER (NE ¼), OF SECTION 14, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., WEST DES MOINES, DALLAS COUNTY, IOWA, AS RECORDED IN BOOK 2002, PAGE 13008, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE EAST QUARTER OF SECTION 14,

THENCE ALONG AND UPON THE EAST LINE OF THE SOUTHEAST QUARTER (SE ¼), OF THE NORTHEAST QUARTER (NE ¼), OF SAID SECTION 14, N 00°34'53" E, A DISTANCE OF 1186.15 FEET;

THENCE N 89°25'07" E, A DISTANCE OF 60.00 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 25.00 FEET, SAID POINT ALSO BEING ON THE EAST LINE OF SAID PARCEL "J";

THENCE ALONG SAID CURVE A DISTANCE OF 39.28 FEET, WHOSE CHORD BEARS N 44°25'49" W, 35.36 FEET;

THENCE ALONG THE NORTH LINE OF SAID PARCEL "J", ALSO BEING THE SOUTHERLY RIGHT-OF-WAY LINE OF "WISTFUL VISTA DRIVE", N 89°26'32" W, A DISTANCE OF 81.01 TO THE POINT-OF BEGINNING;

THENCE CONTINUING ALONG THE SAID NORTHERLY LINE OF SAID PARCEL "J", N 89°26'32" W, A DISTANCE OF 243.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 285.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 98.27 FEET, WHOSE CHORD BEARS N 79°26'54" W, 97.78 FEET, TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00;

THENCE ALONG SAID CURVE A DISTANCE OF 32.05 FEET, WHOSE CHORD BEARS S 74°29'06" W, 29.90 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 140.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 70.87 FEET, WHOSE CHORD BEARS S 17°09'47" W, 70.12 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 35.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 71.95 FEET, WHOSE CHORD BEARS S 56°12'06" E, 59.93 FEET;

THENCE N 65°02'12" E, A DISTANCE OF 33.58 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 650.00 FEET;

THENCE ALONG SAID CURVE A DISTANCE OF 283.33 FEET, WHOSE CHORD BEARS N 77°50'04" E, 281.09 FEET;

THENCE S 89°14'04" E, A DISTANCE OF 34.28 FEET;

THENCE N 00°16'23" E, A DISTANCE OF 15.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.412 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS OF RECORD.

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 Parkways Specific Plan:

A. Area Development Plan: An Area Development Plan is a plan that identifies planning units, major circulation 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 development intent 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 The Parkways. Attached to and made a part of this ordinance is a Specific Plan Map that illustrates the overall site layout concept for The Parkways (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 The Parkways development concept. It is recognized that modifications and changes in building footprints and layout, including the combining of two (2) smaller buildings into one larger building, 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 Parkways 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 and land area within The Parkways development 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 associated supporting lot. 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 The Parkways Specific Plan Ordinance may be required to bring consistency between the ordinance and site plan development proposed.

An overlay district site plan must be approved prior to the issuance of any building permit, including footing and foundation permits, for construction of any structure within the area proposed for development.

D. Preliminary and Final Platting: Platting for any parcel shall be at the discretion of the developer. Platting, if needed for subdivision or right-of-way dedication, shall be done in accordance with the City's Subdivision Ordinance. Lots to be platted 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.

E. Roads and Utilities: 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 a preliminary plat or overlay district site plan by the City Council. Public street and utility construction may begin, at the risk of the developer, after approval of the preliminary plat or overlay district site plan which includes the improvements by the City Council and construction improvement plans by the City of West Des Moines.

Prior to approval of the final plat or first overlay district site plan, unless otherwise allowed by Council, the developer 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.

SECTION 3. <u>CONDITIONS</u>: 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 Parkways 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 drainageways, 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 drainageway, 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.

SECTION 4. <u>REQUIREMENTS</u>: 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 Community Commercial (CMC) District and Office (OF) District shall apply to the development within The Parkways Specific Plan area, as more specifically described below. 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 Parkways Specific Plan area:

A. *<u>Parcels A, B-1 & B-2</u>*: For Specific Plan Parcels A, B-1 & B-2, all land uses as set forth in Title 9, Zoning, of the City Code for the Office (OF) District as permitted and permitted conditionally shall apply except as designated below:

1. Permitted Uses: Permitted uses shall include the following:
   a. All Permitted (P) uses allowed within the Office (OF) district except those that have been prohibited by this ordinance.
   b. All Permitted Conditional (PC) uses allowed within the Office (OF) district except those that have been prohibited by this ordinance may be allowed with the approval of the appropriate review body.

2. Prohibited Uses: the following permitted and permitted conditional uses otherwise allowed in the Office (OF) District shall be prohibited:

SIC 347	Coating, engraving and allied services
SIC 5812	Eating places, sit down eating places and eating places with takeout only – no drive throughs
SIC 7212	Garment pressing and agents for laundries and dry cleaners
SIC 725	Shoe repair and shoeshine parlors
SIC 7299-02	Massage therapy establishments and steam bath services
SIC 7991	Physical fitness facilities

3. Lot Area: If subdivided, lot areas less than minimum square footage or acres required by code for the Office district shall be considered acceptable if supported by reciprocal ingress/egress and parking easements and if approved by the appropriate approval body as part of a plat. Multiple buildings shall be permitted on one lot.

4. Building Setback: Buildings shall be setback as follows. The setback shall be measured from the property line, unless otherwise indicated, to the visible primary vertical foundation wall. Intermittent encroachment into the setback for canopies, awnings, building bump-outs, outdoor dining areas, etc. may be allowed at the discretion of the Director of the Development Services Department. Building setbacks may overlap required buffers.
   a. Along S. 81st Street and Coachlight Drive – Minimum of thirty feet (30')
   b. Along Mills Civic Parkway – Minimum of sixty feet (60')
   c. Along S. 77th Street – Minimum of thirty (30')
   d. Setback from adjacent property outside the PUD (west) – minimum thirty feet (30')
   e. Setback from adjacent property outside the PUD (north) – minimum thirty-five feet (35'). Vehicle drives, parking and trash enclosures shall not be located closer than 50' to the north property line nor shall they be located between the north property line and the building. Solid screening consisting of evergreen landscaping or screening compatible in design and materials to the primary buildings shall be provided to mitigate all views of parking, mechanical equipment, and trash enclosures from the adjacent residential dwellings.
   f. No setback (0') shall be required between internal PUD lots, unless otherwise required by building separation requirements within adopted Building and Fire Codes.

5. Building Height:
   a. The maximum building height for buildings within Parcel A shall not exceed two stories in height.
   b. The maximum height for a building constructed on Parcel B-1 shall not exceed two (2) stories in height.
   c. Any buildings within Parcel B-2 shall abide by the maximum height restrictions of the Office (OF) district as measured from the average finished grade to the top of the parapet wall. An additional twelve feet (12') of height shall be allowed for each additional ten feet (10') of setback.

6. Parking Ratios:
   a. Parking ratios for office uses shall provide within each lot a minimum of one (1) space per two hundred (200) square feet of building for buildings of less than 20,000 square feet of gross floor area and one (1) space per two hundred twenty-five (225) for buildings greater than 20,000 square feet of gross floor area.
   b. At the discretion of the Development Services Director, 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.
   c. If shared parking is intended, a shared parking agreement will need to be executed in conjunction with the approval of an associated Overlay District Site Plan.

7. Parking Setbacks:
   a. The location of parking and vehicle use areas at major street intersections shall be discouraged. Parking and vehicle use areas should be located in areas away from the street and behind the building pad whenever possible.
   b. Off-street parking areas shall be setback from the perimeter boundaries of Parcels A, B-1 & B-2 as follows:
      i. Along S. 81st Street – Minimum of thirty feet (30')
      ii. Along Coachlight Drive and S. 77th Street – Minimum of fifteen feet (15')
      iii. Along Mills Civic Parkway – Minimum of thirty feet (30')
      iv. Setback from adjacent property outside the PUD (west) – Minimum of thirty feet (30')
      v. Setback from adjacent property outside the PUD (north) – Minimum of fifty feet (50').
      vi. There shall be no minimum parking lot setback between internal lot boundaries if lots are designed as one continuous parking field. Lots not designed as one shall provide a minimum of ten feet between parking fields to allow for the placement of landscape vegetation.
   c. Minimum parking stall measurements and drive aisle widths shall conform to Chapter 15 of the City's Zoning Ordinance.
   d. No portion of any parking lot or drive aisle associated with parking may be located within a required buffer or streetscape.

8. Buffers: The provision of adequate buffering and landscaping shall be more thoroughly evaluated and approved as part of the overlay district site plan approval. Additional buffer and landscaping may be required at that time in response to additional details of the use, buildings, parking, loading docks, mechanical equipment, etc. to be implemented.
   a. Buffers shall be provided along the perimeter boundaries of Parcels A, B-1 & B-2 as follows:
      i. West - minimum thirty feet (30') from ultimate right-of-way line of S. 81st Street
      ii. South – minimum thirty feet (30') from ultimate street right-of-way line of Mills Civic Parkway.
      iii. North – minimum thirty feet (30').
      iv. East – No buffer required except streetscape required along S. 77th Street.
      v. No buffers between internal PUD parcels shall be required except to mitigate undesirable site elements and views.
   b. The implementation of vegetation as indicated below shall be required. Earth berming shall be implemented along the north property line to enhance buffering and screening of otherwise negative site elements and to aid in ensuring year-round screening. In addition, berming and shrub plantings shall be implemented within the buffer along Mills Civic Parkway and S. 81st Street to help mitigate views of the adjacent parking lots. Buffers should be designed to achieve the maximum amount of screening of negative elements from the maximum number of viewpoints with vegetation layered to ensure adequate blockage of views and to create depth and a sense of naturalness. Care should be taken to ensure that 'thru-views' under tree canopies are adequately blocked. It is recognized that some views of businesses are desired; therefore, buffer vegetation may be clustered and situated to screen parking associated with the businesses and other negative site elements such as trash enclosures, transformers, loading docks, etc.
   c. The minimum landscaping within required buffers shall be provided as follows. Buffers shall be so designed so as to serve as a visual continuation of existing adjacent buffers and/or as a unifying element within the development. Buffers adjacent to streetscapes shall make a natural transition in order to be visually cohesive.
      i. Thirty Foot (30') Buffer:

1) One (1) overstory tree and two (2) ornamental or evergreen trees, and six (6) shrubs shall be provided per thirty-five (35) lineal feet of required buffer

ii. Vegetation substitution:
   1) 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.
   2) A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.

iii. Landscape vegetation required within buffer areas is in addition to the landscape vegetation required of open space, parking areas, and that necessary to achieve adequate visual mitigation of undesirable site elements and views.

iv. Ponds, lakes, wetlands, or other water features may be placed within the buffer area given the following:
   1) Such water features constantly contain water at a level visible from adjoining properties and public streets;
   2) Pond edge treatments are incorporated to enhance the attractiveness of the element (no 'wild overgrown pond edge' allowed); and
   3) The appropriate water circulation and clarification measures are implemented, including water fountains or jets when implemented which project water high enough to be visible from adjoining properties and public streets.

