

**CITY OF WEST DES MOINES  
PLAN AND ZONING COMMISSION COMMUNICATION**

**Meeting Date:** January 13, 2020

**Item:** 4<sup>th</sup> and Railroad, 101 and 107 4<sup>th</sup> Street – Amend the Comprehensive Plan Land Use Map to change the land use designation for approximately 0.31 acres from Medium Density Residential to Historic Business and establish a Planned Unit Development (PUD) to allow development of a vertical commercial and residential mixed-use building – Cutler Development, LLC – ZC-004403-2019/CPA-004541-2019

**Requested Action:** Recommend approval of a Comprehensive Plan Amendment and Rezoning request to establish a Planned Unit Development (PUD)

**Case Advisor:** J. Bradley Munford, Planner 

**Applicant's Request:** The applicant and owner, Cutler Development, LLC, represented by Ed Pelds of Pelds Engineering Company, is requesting approval of both a Comprehensive Plan Land Use amendment and establishment of a Planned Unit Development (PUD) for that property located at 101 and 107 4<sup>th</sup> Street. The applicant is requesting the Comprehensive Plan Amendment to change approximately 0.31 acres from Medium Density Residential to Historic Business.

Upon changing the Comprehensive Plan Land Use designations on the property, the applicant is also requesting the establishment of a Planned Unit Development (PUD) to allow development of a three-story, vertical mixed-use building.

**History:** The properties were platted as Lots 12 and 13, Block 3 of Valley Junction. There is currently an existing home on the northern portion of the property and will be demolished.

**City Council Subcommittee:** This proposed development was discussed with the Development and Planning City Council Subcommittee on August 5, 2019, December 2, 2019 and December 16, 2019. The Subcommittee members were supportive of establishing a PUD to allow for the development.

**Staff Review and Comment:** There are no outstanding issues. Staff would also note the following regarding the proposed development:

- **Parking:** Mixed-use developments such as this are only allowed in the Support Commercial (SC) and Valley Junction Historic Business Districts (VJHB). Given the size of the property and its location, VJHB is the appropriate zoning district for the development. VJHB does not have a parking requirement because it is intended to fit into the pre WWII development style of the Valley Junction area. However, the proposal features 14, one-bedroom apartment units. The applicant worked with staff to provide a 13 parking spaces. Users of the commercial space will utilize city owned parking lots and available on street parking, typical with other VJHB zoned properties.
- **Site Design:** The Valley Junction Historic Business District (VJHB) does not have a minimum setback from property lines. The applicant is proposing to place the building as far away from adjacent residential property as possible. The farthest point is right up against the 4<sup>th</sup> Street and Railroad intersection. By placing the proposed building there, it would be located in the code required 25 foot vision triangle. A vision triangle clear of obstructions is required for motor vehicles on the street and bikes on the trail to safely see oncoming traffic and pedestrians when approaching an intersection.

The Development and Planning City Council Subcommittee met three times to discuss this project. During the first meeting on August 5, 2019, the case was discussed as an upcoming project. On December 2, 2019, Planning, Engineering and Parks staff expressed concerns about the proposed building being located in the code required 25 foot vision triangle for the 4<sup>th</sup> Street and Railroad intersection and the 4<sup>th</sup>-3<sup>rd</sup> Street Alley on the east side of the development. The

Subcommittee directed the applicant and staff to work to reconfigure the building, site and bike trail so safety challenges for vehicles were addressed.

On December 16, 2019, the applicant presented a new plan that clipped the corner of the 1<sup>st</sup> floor of the building that created a 19 foot clear vision corridor. The 4<sup>th</sup>-3<sup>rd</sup> Street Alley on the east side of the development is proposed to be turned into a one-way heading north. The alley would remain two-way north of the parking lot entrance and an ingress/egress easement would need to be submitted during the site planning process to allow southbound alley traffic to access 4<sup>th</sup> Street through the development's parking area. The plan also features a rerouting of the Railroad Avenue bike trail so that it crosses 4<sup>th</sup> street further north at a safer location. With the modification proposed, the Subcommittee members were supportive of language in the PUD to allow for the development.

**Comprehensive Plan Consistency:** The project has been reviewed for consistency with the Comprehensive Plan. Based upon that review, a finding has been made that the proposed project is consistent with the Comprehensive Plan in that the project is consistent with all of the goals and policies of the Comprehensive Plan and the land use map of the Comprehensive Plan.

**Noticing Information:** Original notice for this case was published in the *Des Moines Register* on November 1, 2019. Notice was also mailed to all surrounding property owners within 370 feet of the subject property on October 30, 2019.

A second courtesy notice of the January 13, 2020, Plan and Zoning Commission and January 21, 2020 City Council public hearings was published in the *Des Moines Register* on January 3, 2020. Notice of this public hearing also was mailed to all surrounding property owners within 370 feet of the subject property on January 2, 2020.

**Staff Recommendations and Conditions of Approval:** Based upon the preceding review and a finding of consistency with the Comprehensive Plan, staff recommends that the Plan and Zoning Commission adopt a resolution recommending the City Council approve an amendment to the Comprehensive Plan Land Use Map for approximately 0.31 acres from and establishment of the 4th and Railroad Planned Unit Development (PUD) to allow development of a vertical mixed-use (commercial and multi-family) development, subject to the applicant meeting all City Code requirements.

**Applicant:** Cutler Development, LLC  
Scott Cutler  
1307 50<sup>th</sup> Street  
West Des Moines, Iowa 50266  
[Scott@CutlerDevelopment.com](mailto:Scott@CutlerDevelopment.com)

**Applicant Representative:** Pelds Engineering Company  
Ed Pelds  
2323 Dixon St  
Des Moines, Iowa 50316  
[Ed@Pelds.com](mailto:Ed@Pelds.com)

**Attachments:**

- Attachment A - Plan and Zoning Commission Resolution – Comprehensive Plan Amendment
- Attachment B - Plan and Zoning Commission Resolution – PUD Amendment
  - Exhibit A - Conditions of Approval
- Attachment C - Location Map
- Attachment D - Proposed PUD
  - Exhibit A - PUD Sketch Plan

RESOLUTION NO. PZC – 20–001

**A RESOLUTION OF THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES, RECOMMENDING TO THE CITY COUNCIL THAT IT APPROVE AN AMENDMENT TO THE COMPREHENSIVE PLAN LAND USE MAP FOR 0.31 ACRES FROM MEDIUM DENSITY RESIDENTIAL TO HISTORIC BUSINESS**

**WHEREAS**, pursuant to the provisions of Title 9, Chapter 1 et seq, of the West Des Moines Municipal Code, the applicant, Cutler Development, LLC, has requested an amendment to the Comprehensive Plan Land Use Map (CPA-004541-2019) to change the land use designation of approximately 0.31 acres from Medium Density Residential to Historic Business located within part of the area legally described as:

**Legal Description**

THE SOUTH 5 FEET OF LOT 13 AND THE NORTH 45 FEET OF LOT 12 BLOCK 3 VALLEY JUNCTION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF WEST DES MOINES, POLK COUNTY, IOWA

AND

LOT 11 AND THE SOUTH 5 FEET OF LOT 12 BLOCK 3 VALLEY JUNCTION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF WEST DES MOINES, POLK COUNTY, IOWA

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

**WHEREAS**, on January 13, 2020, this Commission held a duly-noticed hearing to consider the application for Comprehensive Plan Amendment (CPA-004541-2019);

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

**SECTION 1.** The request for a change in the land use designation of 0.31 acres from Medium Density Residential to Historic Business located at 101 and 107 4<sup>th</sup> Street is recommended to the City Council for approval.

**PASSED AND ADOPTED on January 13, 2020.**

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Erica Andersen, Chairperson  
Plan and Zoning Commission

ATTEST:

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Recording Secretary

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Plan and Zoning Commission of the City of West Des Moines, Iowa, at a regular meeting held on January 13, 2020, by the following vote:

AYES:  
NAYS:  
ABSTENTIONS:  
ABSENT:

ATTEST:

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Recording Secretary

**RESOLUTION NO. PZC**

**A RESOLUTION OF THE PLAN AND ZONING COMMISSION OF THE CITY OF WEST DES MOINES RECOMMENDING TO THE CITY COUNCIL THAT IT APPROVE AN ORDINANCE ESTABLISHING THE 4TH AND RAILROAD PLANNED UNIT DEVELOPMENT (PUD)**