B. *Parcel C*: For Specific Plan Parcel C, all land uses as set forth in Title 9, Zoning, of the City Code for the Community Commercial (CMC) District as permitted and permitted conditionally shall apply except as designated below:

1. Permitted Uses: Permitted uses shall include the following:
   a. All Permitted (P) uses allowed within the Community Commercial (CMC) district except those that have been prohibited by this ordinance.
   b. All Permitted Conditional (PC) uses allowed within the Community Commercial (CMC) district except those that have been prohibited by this ordinance may be allowed with the approval of the appropriate review body.
   c. The following size and use limitations shall apply to allowed uses:

SIC 5812	Eating Places with drive-thrus: a maximum of two (2) drive thru restaurants within the development, not including coffee shops.
SIC 541	Convenience Stores with gasoline sales shall be limited to one establishment within the development. Maximum gas pump numbers and canopy size shall be in accordance with City Code for the Community Commercial (CMC) zoning district.

2. Prohibited Uses: the following permitted and permitted conditional uses otherwise allowed in the Community Commercial (CMC) District shall be prohibited:

SIC 4522	Heliport/Helistop
SIC 4783	Packing and crating
SIC 5932	Pawnshops
SIC 7299-02	Massage therapy establishments and steam bath services
SIC 75	Automotive Repair, Services, and Parking
SIC 7699	Recreational Vehicle Repair Services
SIC 7699	Household Appliance Repair Services
SIC 7699	Misc. Automotive Repair Services
SIC 806x	Hospitals of any kind or service (general, psychiatric, respiratory, etc.)

3. Lot Area: If subdivided, lot areas less than minimum square footage or acres required by code for the CMC district shall be considered acceptable if supported by reciprocal ingress/egress and parking easements and if approved by the appropriate approval body as part of a plat. Multiple buildings shall be permitted on one lot.

4. Building Setback: Buildings shall be setback as follows. The setback shall be measured from the property line, unless otherwise indicated, to the visible primary vertical foundation wall. Intermittent encroachment into the setback for canopies, awnings, building bump-outs, outdoor dining areas, etc. may be allowed at the discretion of the Director of the Development Services Department.

a. Along S. Jordan Creek Parkway, Coachlight Drive and S. 77th Street – Minimum of thirty feet (30')
b. Along Mills Civic Parkway – Buildings 10,000 square feet or less may be setback a minimum of thirty feet (30'). Buildings larger than 10,000 square feet must be setback a minimum of sixty feet (60') from the Mills Civic Parkway right-of-way line.
c. No setback (0') shall be required between internal PUD lots, unless otherwise required by building separation requirements within adopted Building and Fire Codes.

5. Building Height:
   a. All buildings shall abide by the maximum height restrictions of the CMC district as measured from the average finished grade to the top of the parapet wall. An additional twelve feet (12') of height shall be allowed for each additional ten feet (10') of setback.
   b. Vertical architectural features upon the building itself and free-standing place-making elements and landmarks such as clock towers may exceed the maximum allowable height of the CMC district to a maximum height of forty-five feet (45').

6. Parking Ratios:
   a. Parking ratios for eating and drinking places shall provide within each lot a minimum of one (1) space per two hundred (200) square feet of gross floor area.
   b. Parking ratios for all other permitted or permitted conditional uses shall provide within each lot a minimum of one (1) space per two hundred twenty-five (225) square feet of gross floor area.
   c. At the discretion of the Development Services Director, 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.
   d. If shared parking is intended, a shared parking agreement will need to be executed in conjunction with the approval of an associated Overlay District Site Plan.

7. Parking Setbacks:
   a. The location of parking and vehicle use areas at major street intersections shall be discouraged. Parking and vehicle use areas should be located in areas away from the street and behind the building pad whenever possible.
   b. Off-street parking areas shall be setback from the perimeter boundaries of Parcel C as follows:
      i. Along S. 77th Street and Coachlight Drive – Minimum of fifteen feet (15')
      ii. Along S. Jordan Creek Parkway and Mills Civic Parkway – Minimum of thirty feet (30')
      iii. There shall be no minimum parking lot setback between internal lot boundaries if lots are designed as one continuous parking field. Lots not designed as one shall provide a minimum of ten feet between parking fields to allow for the placement of landscape vegetation.
   c. Minimum parking stall measurements and drive aisle widths shall conform to Chapter 15 of the City's Zoning Ordinance.
   d. No portion of any parking lot or drive aisle associated with parking may be located within a required buffer or streetscape.

8. 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 six (6) businesses with drive-thrus may be permitted within The Parkways. Drive-thru facilities may be allowed in conjunction with, but are limited to the following types of businesses; bank, coffee shop, dry cleaner, pharmacies, grocery store, and fast food restaurants and coffee shops. A maximum of two (2) drive-thru fast-food restaurants shall be allowed within The Parkways. 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.

9. Buffers: The provision of adequate buffering and landscaping shall be more thoroughly evaluated and approved as part of the overlay district site plan. Additional buffer and landscaping may be required at that time in response to additional details of the use, buildings, parking, loading docks, mechanical equipment, etc. to be implemented.

a. Buffers shall be provided along the perimeter boundaries of Parcel C as follows:
   i. Along Coachlight Drive and S. 77th Street - no buffer required, however 15' streetscape is required
   ii. Along Mills Civic Parkway and S. Jordan Creek Parkway – minimum thirty feet (30')
   iii. No buffers between internal PUD parcels shall be required except to mitigate undesirable site elements and views.
b. The implementation of vegetation as indicated below shall be required. In addition, earthen berms shall be required within buffers to assist in blocking views of undesirable building elements and parking lots. Buffers should be designed to achieve the maximum amount of screening of negative elements from the maximum number of viewpoints with vegetation layered to ensure adequate blockage of views and to create depth and a sense of naturalness. Care should be taken to ensure that 'thru-views' under tree canopies are adequately blocked. It is recognized that some views of businesses are desired; therefore, buffer vegetation may be clustered and situated to screen parking associated with the businesses and other negative site elements such as trash enclosures, transformers, loading docks, etc.
c. The minimum landscaping within required buffers shall be provided as follows. Buffers shall be so designed so as to serve as a visual continuation of existing buffers and/or as a unifying element within the development. Buffers adjacent to streetscapes shall make a natural transition in order to be visually cohesive.
   i. Thirty Foot (30') Buffer:
      1) One (1) overstory tree and two (2) ornamental or evergreen trees, and six (6) shrubs shall be provided per thirty-five (35) lineal feet of required buffer
   ii. Vegetation substitution:
      1) 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.
      2) A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.
   iii. Landscape vegetation required within buffer areas is in addition to the landscape vegetation required of open space, parking areas, and that necessary to achieve adequate visual mitigation of undesirable site elements and views.
   iv. Ponds, lakes, wetlands, or other water features may be placed within the buffer area given the following:
      1) Such water features constantly contain water at a level visible from adjoining properties and public streets;
      2) Pond edge treatments are incorporated to enhance the attractiveness of the element (no 'wild overgrown pond edge' allowed); and
      3) The appropriate water circulation and clarification measures are implemented, including water fountains or jets when implemented which project water high enough to be visible from adjoining properties and public streets.

C. *Parcels D & E*: For Specific Plan Parcels D & E, the requirements set forth in Title 9, Zoning, of the City Code for the Open Space (OS) District shall apply except as designated below:

1. Permitted Uses: No land uses, buildings, or parking may be permitted on Parcels D & E. These parcels may only be used for landscape buffering or storm water detention as needed.

2. *Buffers:* Buffers shall be provided within Parcels D & E per the requirements of a 30' buffer, which include, One (1) overstory tree and two (2) ornamental or evergreen trees, and six (6) shrubs shall be provided per thirty-five (35) lineal feet of required buffer.
   a. Buffers should be designed to achieve the maximum amount of screening of negative elements from the maximum number of viewpoints with vegetation layered to ensure adequate blockage of views and to create depth and a sense of naturalness. Care should be taken to ensure that 'thru-views' under tree canopies are adequately blocked.
   b. Buffers shall be so designed so as to serve as a visual continuation of existing buffers and/or as a unifying element within the development. Buffers adjacent to streetscapes shall make a natural transition in order to be visually cohesive.
   c. Buffers shall not encroach within required vision triangles at road and driveway intersections.
   d. Ponds, lakes, wetlands, or other water features may be placed within the buffer area given the following:

i. Such water features constantly contain water at a level visible from adjoining properties and public streets;
ii. Pond edge treatments are incorporated to enhance the attractiveness of the element (no 'wild overgrown pond edge' allowed); and
iii. The appropriate water circulation and clarification measures are implemented, including water fountains or jets when implemented which project water high enough to be visible from adjoining properties and public streets.

D. *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')

At the time of overlay district site plan review for each PUD parcel, landscaping shall be evaluated to ensure achievement of the standards stated within this specific plan ordinance. Additional vegetation beyond that required herein may be required to be implemented in response to additional details of the use, buildings, parking, site layout, etc. 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 for each PUD parcel and shall meet the general guidelines in respect to the minimum plant size traditionally applied to development within the City.

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-five percent (25%) open space shall be provided within each lot of Parcels A & B.
   b. A minimum of twenty-five percent (25%) open space shall be provided collectively between Parcels C, D & E
   c. A minimum of fifteen percent (15%) open space shall be provided within each lot of Parcel C.
   d. Open space shall be considered all areas unencumbered by buildings or paved areas associated with parking, drive aisles, and loading docks or 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 areas within the development may be counted towards fulfilling the minimum open space requirement.
   e. 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. Vegetation substitution:
         - 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 unless specifically approved by the Director of Development Services in order to meet a defined design intent.
         - A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.
   f. Vegetation required as part of the open space may be placed into off-street parking areas, streetscapes 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 The Parkways 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 every six (6) rows of parking. Said linear islands shall measure a minimum of eight feet (8') in width and shall be landscaped to provide 'green' within the parking lot. The incorporation of defined pedestrian pathways within these linear islands is encouraged.

iii. Landscaped islands shall be placed, at a minimum, every eighteen (18) stalls within a linear row of parking. Landscaped pods (tree diamonds) within a linear row of parking shall be evenly spaced between the islands; however, shall be spaced no farther than nine (9) parking stalls from another landscape pod or landscaped islands. 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. As an alternative to the implementation of pods within a linear row of parking, the terminal islands at each end of the row of parking may be increased in width by 5' for every two pods within the row which are eliminated. In no instance however, should there be greater than 18 parking stalls in a row uninterrupted by a landscape island or pod.

c. Landscape Vegetation shall be provided as follows:

i. Two trees in each 9' by 34' island

ii. One tree in each 9' by 17' island

iii. One tree in each landscape pod

iv. Additional shrubs, ground covers, grasses, and flowers may be provided in landscaped islands but is not required.

3. Visual Screening:

a. Views from public streets and adjoining properties of the negative aspects of development and land uses such as drive-ups, loading docks; heating, ventilation, or air conditioning (HVAC) units; or similar electrical or mechanical appurtenances shall be adequately screened. Said screening shall be achieved by careful selection of location and/or orientation of the buildings and elements, in combination with the use of architectural enclosures and/or earth berming and landscaping consisting of evergreen material for year-round screening.

b. Mechanical Equipment: All rooftop mechanical units shall be screened from ground level views from public streets and adjoining properties through architecturally incorporated opaque screen walls, raised parapet walls, penthouse feature, or other opaque material comprised of materials consistent with the associated primary structure. Screening measures and materials shall be reviewed as part of the site plan review process.

ii. Trash Enclosures: Trash receptacles and dumpsters shall be screened 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.

iii. Loading Docks: Loading docks shall be screened from adjacent properties and public rights-of-way by the use of opaque fencing in combination with landscaping, berming or other architectural elements to soften the presence of the fence. The vegetation species shall be selected for its density and height and shall be of sufficient size to provide adequate screening.

iv. Canopies: Canopies, 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 color, including the application of brick or stone to canopy support columns. When possible, canopies should be designed as an extension of the building rather than an added on element.