**WHEREAS**, pursuant to the provisions of Title 9, Chapter 1 et seq, of the West Des Moines Municipal Code, the applicant, Cutler Development, LLC, has requested approval of a rezoning request to establish the 4th and Railroad Planned Unit Development (PUD), for that 0.31 acre property located at 101 and 107 4th Street and legally described as:

**Legal Description**

THE SOUTH 5 FEET OF LOT 13 AND THE NORTH 45 FEET OF LOT 12 BLOCK 3 VALLEY JUNCTION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF WEST DES MOINES, POLK COUNTY, IOWA

AND

LOT 11 AND THE SOUTH 5 FEET OF LOT 12 BLOCK 3 VALLEY JUNCTION, AN OFFICIAL PLAT, ALL BEING IN THE CITY OF WEST DES MOINES, POLK COUNTY, IOWA

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

**WHEREAS**, on January 13, 2020, this Commission held a duly-noticed hearing to consider the application for Rezoning Request (ZC-004403-2019);

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

**SECTION 1.** The findings, for approval, in the staff report, dated January 13, 2020, or as amended orally at the Plan and Zoning Commission hearing of January 13, 2020, are adopted.

**SECTION 2.** REZONING REQUEST (ZC-004403-2019) to establish the 4th and Railroad PUD is recommended to the City Council for approval, subject to compliance with all the conditions in the staff report, dated January 13, 2020, including conditions added at the Hearing, and attached hereto as Exhibit "A", if any. Violation of any such conditions shall be grounds for revocation of the permit, as well as any other remedy which is available to the City.

**PASSED AND ADOPTED** on January 13, 2020.

\_\_\_\_\_  
Erica Andersen, Chairperson  
Plan and Zoning Commission

ATTEST:

\_\_\_\_\_  
Recording Secretary

I HEREBY CERTIFY that the foregoing resolution was duly adopted by the Plan and Zoning Commission of the City of West Des Moines, Iowa, at a regular meeting held on January 13, 2020, by the following vote:

AYES:  
NAYS:  
ABSTENTIONS:  
ABSENT:

ATTEST:

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Recording Secretary

Exhibit A  
Conditions of Approval

**EXHIBIT A**

1. No conditions of approval





### 4th Street PUD



Prepared by: J. B. Munford, Development Services, City of West Des Moines, PO 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  
Tax Statement: Not Applicable

**ORDINANCE #**

**AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP AND THE CITY CODE OF THE CITY OF WEST DES MOINES, IOWA, 2020, BY AMENDING TITLE 9, ZONING, CHAPTER 9, PLANNED UNIT DEVELOPMENT DISTRICT, PERTAINING TO P.U.D. (PLANNED UNIT DEVELOPMENT) DISTRICT REGULATIONS AND GUIDELINES.**

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

**SECTION 1. AMENDMENT:** Amend the Zoning Map of the City of West Des Moines, Iowa, by rezoning the following legally described property from Single Family - Valley Junction (SF-VJ) to **4th and Railroad Planned Unit Development (PUD)** of West Des Moines, Iowa:

**Legal Description**

LOTS 11, 12 AND THE SOUTH 5 FEET OF LOT 13 IN BLOCK 3 OF VALLEY JUNCTION, AN OFFICIAL PLAT IN THE CITY OF WEST DES MOINES, POLK COUNTY, IOWA.

**SECTION 2. SKETCH PLAN:** Attached hereto and made a part of this rezoning approval, for concept description and delineation is the Sketch Plan Document for the 4th and Railroad PUD marked Exhibit "A". Only one developable parcel is included within this PUD. The Sketch Plan reflects the development concept for the property. Where the PUD sketch plan and PUD language conflict, the language shall prevail.

**SECTION 3. DEVELOPMENT INTENT:** The 4th and Railroad PUD intends to provide a framework for development standards reflective of the realities and constraints of redevelopment within a developed area and to establish design standards for infill construction that are appropriate for the neighborhood. It is the goal of the developer to create a pedestrian friendly, mixed-use development that expands the commercial opportunities for the Railroad Avenue corridor and enhances the area by including residential uses that provide additional choices in housing style, size and affordability for the neighborhood.

**SECTION 4. REQUIRED PLANS:**

- A. Preliminary Plat/Final Plat: Unless a Lot-Tie Agreement is executed which permanently ties the existing lots together into one (1) parcel, prior to or in conjunction with development of any portion of the property covered by this PUD, said area shall be replatted in accordance with the City's Subdivision Ordinance to establish one parcel for development.
- B. Site Plan Development Applications: The site plan for development of the property within the 4th and Railroad PUD must meet the intent of the PUD. With the exception of grading done under a City approved Grading Permit, prior to development, a site plan detailing development of the site shall be submitted to the City for review and approval by the appropriate approval bodies.

**SECTION 5. CONDITIONS:** Whereas, Title 9, Chapter 9, Planned Unit Development District of the City Code, establishes certain regulations and guidelines pertaining to accompanying information required on plat and site plan documents. In addition, the following conditions, restrictions, and regulations are adopted as part of this approval:

- A. General Conditions: In addition to the PUD Sketch Plan Map, the following general development criteria shall be integrated into and made a part of this planned unit development.



1. **General Conformance to Subdivision Ordinance:** All subdivisions, public and private streets and street rights-of-way and general development shall adhere to the standards and design criteria set forth in the West Des Moines Subdivision Ordinance and/or established City policies pertaining thereto, unless otherwise stated within this Ordinance.
2. **General Conformance to Zoning Ordinance:** Unless otherwise specified herein, the development of the 4th and Railroad PUD shall comply with the provisions of the Title 9, "Zoning", of the city code or any other applicable codes.
3. **Flood Hazard:** In all areas within the Base Flood Zone (100 Year), or adjoining drainage ways, and detention ponding areas involving potential flood hazards, all buildings proposed to be located in a flood hazard area must be elevated and designed in accordance with the American Society of Civil Engineers publication ASCE 24 and no building shall be erected which has a minimum opening elevation (including top of window well) less than one foot (1') above the determined level of the Base Flood. In areas where historical high-water levels are above the Flood Insurance Rate Map (FIRM) Base Flood Elevation or special conditions exist, the City may require a Design Flood Elevation be calculated and used as the Base Flood Elevation for determination of elevation requirements. Buildings shall only be permitted within twenty-five feet (25') of any easement or property boundary of a major drainage way, storm water detention basin or pond if said location is approved as part of the development entitlement by the city council and said building is structurally designed accordingly.
4. **Developer Responsibilities:** The Developer, their 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 approved site plans and the cost of all streets, alleys, storm sewers, sanitary sewers, drainage way improvements, detention basins, water mains, buffers and other improvements as required for rights-of-way or public easements within the 4th and Railroad PUD, unless otherwise approved by the City Council.
5. **Public Street Improvements and Right-Of-Way Dedication:** At time of subdivision platting of ground within the PUD or in conjunction with site development, whichever occurs first, the subdivider/developer shall be responsible for construction and/or installation of all required public and private infrastructure improvements necessary to support development in a manner that will assure that the infrastructure functions at an acceptable level of service and in accordance with all city ordinances.
6. **Public Trail Modifications:** The developer shall be responsible for all planning, engineering and construction costs associated with any modifications to public trails deemed necessary to allow for the intended development of the property.
6. **Sanitary Sewer:** Any proposed change in approved land use densities (commercial or residential) for the PUD will require an analysis of the downstream sanitary sewer capacity to assure that adequate capacity is available for the proposed change in approved land use densities.
7. **Fire Access:**
  - a) All access drives, 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 acceptable to and recommended for approval by the West Des Moines Fire Department.
  - b) At the discretion of the City's Fire Marshal, "No Parking Fire Lane" areas may be established as necessary to ensure efficient movement and access of the fire trucks. The developer shall be responsible for the procurement and erection of approved fire lane signage.
  - c) A minimum of fourteen feet (14') of vertical clearance over the travel portion of all vehicle travel ways shall be maintained at all times.