1) Unless appropriate site design measures are implemented to mitigate the presence and visibility thereof, canopies shall not be located at the intersection of major streets.

2) The vehicle use area will be screened through landscaping to minimize the visual presence and impact of the structure on surrounding properties, businesses, and public streets. Said screening shall be achieved through the use of location and/or earth berming and landscaping consisting of evergreen material for year-round screening.

4. Streetscaping: A landscaped edge or 'streetscape' shall be provided along all public streets which are not 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. Unless otherwise required to be located differently due to presence of existing utilities and/or easements, Streetscaping shall be located within the first fifteen feet (15') parallel and adjacent to the public street right-of-way or back of curb of private streets and primary access drives.
   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 streetscape. A twenty-five (25) square foot mass planting of perennials or ornamental grasses may be substituted for three (3) shrubs.
   c. Vegetation required of streetscapes shall be in addition to vegetation required of parking and open space. Vegetation required as part of open space may be placed into streetscapes; however the open space vegetation may not be counted towards fulfilling the minimum amount of vegetation required for the streetscape.

E. *Pedestrian Use Areas and Elements:* The Parkways development, 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. Conceptual illustrations for the plaza areas indicated are included in the exhibit packet (attached or on file with the City Clerk). Specific details and final materials and layouts for each of these plaza areas shall be submitted, reviewed, and approved as part of the site plan for the associated PUD parcel.

1. Pedestrian Elements: The Parkways, in accordance with the Town Center Overlay District Guidelines, will encourage pedestrian movement and opportunities for pedestrian interaction through a series of interconnected sidewalks and gathering areas. The specific plan on file with the City indicates locations and type of anticipated plaza areas and pedestrian corridors. Details for each of these plaza areas shall be submitted, reviewed, and approved as part of the overlay district site plan for each of the PUD parcels. In addition to the plaza areas indicated on the specific plan map, the incorporation of plazas and pedestrian use areas shall be encouraged as part of each building/parcel development.
   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. A minimum of one area within the development shall provide an exterior public space appropriate for public gatherings, open air markets, seasonal events and other activities. If designed and located properly to provide a protected area for pedestrians without affecting development circulation, this area can serve a dual purpose of providing parking when not in use for an event.
   c. 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.
   d. 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 fixture of bollard style lighting.
   e. 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.

f. Unless provided prior to site development, the installation of these pedestrian elements shall occur in conjunction with the development of a specific PUD parcel and shall be completed prior to issuance of a final occupancy permit.

2. Pedestrian Connections: The overall development shall integrate interconnected pedestrian walkways to allow and encourage pedestrian movement from one establishment to another within The Parkways development, as well as to other surrounding developments.
   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.

F. *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 less than 100 feet from the north property line shall not exceed sixteen feet (16') in height.
3. Said fixtures greater than 100 feet but less than 150 feet from the north property line 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 150 feet from the north property line of The Parkways Specific Plan shall not exceed twenty-eight feet (28') in height as measured from the ground to the top of the light structure.
5. The footcandle level at the north property line shall be zero.
6. The footcandle level at all other property lines shall be less than one.
7. 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. Care should be taken to ensure that adjoining residences are not looking up and into the bulbs of light fixtures, which may include shields on the fixtures or other means of shielding glare.
8. 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.
9. 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.
10. Fixtures located 150 feet or less from the property line of the existing Bridgewood residential lots to the north shall be turned off no later than 30 minutes after the closing of the last business, except those lights necessary for security purposes.

G. *Cart Corrals*: If implemented, cart corrals shall be permanent fixtures and constructed with masonry, stone, or block. No tenant or product identification signage for advertising purposes may be located on the cart corrals. Storage of carts shall be interior to a building or immediately adjacent to the building with a masonry screen wall of the same materials as the store face implemented to minimize its presence and completely conceal the carts.

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 plane and roof design to lessen the plainness of appearance which can be characteristic of large commercial buildings. Building design, materials, trim, detailing, 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 of the general building style and material options. Once City approval is gained on a particular building design, any alteration 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. Limited use of architectural elements characteristic of prototypical architecture may be allowed at the discretion of the Director of Development Services or the appropriate reviewing and approval body. Implementation of these architectural elements shall be minimized and whenever possible modified to give a unique image to the establishment. No standard corporate building design without modifications shall be implemented.
   2. Buildings shall be organized to create a logical and identifiable relationship with the site and other buildings, open spaces, and 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. 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.
   9. Trim and structural elements such as posts or columns shall be sized to the scale of the building.
   10. Whenever possible, 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.
   11. Natural materials such as brick and stone shall be used as the major elements of the façade. Architectural precast concrete or metal acceptable to the City may be incorporated in the design as the major element. Concrete products shall have integrated color rather than surface applied paint/staining and should generally have texture for interest; smooth finish concrete products may be used in conjunction with texture for accent purposes. The use of EIFS, synthetic stucco or composite materials shall be used in moderation and primarily used as an accent or trim material and cannot be the predominate building material. Use of EIFS is limited to areas of the building 6' above grade and higher and Use of vinyl materials is prohibited.

SECTION 6. <u>SIGNAGE</u>. All proposed ground and exterior wall 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.

A. All Signs: Signs located within 300' of residential property will be limited to exterior lit signs or halo lighting and will be required to have a timer to shut off at 11:00 PM or within one hour of close of the business, if open after 11:00 PM. Signs may be turned back on at 5:00 AM for uses that are closed during the night.

B. Monument Signs:
   1. A maximum of one (1) monument sign per driveway entrance shall be allowed for Parcel A.
   2. A maximum of one (1) monument sign per frontage shall be allowed for Parcel B-1.
   3. A maximum of one (1) monument sign shall be allowed along Mills Civic Parkway for Parcel B-2. In addition, one (1) monument sign shall also be allowed per driveway entrance for Parcel B-2.
   4. A maximum of one (1) monument sign shall be allowed along Mills Civic Parkway and one (1) monument sign allowed along S. Jordan Creek Parkway for all of the lots within Parcel C. In addition, one (1) monument sign may be located at the intersection of Mills Civic Parkway and S. Jordan Creek Parkway.
   5. Monument signs may be a maximum of five feet (5') tall, 35 square feet in size and setback a minimum of ten feet (10') from the public street right-of-way line. A monument sign may be increased to seven feet (7') in height and 64 square feet in size if the sign is setback a minimum of twenty feet (20') from the public street right-of-way line.

6. If a parcel has five hundred feet (500') or more of street frontage, monument signs shall be separated by a minimum of three hundred feet (300').
7. The copy area shall be comprised of individually attached and illuminated letters or routered sign face with push through letters to create 3 dimensional signage and eliminated backlighting of the background areas.
8. 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 Parkways 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.

C. Directional Signs: 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 Parkways 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 sixteen (16) square feet and a maximum of four feet (4') in height. Said signs may only be located on private property within The Parkways 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.

D. Wall Signs:
1. 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: No internally lighted wall signage shall be allowed on any wall facing 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. Wall signage location:
   a. Single tenant buildings: wall signage may be located on any façade; however no sign on one façade may be greater in square footage than that façade is long (i.e.: a fifty foot wall plane may place up to fifty square feet on said plane).
   b. Multi-tenant buildings: wall signage shall only be located on a wall plane associated with and contiguous to the tenant's leased space.

3. Wall signage allowed per building or tenant shall be allowed as follows:
   a. Single tenant building: allowed one (1) square foot per one (1) lineal foot based on the longest side.
   b. Multi-tenant building: allowed one (1) square foot per one (1) lineal foot of façade which contains the main public entry into the tenant lease area. In addition, one-half (½) square foot per one (1) lineal foot of façade which contains a secondary public entry into the tenant lease area shall be allowed, provided no lighted wall signage shall be allowed on any wall facing residential properties. The signage may be divided between allowable per city code wall planes; however, no sign on one façade may be greater in square footage than that façade is long (i.e.: for a twenty foot tenant bay; up to twenty square feet may be placed on each side of the building).
   c. Additional sign allowance for building setbacks greater than 250' from the public right-of-way that the front of the building faces shall be allowed in accordance with the City Code.

SECTION 7. **VEHICLE TRIP ALLOCATION.** A traffic Impact Study (study) dated March 21, 2017, has been prepared for The Parkways development. Per the study, The Parkways development has been allocated 2,093 p.m. peak hour trips; 1,913 a.m. peak hour trips; and 24,927 ADT 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 in conjunction with any parameters established in the study) will be subtracted from the 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 Parkways development prior to full build out, further development of parcels may be limited or prohibited. Alternate uses to those planned within the study and approved as part of this Parkways 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 total trips allocated to the development.

SECTION 8. STORM WATER MANAGEMENT PLAN. A Master Storm Water Management Plan for the entire development which governs the overall storm water management of the development shall be submitted to and approved by the City of West Des Moines. Specific Storm Water Management Plans demonstrating compliance with the approved Parkways 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 9. 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 sanitary sewer mains, water mains, and storm sewers associated with the Parkways development 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 of an overlay district site plan for each PUD parcel or 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 and landscape islands within parking areas 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 10. 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. Unless otherwise privately agreed upon, the developer of The Parkways development 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 accesses as determined by the City's Fire Marshal shall be provided at all times to those areas under construction.

SECTION 11. PUBLIC STREET LIGHTS. Unless otherwise provided for via a development agreement, at the time of final platting, 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. Payment to MidAmerican Energy or provision of surety to ensure installation of all public street lights shall be provided prior to approval and recordation of the first final plat.

SECTION 12. PUBLIC STREET IMPROVEMENTS. Unless otherwise provided for via the development agreement for this site, improvements and modifications to adjoining public roads (Mills Civic Parkway, S. Jordan Creek Parkway and S. 81st Street) as identified within the traffic study shall be constructed by the City as dictated within the development agreement

or if the developer is required to construct, the improvements must be accepted by the City Council or the developer may petition the City Council to provide surety in lieu of public improvement acceptance prior to approval and recordation of the first final plat. Dedication of permanent right-of-way to accommodate public road improvements shall be provided as necessary upon request. Temporary right-of-way required during the construction/installation shall be provided as necessary.

SECTION 13. 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 14. 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 15. 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 16. 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 _____, 2017.

_____
Steven K. Gaer, Mayor

ATTEST:

_____
Ryan T. Jacobson
City Clerk

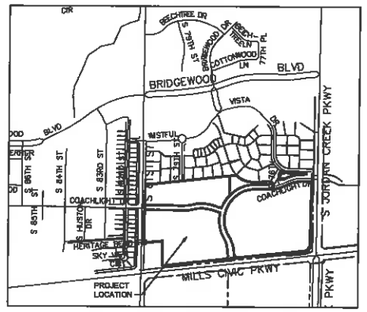
I certify that the foregoing was published as Ordinance No. _____ on the ___ day of _____, 2017.