- d) The property owner 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.
  - e) Adequate fire accesses as determined by the City's Fire Marshal shall be provided at all times to those areas under construction.
8. Loading areas, undesirable building elements (transformers, HVAC equipment, electrical equipment, gas meters, etc.) and trash enclosures shall be screened in accordance with city code. Roof mounted HVAC screening shall be incorporated into the design of the building using raised parapets, screening walls, penthouse elements, or other acceptable solutions as identified during the review of the site plan. Wall mounted mechanical equipment, including meter banks shall be visually screened through architectural components, wing walls, free standing fencing, or evergreen landscaping that is of sufficient height at time of installation to effectively screen views of the equipment. Code requires trash receptacles and dumpsters shall be screened on all sides using a permanent enclosure, with gates for disposal truck access. The enclosure shall be comprised of materials consistent with the primary building materials (brick or stone) of the main building(s). The enclosure shall also be landscaped to minimize the presence of the enclosure and help anchor the element into the site.
  9. Street Lighting: The Developer shall be responsible for all costs associated with the installation of public street lights within or adjacent to any area proposed to be platted or developed.
  10. Mailboxes: The Developer shall be responsible for installation of any required Cluster Box Units (CBUs) as per the local U.S. Postal Service Post Office.

**SECTION 6. PARKLAND DEDICATION:** In conjunction with development of any residential portion of the PUD, said area shall be subject to parkland dedication requirements per section 10-1-4 of the City Code.

**SECTION 7. REQUIREMENTS:** Unless provided otherwise in this ordinance, all general use regulations, performance standards and provisions set forth in title 9, "Zoning", of the city code for the Valley Junction Historic Business (VJHB) Zoning District shall apply to any development within the 4th and Railroad Planned Unit Development. 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 parcels within the 4th and Railroad Planned Unit Development:

- A. The property is intended to be developed as a mixed-use building with first floor commercial uses and upper story multi-family residential dwellings.
  1. Permitted Uses: Unless noted below, all permitted (P) and permitted conditional (PC) uses within the Valley Junction Historic Business (VJHB) district shall be allowed with the approval of the appropriate review and approval body. Residential uses located above nonresidential uses in the Valley Junction Historical Business District shall be allowed in accordance with Title 9, Chapter 6, Section 4, Subsection A3 of the City Code.
  2. Prohibited Uses: Due to limited parking and potential conflicts or impacts to upper-story residential, the following uses shall be prohibited:

Division	SIC Code	Use

C	15, 16, & 17	Building construction, contractor and operative builders with warehouse building - no outdoor storage yard allowed
D	2082	Brewery less than or equal to 5,000 sq. ft. in conjunction with a taproom
D	2085	Distillery less than or equal to 5,000 sq. ft. with a tasting room
D	25	Furniture and fixtures
D	--	Any Division D Manufacturing use for which any aspects of the business are observable or can be experienced (noise, odor, etc.) from the exterior of the business
E	41-49	All Division E: Transportation, Communication And Public Utilities
G	541	Convenience stores (with or without fuel pumps)
G	55	Automotive Dealer and Service Stations
G	--	Warehouse component associated with any SIC 57: Furniture, home furnishings, and equipment stores use
G	572	Household Appliance Stores
G	58	Eating and Drinking Places over 2,000 Square Feet
G	591	Drugstores and proprietary stores
G	592	Liquor Stores
G	5962	Automatic merchandise machine operators - Unattended Fuel Pumps
H	60	Outdoor free-standing ATM
I	7212	Garment pressing and agents for laundries and dry cleaners
I	7215	Coin operated laundries and dry cleaning
I	726	Funeral Service
I	7389-14	Auction, appraisal, and exchange services (flea market)
I	764	Reupholstery and furniture repair
I	7699	Household appliance repair services
I	7699	Customizing services
I	7699	Gun Services
I	7699	Tool Repair Services
I	79	Amusement and Recreational Services

J	82	Educational Services. Tutoring Services are allowed
J	835	Child daycare services
J	866	Religious Organizations
J	869	Membership Organizations with food/drink services and conference facilities

3. **Building Setbacks:** For the purposes of this section, the south (ultimate right-of-way line of Railroad Avenue) is considered the front yard, the northern is considered the rear yard and the east and west boundaries are considered the side yards, as measured from right-of-way lines.
  - a. **Primary and Accessory Buildings or Structures:** The following building or accessory structures, excluding fences and utility equipment shall apply:
    - a. **Front and Side Yards:** No setback requirement
    - b. **Rear Yard:** Buildings shall be setback a minimum of forty five feet (45')
    - c. **Setback from the corner of the 4<sup>th</sup> Street and Railroad Avenue Intersections:** For the first floor of a structure, a nineteen (19') foot vision triangle that is free of obstructions to vehicular, bicycle, or pedestrian traffic shall be maintained. A support column for upper stories no larger than 3 feet by 3 feet can be placed in the vision triangle. The vision triangle is measured from the point of intersection of the 4<sup>th</sup> Street and Railroad Avenue right-of-way lines.
    - d. Setbacks shall be measured to the closest structural element including egress window wells, roof overhangs, bay windows, chimney bump-outs, etc.
    - e. Trash and generator enclosures shall not be located in a front yard and shall be allowed to be located as close as five-feet to a rear (north) property line.
  
4. **Building Height:** No building or structure with the exception of elevator shaft overruns shall exceed a maximum building height of thirty-six (36') feet as measured from the average grade along the foundation of the building to the highest point of the building.

**SECTION 8: DENSITY:**

- A. **Residential Uses:** The total number of dwellings shall not exceed fourteen (14) dwelling units. Dwelling units may not be located on the 1<sup>st</sup> floor of the building.
  
- B. **Commercial (Office/Retail) Uses:** The collective total retail square footage shall not exceed four thousand twenty (4,020) square feet and shall only be located on the first floor of the building.

**SECTION 9: PARKING:** Per Title 9, Chapter 15 of the city code, The Valley Junction Historic Business District (VJHB) does not have a minimum parking requirement. Due to the unique characteristics of the area, residential parking is necessary to support the additional residences while balancing the context of the neighborhood.

- A. **Parking:** A minimum of three quarter (0.75) parking space shall be provided for each dwelling unit. No additional parking shall be required for the commercial uses.
  
- B. **Off Street Parking & Loading Areas:** All off-street parking and loading/service areas shall comply with Title 9, Chapter 15 of the city code.
  1. All off street parking and loading areas shall be sited and landscaped or fenced to screen their visibility from Railroad Avenue, including associated sidewalk and adjoining single-family

dwellings/lots sharing the north PUD boundary line. Parking areas shall be screened year-round to a minimum height of three feet (3').

C. Off Street Parking Lot Setbacks: Parking may be located as close as three feet (3') to the PUD boundaries as long as appropriate visibility for vehicles entering and exiting the site is maintained.

**SECTION 10: ARCHITECTURE**: The intent is to create building façades that are articulated to provide visual interest to pedestrians and to continue the unique identity of the Valley Junction Area. The architectural design 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 and multi-family buildings. All building sides 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.

- A. The following building design approaches shall be accommodated and incorporated:
- 1) No franchise or standard corporate building design without modifications shall be implemented.
  - 2) 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 area.
  - 3) The building's design should meet context and site objectives such as providing gateways, creating visual and physical linkages and framing or terminating views.
  - 4) 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.
  - 5) Projections above the roof shall have the appearance of a three-dimensional element.
  - 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 commercial 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) Architectural design for multi-family units shall include:
    - a. Unit design should incorporate balconies to reinforce the connection between the residents and the activities within the Valley Junction area. A minimum of eighty percent (80%) of the multi-family units within the development must provide a balcony or porch with a minimum usable area of forty (40) square feet and a minimum usable dimension of five feet (5') deep in either direction.
    - b. For parking incorporated within the primary building, the design should place the garage doors on a non-street side façade and use screening or design elements to minimize the dominance of garage doors on the facade.
  - 12) Natural, durable materials such as brick and stone shall be used as the major elements of the façade cladding (40% or greater), primarily on the lower stories of the building. Use of vinyl materials is prohibited.
    - a. Buildings may incorporate the following materials in addition to the materials noted above: architectural concrete masonry units (CMU) and architectural metal or composite panels (acceptable to the City.) All composite panel or metal cladding must have concealed fasteners. All exposed edges must have a fully finished edge or be terminated with trim. Trim for the panels should be finished with the same color as the panel. CMU's shall have

- integrated color rather than surface applied paint/staining and should generally have texture for interest; smooth CMU may be used in conjunction with texture for accent purposes.
- b. The use of EIFS or synthetic stucco shall be used in limited quantities and primarily as an accent or trim material; located only on the upper portions of the facades. EIFS or synthetic stucco may not comprise more than 20% of the cladding material.