_____
Ryan T. Jacobson
City Clerk

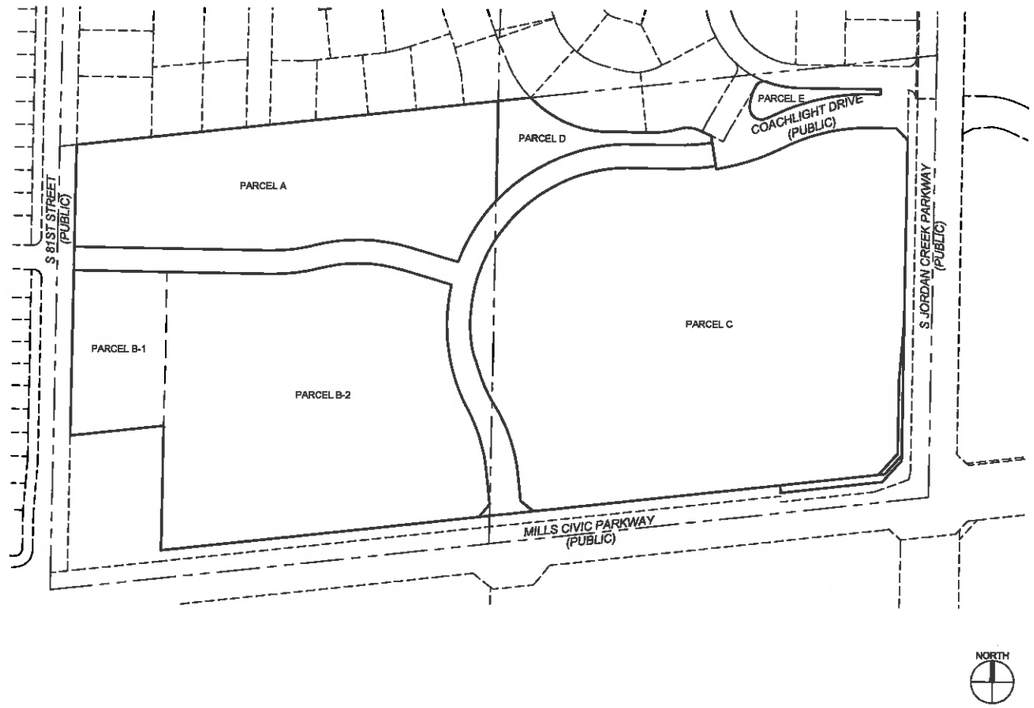
EXHIBIT A

THE PARKWAYS

S JORDAN CREEK PARKWAY AND MILLS CIVIC PARKWAY



VICINITY MAP
1" = 1000'



LEGEND

- PROPOSED PROPERTY LINE
- ADJACENT PROPERTY LINE
- PROPOSED SANITARY SEWER
- PROPOSED WATER MAIN
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER INTAKE
- PROPOSED STORM SEWER MANHOLE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED FLARED END SECTION
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE

PROPERTY OWNER

WELLMARK HOLDINGS, INC.
ATTN: MICHAEL CROWLEY
1331 GRAND AVENUE
DES MOINES, IA 50309

APPLICANT

HURD PARKWAY, LLC
ATTN: RICHARD HURD
2000 FULLER ROAD
WEST DES MOINES, IA 50265

ENGINEER

SHIVE-HATTERY, INC.
ATTN: CHRIS BAUER
4125 WESTOWN PARKWAY
WEST DES MOINES, IA 50266
PHONE: 515-223-8104

LAND USE AND DENSITY

PROPOSED:
PARCEL A: OFFICE; TOTAL = 114,670 SF
PARCEL B: OFFICE; TOTAL = 206,260 SF
PARCEL C: RETAIL, BANK, RESTAURANT, FAST FOOD, GROCERY, GAS; TOTAL = 301,435 SF
PARCEL D: OPEN SPACE
PARCEL E: OPEN SPACE

PARKING SUMMARY

PARCEL A: 416 STALLS
PARCEL B: 730 STALLS
PARCEL C: 1298 STALLS

LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PART OF AND LYING ENTIRELY WITHIN THE SOUTH HALF (S 1/2), OF THE NORTHEAST QUARTER (NE 1/4), OF SECTION 14, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., WEST DES MOINES, DALLAS COUNTY, IOWA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE CENTER OF SECTION 14,
THENCE ALONG AND UPON THE WEST LINE OF THE SOUTHWEST QUARTER (SW 1/4), OF THE NORTHEAST QUARTER (NE 1/4), OF SAID SECTION 14, N 00°44'31" E, A DISTANCE OF 1318.17 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW 1/4), OF THE NORTHEAST QUARTER (NE 1/4), OF SAID SECTION 14;
THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER (SW 1/4), OF THE NORTHEAST QUARTER (NE 1/4), OF SAID SECTION 14, ALSO BEING THE SOUTH LINE OF "BRIDGEWOOD SOUTH" SUBDIVISION, AN OFFICIAL PLAT, NOW FORMING AND BEING PART OF THE CITY OF WEST DES MOINES, N 63°45'28" E, A DISTANCE OF 60.37 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF "SOUTH 81ST STREET" AS PRESENTLY ESTABLISHED, ALSO BEING THE POINT OF BEGINNING;
THENCE CONTINUING ALONG SAID NORTH LINE, ALSO BEING THE SOUTH LINE OF SAID "BRIDGEWOOD SOUTH" SUBDIVISION, N 63°45'28" E, A DISTANCE OF 1355.38 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 328.00 FEET, SAID POINT BEING THE WESTERLY CORNER OF LOT 5 OF "GARDENS AT BRIDGEWOOD" PLAT #2, AN OFFICIAL PLAT, NOW FORMING AND BEING A PART OF THE CITY OF WEST DES MOINES;
THENCE RUNNING ALONG A CURVE , SAID CURVE BEING THE SOUTHWESTERLY LINE OF SAID LOT 5, A DISTANCE OF 299.39 FEET, WHOSE CHORD BEARS N 69°36'42" E, 302.69 FEET;
THENCE CONTINUING ALONG THE SOUTHERLY LINE OF SAID LOT 5, S 89°21'18" E, A DISTANCE OF 112.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 371.00 FEET, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID LOT 5 AND THE SOUTHWEST CORNER OF LOT 4;
THENCE RUNNING ALONG A CURVE, SAID CURVE BEING THE SOUTHERLY LINE OF SAID LOT 4, A DISTANCE OF 100.53 FEET, WHOSE CHORD BEARS N 83°52'57" E, 100.22 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 85.00;
THENCE RUNNING ALONG A CURVE, SAID CURVE BEING THE SOUTHERLY LINE OF SAID LOT 4, A DISTANCE OF 89.67 FEET, WHOSE CHORD BEARS S 84°59'34" E, 87.70 FEET;
THENCE RUNNING ALONG THE EXTENSION OF SOUTHWESTERLY RIGHT-OF-WAY LINE OF "SOUTH 76TH STREET" S 85°05'41" E, A DISTANCE OF 38.03 FEET;
THENCE S 05°59'37" E, A DISTANCE OF 99.89 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 650.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 178.54 FEET, WHOSE CHORD BEARS N 73°08'49" E, 179.27 FEET;
THENCE N 64°39'34" E, A DISTANCE OF 53.83 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 550.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 236.33 FEET, WHOSE CHORD BEARS N 77°53'36" E, 237.44 FEET;
THENCE S 89°24'29" E, A DISTANCE OF 62.48 FEET;
THENCE S 44°26'08" E, A DISTANCE OF 49.47 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF "JORDAN CREEK PARKWAY" AS PRESENTLY ESTABLISHED;
THE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, S 00°34'53" W, A DISTANCE OF 952.62 FEET TO THE SOUTHERLY CORNER ON THE EAST LINE OF PARCEL "L", AS RECORDED IN BOOK 2005, PAGE 13730;
THENCE ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL "L", S 42°59'34" W, A DISTANCE OF 62.28 FEET TO THE EASTERLY CORNER ON THE SOUTH LINE OF SAID PARCEL "L";
THENCE ALONG THE SOUTH LINE OF SAID PARCEL "L", ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF "MILLS CIVIC PARKWAY", S 83°41'21" W, A DISTANCE OF 304.39' FEET TO THE SOUTHWEST CORNER OF SAID PARCEL "L";
THENCE ALONG THE WEST LINE OF PARCEL "L", N 01°48'48" W, A DISTANCE OF 22.57 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF "MILLS CIVIC PARKWAY" AS PRESENTLY ESTABLISHED;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, S83°41'21" W, A DISTANCE OF 1848.00 FEET TO A POINT ON THE EAST LINE OF A TRACT OF LAND DEEDED TO THE CITY OF WEST DES MOINES AS RECORDED IN BOOK 2003, PAGE 23123;
THENCE ALONG SAID EAST LINE, N00°44'03" E, A DISTANCE OF 370.44 FEET TO THE NORTHEAST CORNER OF SAID TRACT OF LAND;
THENCE ALONG NORTH LINE OF SAID TRACT OF LAND, S 83°36'54" W, A DISTANCE OF 278.84 FEET TO THE NORTHWEST CORNER OF SAID TRACT OF LAND, SAID CORNER BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF "SOUTH 81ST STREET" AS PRESENTLY ESTABLISHED;
THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE, N 00°46'17" E, A DISTANCE OF 899.74 FEET TO THE POINT OF BEGINNING.

CONTAINING 63.367 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS OF RECORD.

AND

A PARCEL OF LAND BEING A PART OF AND LYING ENTIRELY WITHIN PARCEL "J" OF THE SOUTHEAST (SE 1/4), OF THE NORTHEAST QUARTER (NE 1/4), OF SECTION 14, TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., WEST DES MOINES, DALLAS COUNTY, IOWA, AS RECORDED IN BOOK 2002, PAGE 13008, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS;

COMMENCING AT THE EAST QUARTER OF SECTION 14,
THENCE ALONG AND UPON THE EAST LINE OF THE SOUTHEAST QUARTER (SE 1/4), OF THE NORTHEAST QUARTER (NE 1/4), OF SAID SECTION 14, N 00°34'53" E, A DISTANCE OF 1196.15 FEET;
THENCE N 89°25'07" W, A DISTANCE OF 60.00 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 25.00 FEET, SAID POINT ALSO BEING ON THE EAST LINE OF SAID PARCEL "J";
THENCE ALONG SAID CURVE A DISTANCE OF 38.28 FEET, WHOSE CHORD BEARS N 44°29'46" W, 35.36 FEET;
THENCE ALONG THE NORTH LINE OF SAID PARCEL "J", ALSO BEING THE SOUTHERLY RIGHT-OF-WAY LINE OF "WISTFUL VISTA DRIVE", N 89°29'32" W, A DISTANCE OF 81.01 FEET TO THE POINT-OF BEGINNING;
THENCE CONTINUING ALONG THE SAID NORTHERLY LINE OF SAID PARCEL "J", N 89°29'32" W, A DISTANCE OF 243.77 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 265.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 88.27 FEET, WHOSE CHORD BEARS N 79°28'54" W, 87.78 FEET, TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00;
THENCE ALONG SAID CURVE A DISTANCE OF 32.05 FEET, WHOSE CHORD BEARS S 74°25'00" W, 29.90 FEET TO THE BEGINNING OF A CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 140.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 70.87 FEET, WHOSE CHORD BEARS S 17°09'47" W, 70.12 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 35.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 71.85 FEET, WHOSE CHORD BEARS S 56°12'05" E, 59.93 FEET;
THENCE N 85°03'12" E, A DISTANCE OF 33.58 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 550.00 FEET;
THENCE ALONG SAID CURVE A DISTANCE OF 293.33 FEET, WHOSE CHORD BEARS N 77°50'04" E, 291.08 FEET;
THENCE S 89°14'04" E, A DISTANCE OF 34.38 FEET;
THENCE N 00°18'23" E, A DISTANCE OF 16.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.412 ACRES, MORE OR LESS. SUBJECT TO ALL EASEMENTS OF RECORD.

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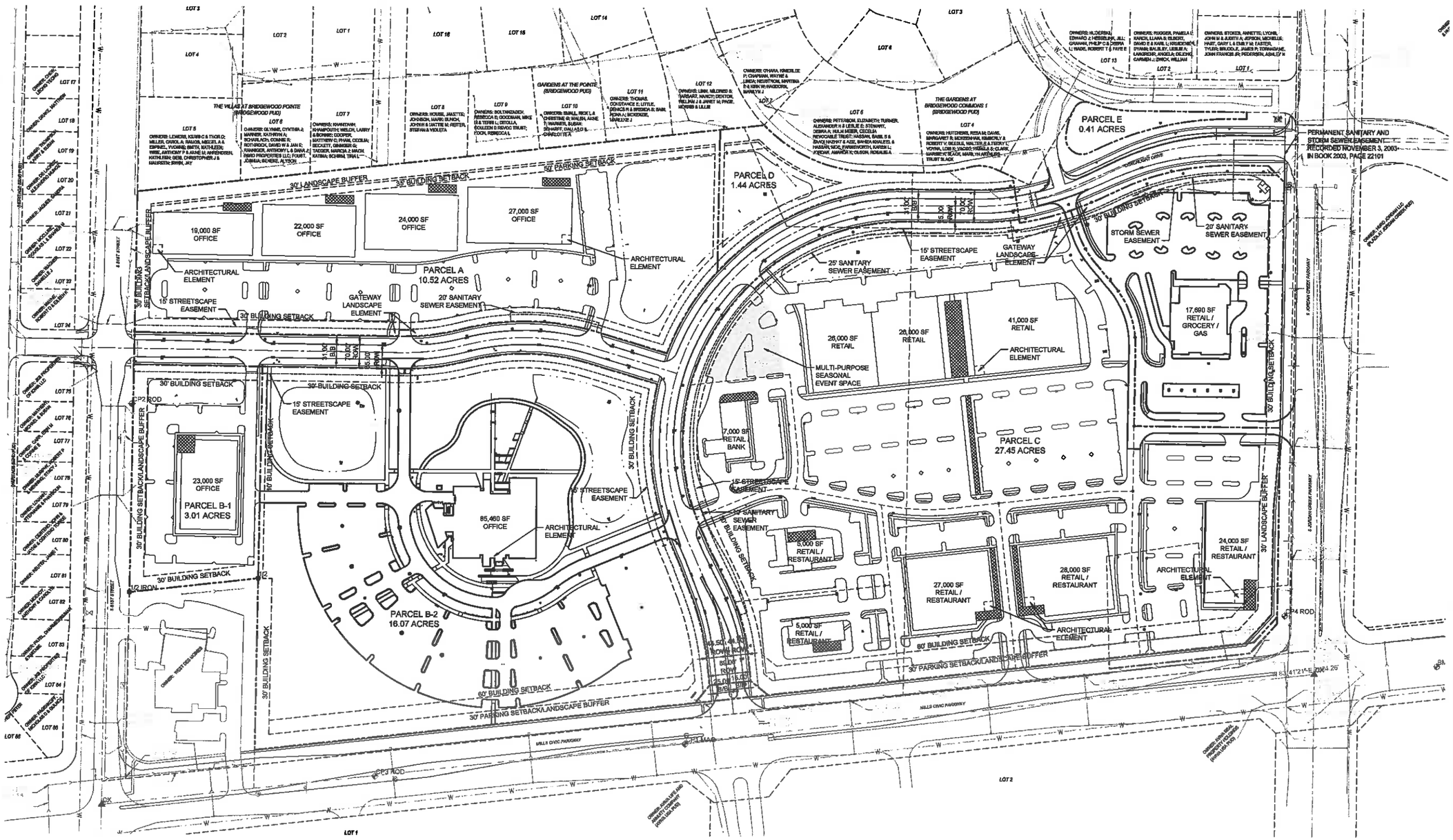
Iowa | Illinois | Indiana

THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: KAR
APPROVED: CRB
ISSUED FOR: REVIEW
DATE: 05/08/2017
PROJECT NO: 4115980
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN COVER SHEET



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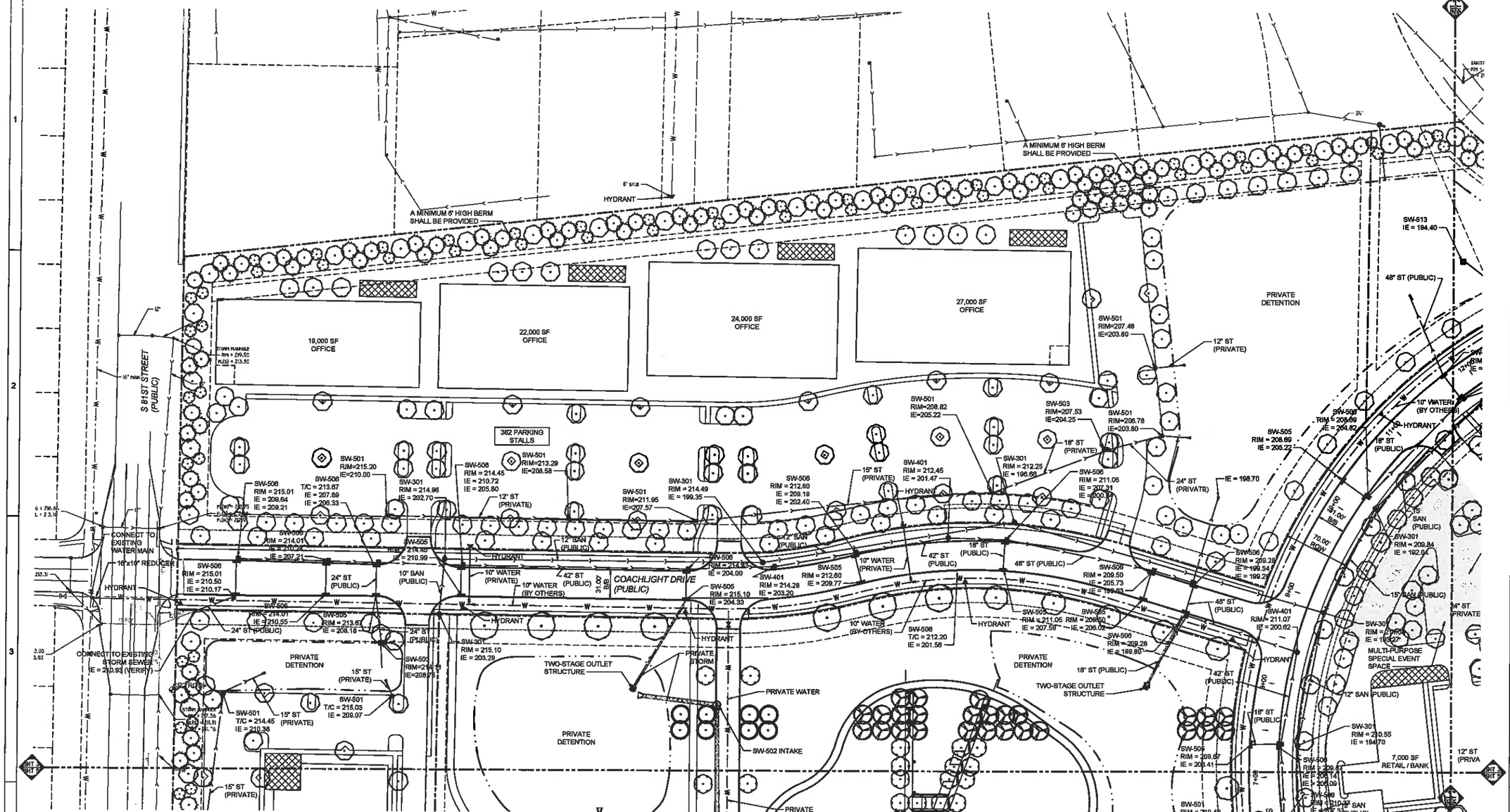
THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: KAR
APPROVED: CRB
ISSUED FOR: REVIEW
DATE: 06/06/2017
PROJECT NO: 4166980
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN - OVERALL

SP2 OF 6



STORM WATER POLLUTION PREVENTION NOTES

1. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
2. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL.
3. CONTRACTOR SHALL UTILIZE THE SOUTHERN HALF OF SITE FOR THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
4. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
5. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
6. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
7. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
8. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
9. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
10. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
11. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, WATTLES, INLET PROTECTION, ETC.) TO PREVENT EROSION.
13. ALL STORM SEWER INTAKES THAT RECEIVE STORMWATER RUNOFF FROM DISTURBED AREAS SHALL BE PROVIDED WITH A FILTER SACK. SEE DETAIL.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, PERIODIC CHECKING AND REINSTALLATION OF EROSION AND SEDIMENTATION CONTROL MEASURES.
15. OWNER SHALL ASSUME RESPONSIBILITY FOR ALL EROSION CONTROL UNTIL DELEGATED TO CONTRACTOR ONCE THE PROJECT CONSTRUCTION STARTS.

LANDSCAPE PLANT LEGEND

OVERSTORY DECIDUOUS TREE
(HACKBERRY, HONEYLOCUST, OAK, GINKGO, LINDEN, KENTUCKY COFFEETREE)

UNDERSTORY DECIDUOUS TREE
(YELLOWWOOD, JAPANESE TREE LILAC, SERVICEBERRY, NANNYBERRY VIBURNUM)

EVERGREEN TREE
(WHITE PINE, BLACK HILLS SPRUCE, CONCOLOR FIR)

SHRUB
(CHOKEBERRY, DOGWOOD, SPIREA, SWEETSPIRE, JUNIPER, INKBERRY)

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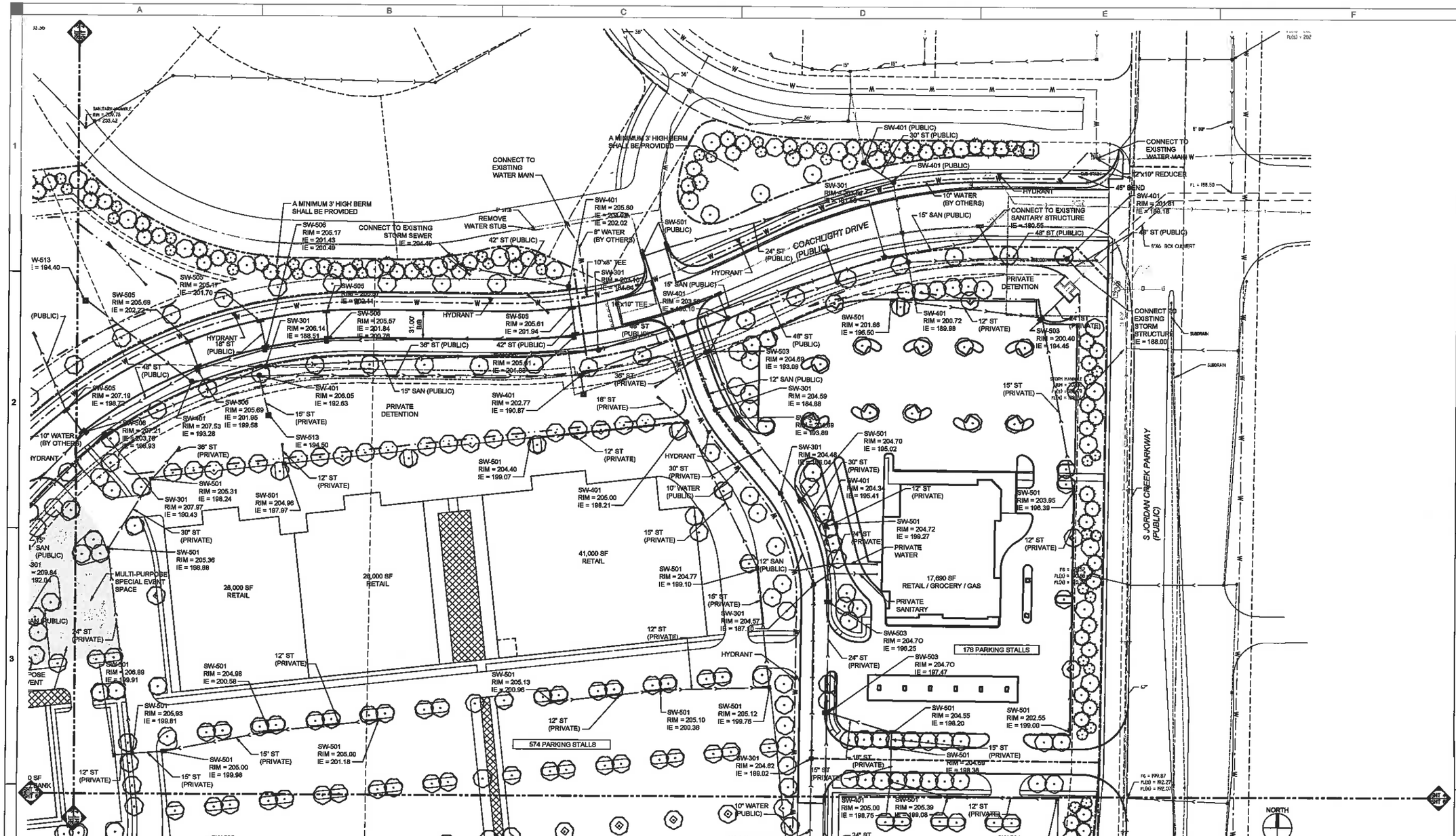
THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: KAR
APPROVED: CRB
ISSUED FOR: REVIEW
DATE: 09/05/2017
PROJECT NO: 4115080
FIELD BOOK: –
CLIENT NO: –

SPECIFIC PLAN



LANDSCAPE QUANTITIES

	REQUIRED	PROVIDED
PARKING LOT		
OVERSTORY TREES	273	273
BUFFERYARD		
OVERSTORY TREES	91	91
EVERGREEN TREES	242	242
UNDERSTORY TREES	155	155
SHRUBS	1020	1020
STREETSCAPE		
OVERSTORY TREES	97	97
SHRUBS	291	291
OPEN SPACE		
OVERSTORY TREES	429	429
SHRUBS	644	644

LANDSCAPE PLANT LEGEND

- OVERSTORY DECIDUOUS TREE (HACKBERRY, HONEYLOCUST, OAK, GINKGO, LINDEN, KENTUCKY COFFEETREE)
- UNDERSTORY DECIDUOUS TREE (YELLOWWOOD, JAPANESE TREE LILAC, SERVICEBERRY, NANNYBERRY VIBURNUM)
- EVERGREEN TREE (WHITE PINE, BLACK HILLS SPRUCE, CONCOLOR FIR)
- SHRUB (CHOKEBERRY, DOGWOOD, SPIREA, SWEETSPIRE, JUNIPER, INKBERRY)

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THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: KAR
APPROVED: CRB
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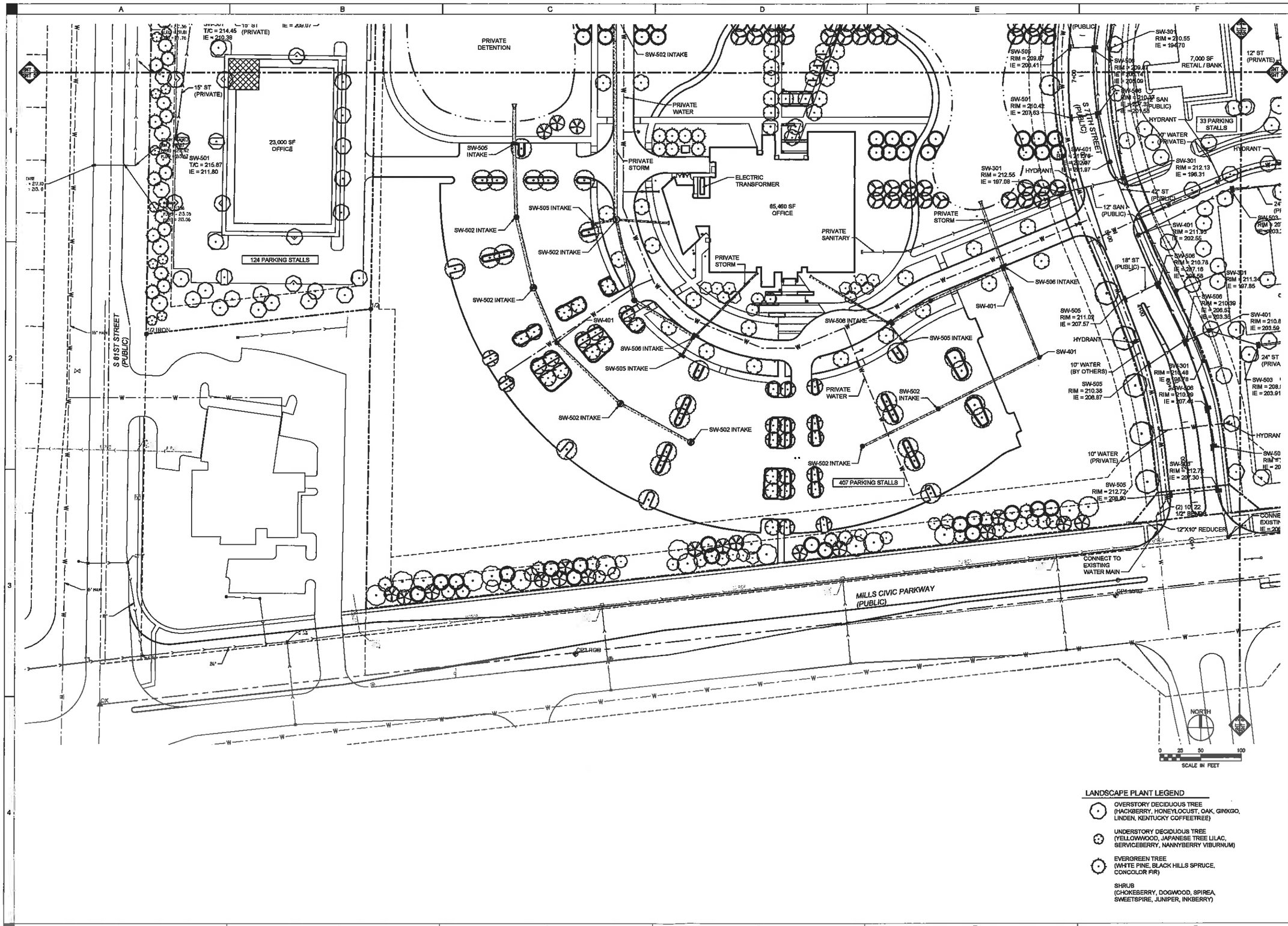
DATE: 03/30/2017
PROJECT NO: 4115080
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN

SP4 OF 6



LANDSCAPE PLANT LEGEND

- OVERSTORY DECIDUOUS TREE (HACKBERRY, HONEYLOCUST, OAK, GINKGO, LINDEN, KENTUCKY COFFEETREE)
- UNDERSTORY DECIDUOUS TREE (YELLOWWOOD, JAPANESE TREE LILAC, SERVICEBERRY, NANNYBERRY VIBURNUM)
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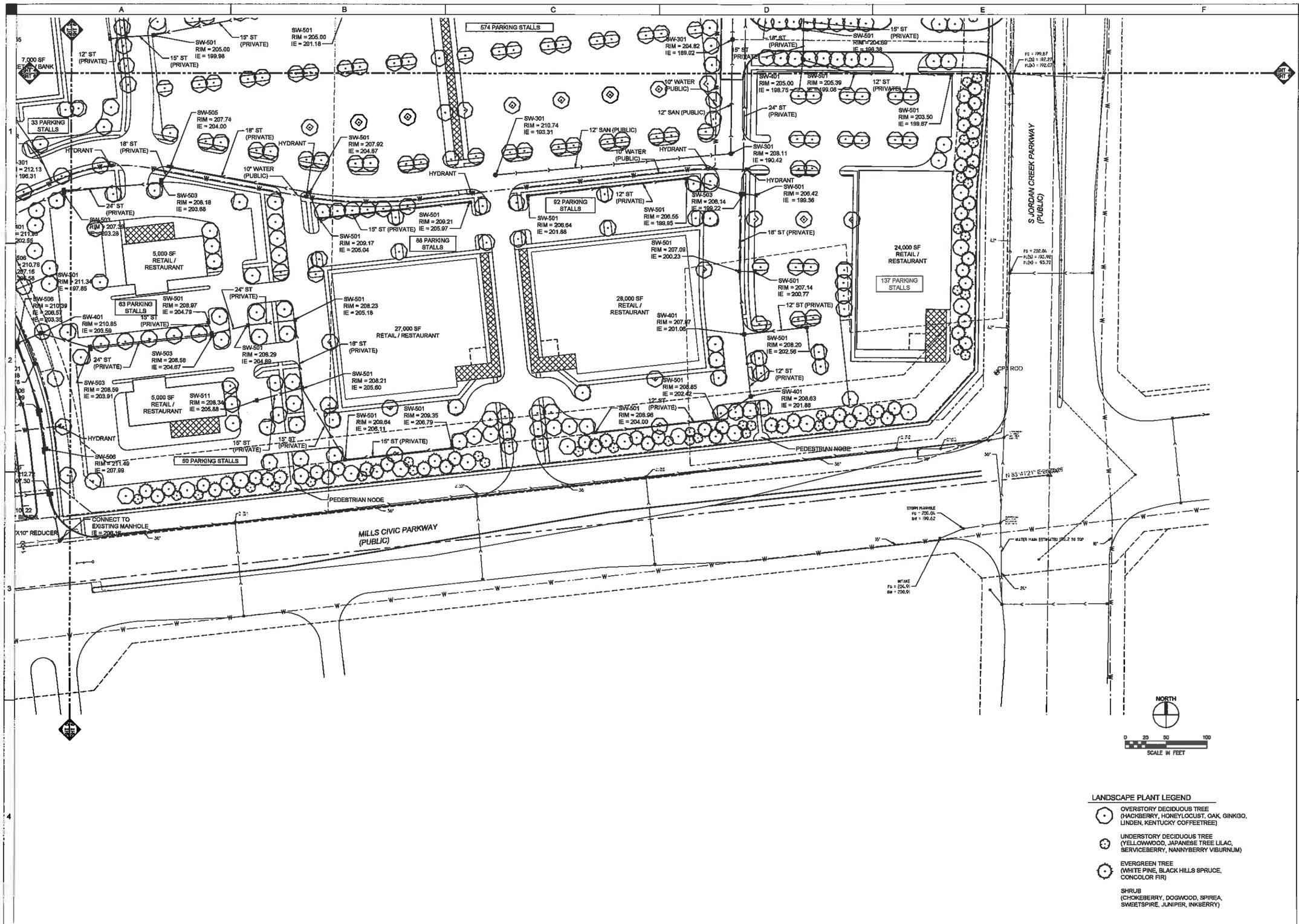
CLIENT NO: --

SPECIFIC PLAN



LANDSCAPE PLANT LEGEND

- OVERSTORY DECIDUOUS TREE (HACKBERRY, HONEYLOCUST, OAK, GINKGO, LINDEN, KENTUCKY COFFEETREE)
- UNDERSTORY DECIDUOUS TREE (YELLOWWOOD, JAPANESE TREE LILAC, SERVICEBERRY, NANNYBERRY VIBURNUM)
- EVERGREEN TREE (WHITE PINE, BLACK HILLS SPRUCE, CONCOLOR FIR)
- SHRUB (CHOKEBERRY, DOGWOOD, SPIREA, SWEETSPIRE, JUNIPER, INKBERRY)

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Iowa | Illinois | Indiana

THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

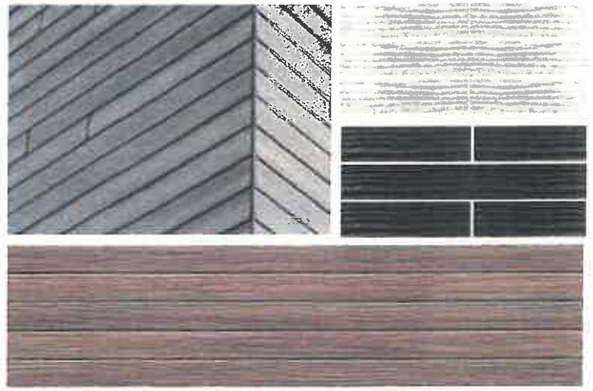
DRAWN: KAR
APPROVED: CRB
ISSUED FOR: REVIEW
DATE: 06/06/2017
PROJECT NO: 4165680
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN

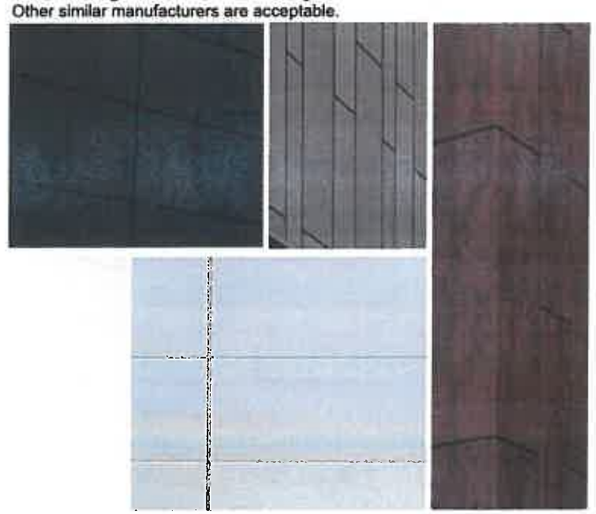
EXHIBIT B

NON-MASONRY EXTERIOR FINISH OPTIONS

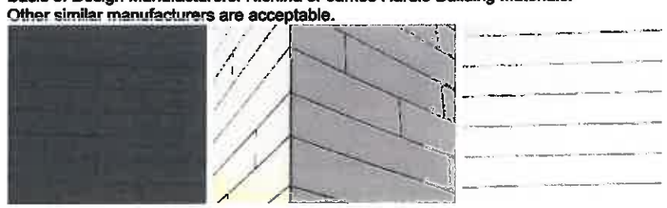
Wood-Look or Concrete Composite Panels (varying shapes, sizes, & colors)
Basis of Design Manufacturer: Resysta. Other similar manufacturers are acceptable.



Metal Panels (varying shapes, sizes, & colors)
Basis of Design Manufacturer: Dri Design
Other similar manufacturers are acceptable.

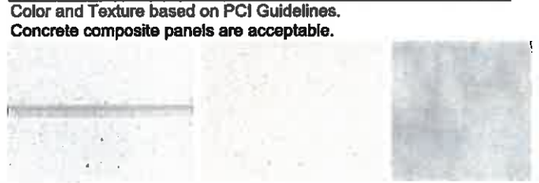


Fiber Cement Board (fine texture, varying neutral colors)
Basis of Design Manufacturers: Nichiha or James Hardie Building Materials.
Other similar manufacturers are acceptable.



PRE-CAST CONCRETE OPTIONS

Color and Texture based on PCI Guidelines.
Concrete composite panels are acceptable.



BRICK COLOR OPTIONS (OR SIM.)

Basis of Design Manufacturer: Glen Gery
Other similar manufacturers are acceptable.

SPICE WHITE

STONE GRAY

BOULDER GRAY

ALL SPICE

MONET

BLACK PEARL

EIFS

(fine texture, varying neutral colors)

CANOPY / AWNING COLORS (OR SIM)

City Scape, Slate Gray, Charcoal

Bone White, Stone White, Clear Anodized

ACCENT COLOR(S)

Red

STONE COLOR/PATTERN OPTIONS (OR SIM.)

Basis of Design Manufacturer: Arriscraft
Other similar manufacturers and real stone are acceptable.

AVALANCHE

SIERRA

SMOKY MOUNTAIN

DARK GRANITE

LIMESTONE

OAK RIDGE

GRAPHITE

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THE PARKWAYS

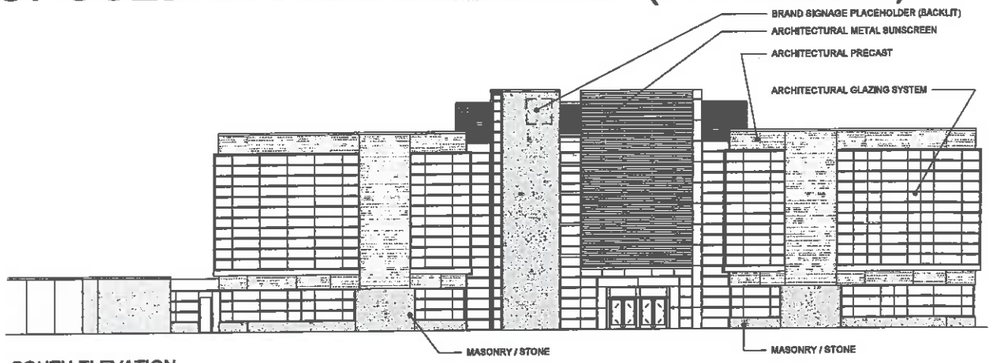
HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: -
APPROVED: -
ISSUED FOR:
DATE: 04/19/2017
PROJECT NO: 41166860
FIELD BOOK:

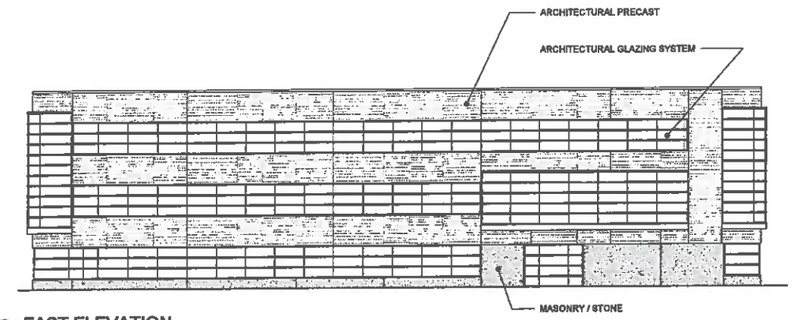
ARCHITECTURE

A1

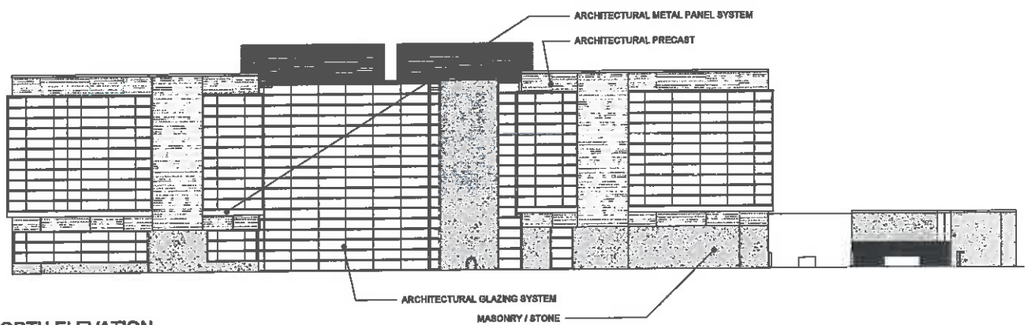
PROPOSED OFFICE BUILDING (PARCEL B)



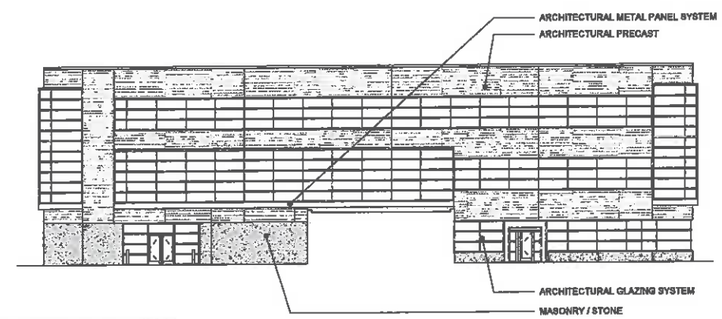
1 SOUTH ELEVATION
1/16" = 1'-0" 0 24'



2 EAST ELEVATION
1/16" = 1'-0" 0 24'



3 NORTH ELEVATION
1/16" = 1'-0" 0 24'



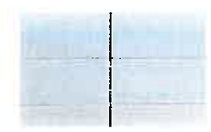
4 WEST ELEVATION
1/16" = 1'-0" 0 24'

DESIGN DIRECTION STRATEGY:

CLEAN FORMS WITH LARGE, FRAMED BAYS BALANCING THE STRONG VERTICAL ENTRANCE ELEMENT.

1. BRAND SIGNAGE PLACEHOLDER (BACKLIT)
2. ARCHITECTURAL METAL SUNSCREEN
3. ARCHITECTURAL METAL PANEL SYSTEM
4. ARCHITECTURAL PRECAST
5. ARCHITECTURAL GLAZING SYSTEM
6. MASONRY / STONE

MATERIAL PALETTE



Metal Panels

Precast Concrete

Black Granite

Metal Panel - Accent Color

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THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: -
APPROVED: -
ISSUED FOR: CITY REVIEW
DATE: 04/19/2017
PROJECT NO: 4160980
FIELD BOOK: -

SPECIFIC PLAN

A2

PROPOSED RETAIL / GROCERY / GAS (PARCEL C)

Starbucks / Convenience / Online Order Pick-up View

Exterior Concept
1.DEC16

Hy-Vee

ideation studio

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THE PARKWAYS

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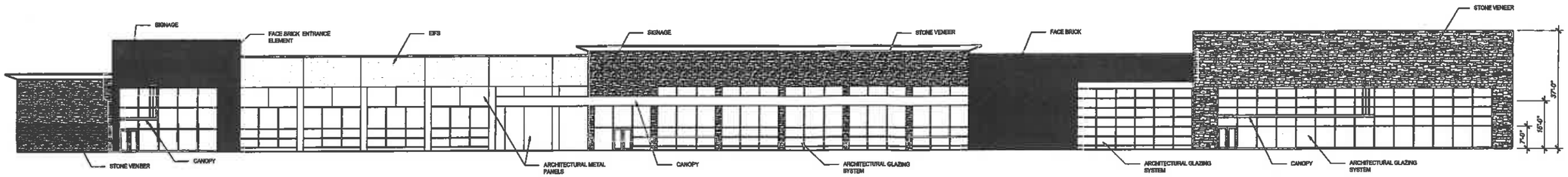
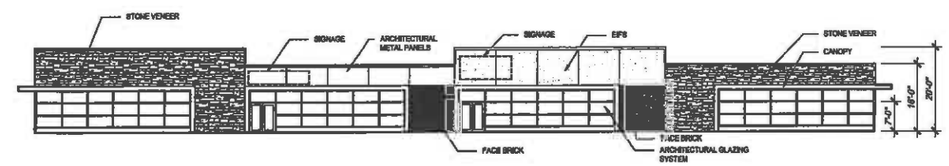
FIELD BOOK: –

SPECIFIC PLAN

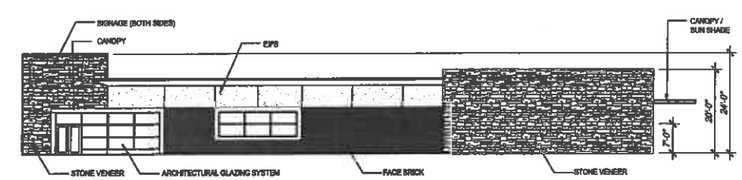
A3



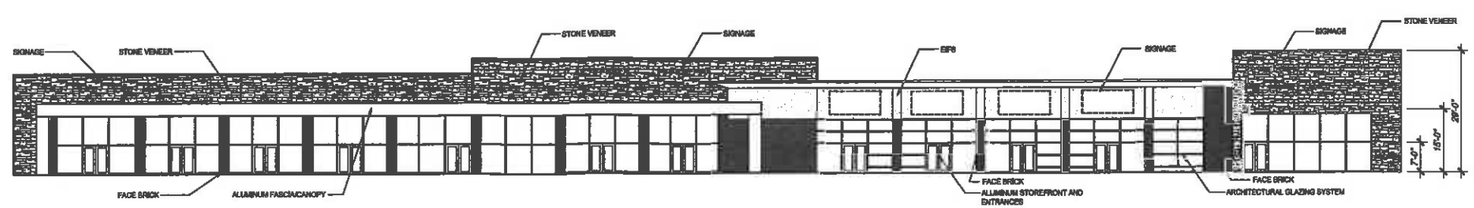
PROPOSED ARCHITECTURAL AESTHETIC - RETAIL (PARCEL C)
1/16"=1'-0"



PROPOSED ARCHITECTURAL AESTHETIC - OFFICE (PARCELS A & B)
1/16"=1'-0"



PROPOSED ARCHITECTURAL AESTHETIC - RESTAURANT / RETAIL / BANK (PARCEL C)
1/16"=1'-0"



PROPOSED ARCHITECTURAL AESTHETIC - RETAIL / RESTAURANT (PARCEL C)
1/16"=1'-0"

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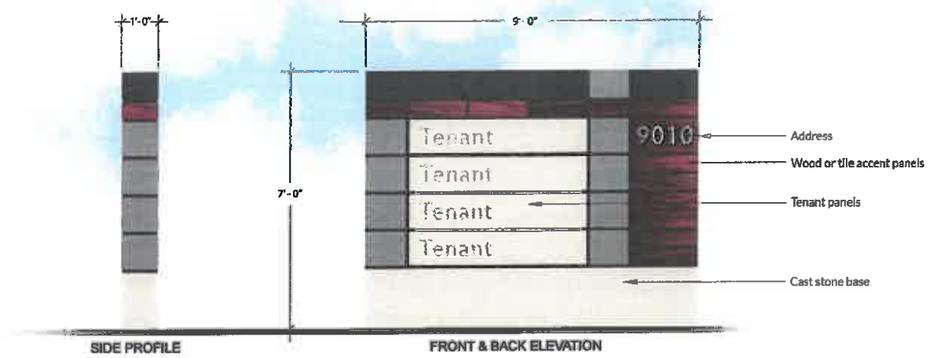
FIELD BOOK: -
CLIENT NO: -

SPECIFIC PLAN

A4

PROPOSED SITE FURNISHINGS



PROPOSED HORIZONTAL MONUMENT SIGNAGE

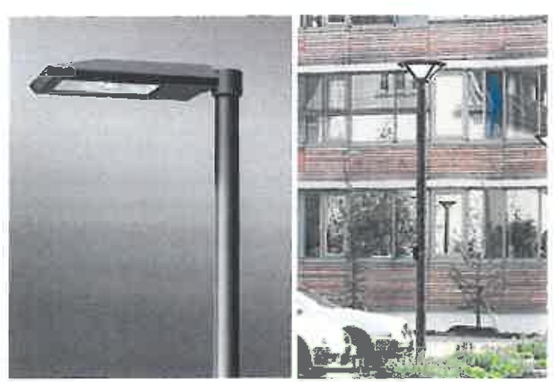
BENCHES

PLANTERS

TRASH RECEPTACLES

BIKE RACKS

BOLLARDS WITH LIGHTING



PARKING LIGHTING

PEDESTRIAN LIGHTING

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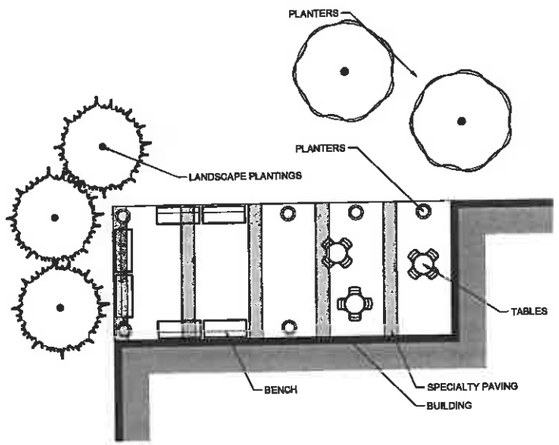
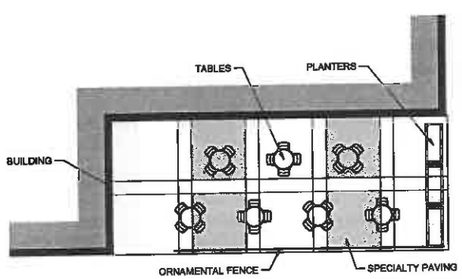
ISSUED FOR: REVIEW
DATE: 04/10/2017
PROJECT NO: 4165880
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN

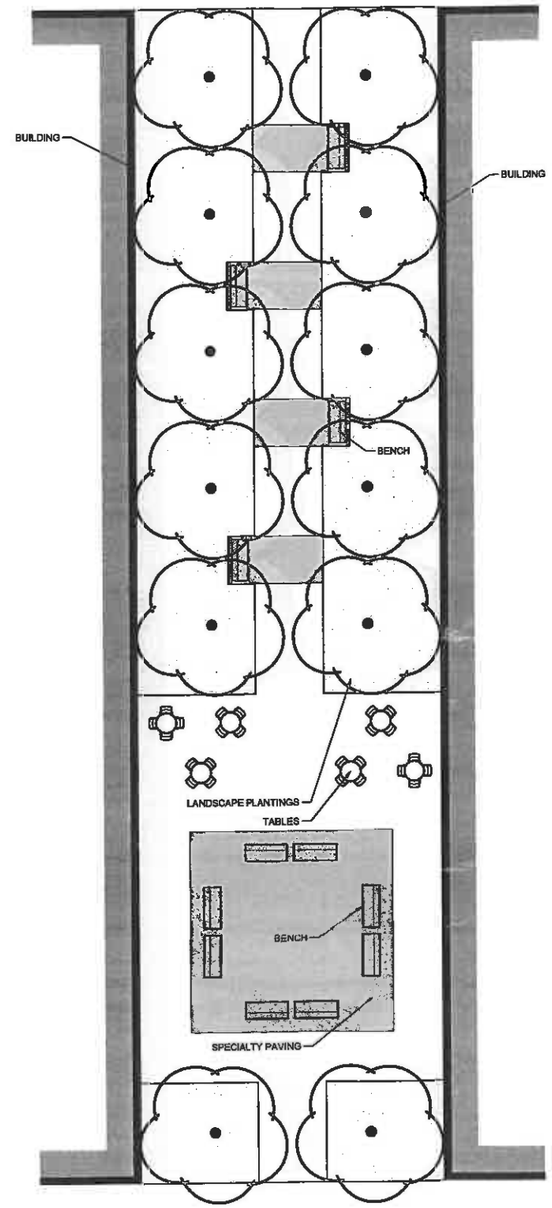
A5



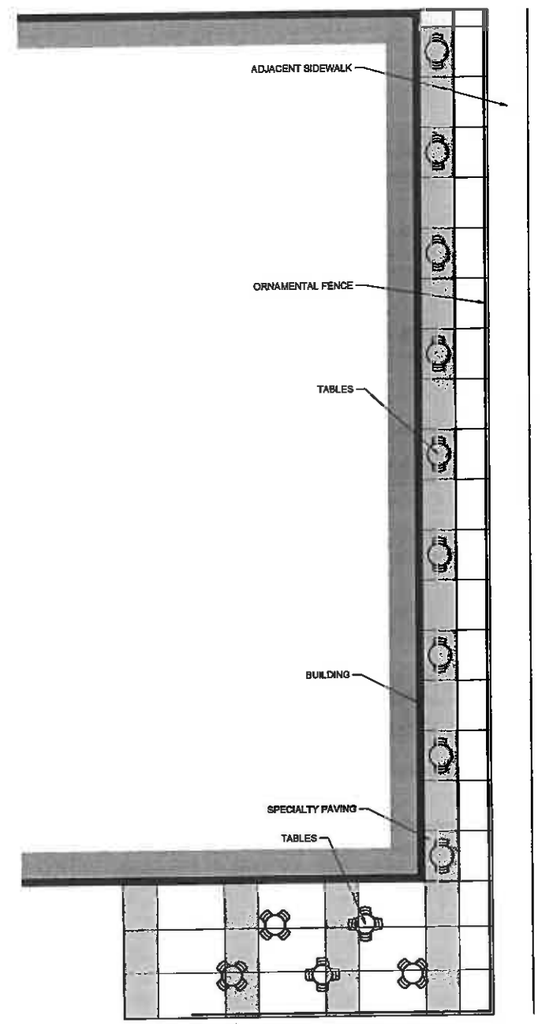
A3 TYPICAL OFFICE PATIO
NOT TO SCALE



A4 TYPICAL RESTAURANT PATIO
NOT TO SCALE



C4 PEDESTRIAN PAZA AT NORTH RETAIL BUILDINGS
NOT TO SCALE



E4 TYPICAL SIDEWALK CAFE / OUTDOOR DINING
NOT TO SCALE

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THE PARKWAYS

HURD PARKWAY, LLC
WEST DES MOINES, IOWA

DRAWN: --
APPROVED: --
ISSUED FOR: REVIEW
DATE: 04/16/2017
PROJECT NO.: 4155980
FIELD BOOK: --
CLIENT NO: --

SPECIFIC PLAN

A6