**SECTION 11. LANDSCAPING:** Due to the size of the property, in combination with the applicant providing on-site parking, landscaping in accordance with City Code Title 9, Chapter 19 shall not be required. Landscaping shall be provided in accordance with the following:

- A. Details regarding specific varieties, exact quantities, and the minimum size at time of planting shall be provided and approved as part of the site plan submittal and shall meet the general guidelines in respect to the minimum plant sizes traditionally applied to development within the City. The minimum vegetation quantities specified within this ordinance will need to be provided. The provision of additional vegetation above the minimum amount required may be necessary to fulfill the intent (i.e., visual mitigation/screening) of the required landscaping.
- B. Once site plan approval is gained, any alteration to that shown on the approved site plan must be reviewed and approved by the City's Development Services Department prior to the changes being implemented.
- C. With the exception of vegetation implemented to achieve visual screening, no coniferous trees shall be required within the site. All plant material implemented may be of a deciduous variety.
- D. Open/Green Space: As a general rule, the maximum amount of "green" (open lawn areas and vegetation) should be provided within the site. To allow the most flexibility in planning, layout of the site shall attempt to provide twenty five percent (25%) open space area; however, a minimum of fifteen percent (15%) open space shall be required within the parcel. Plaza and streetscape areas along with any areas associated with outdoor pedestrian use may be counted toward fulfilling the minimum open space requirement. Plazas and outdoor pedestrian use areas to be counted toward fulfilling minimum open space requirements may be paved (impervious) as long as the paving is part of a planned hardscape and landscape enhancement of the plaza or pedestrian area. A minimum of three (3) two inch (2") caliper trees shall be provided within the site.
- E. Streetscaping: No streetscaping shall be required.
- F. Buffering and Transitioning: No buffer, including transition buffers adjacent to single-family properties shall be required. A solid fence built to the maximum height allowed by code for the neighboring property to the north (111 4<sup>th</sup> Street), shall be required along the north property boundary unless the property owner of the abutting property provides a written covenant to waive the installation of the fence. The south side of the fence shall be the unfinished side.

**SECTION 12. SIGNAGE REGULATION:** Signage restrictions shall be imposed to limit and reduce the negative impacts of sign clutter. Signage shall comply with all provisions of Title 9, Chapter 18 of City Code. Signage for the commercial portions of the building shall comply with Valley Junction Historic Business (VJHB) regulations while high-density district regulations shall be used for the multi-family portions of the building.

**SECTION 13. STORM WATER MANAGEMENT:** A Storm Water Management Plan will be required in conjunction with site development plans for the PUD parcel. The Storm Water Management Plan shall be prepared by a Professional Engineer licensed in the State of Iowa. The Storm Water Management Plan shall comply with the City's current design standards for storm water management. The method of storm water management and the storm water conveyance system shall be determined prior to City approval of any development plan for the property within the PUD.



**SECTION 14. TRAFFIC STUDY:** A Traffic Impact Study (Traffic Report) dated September 13, 2019, has been prepared by the City of West Des Moines for the 4th and Railroad development. The Traffic Report caps the traffic generated from all ground within this PUD at 522 average daily trips, with 141 AM peak hour trips and 59 PM peak hour trips. The Traffic Report also outlines the ultimate paving requirements for the major roadways in the vicinity of the 4th and Railroad development and site specific geometric and safety recommendations. Prior to, or in conjunction with site plan submittal for the parcel, the Developer shall demonstrate compliance with said recommendations. As part of the site plan submittal an additional traffic study is required to verify the assumptions and recommendations of the original traffic study remain valid and applicable.

**SECTION 15. REPEALER:** All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**SECTION 16. 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 17. VIOLATIONS AND PENALTIES:** Any person who violates the provisions of this Ordinance upon conviction shall be punished as set forth in Section 1-4-1 of the City Code of the City of West Des Moines, Iowa.

**SECTION 18. 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 19. EFFECTIVE DATE:** This Ordinance shall be in full force and effect after its passage, approval and publication as provided by law.

Passed and approved by the City Council on this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

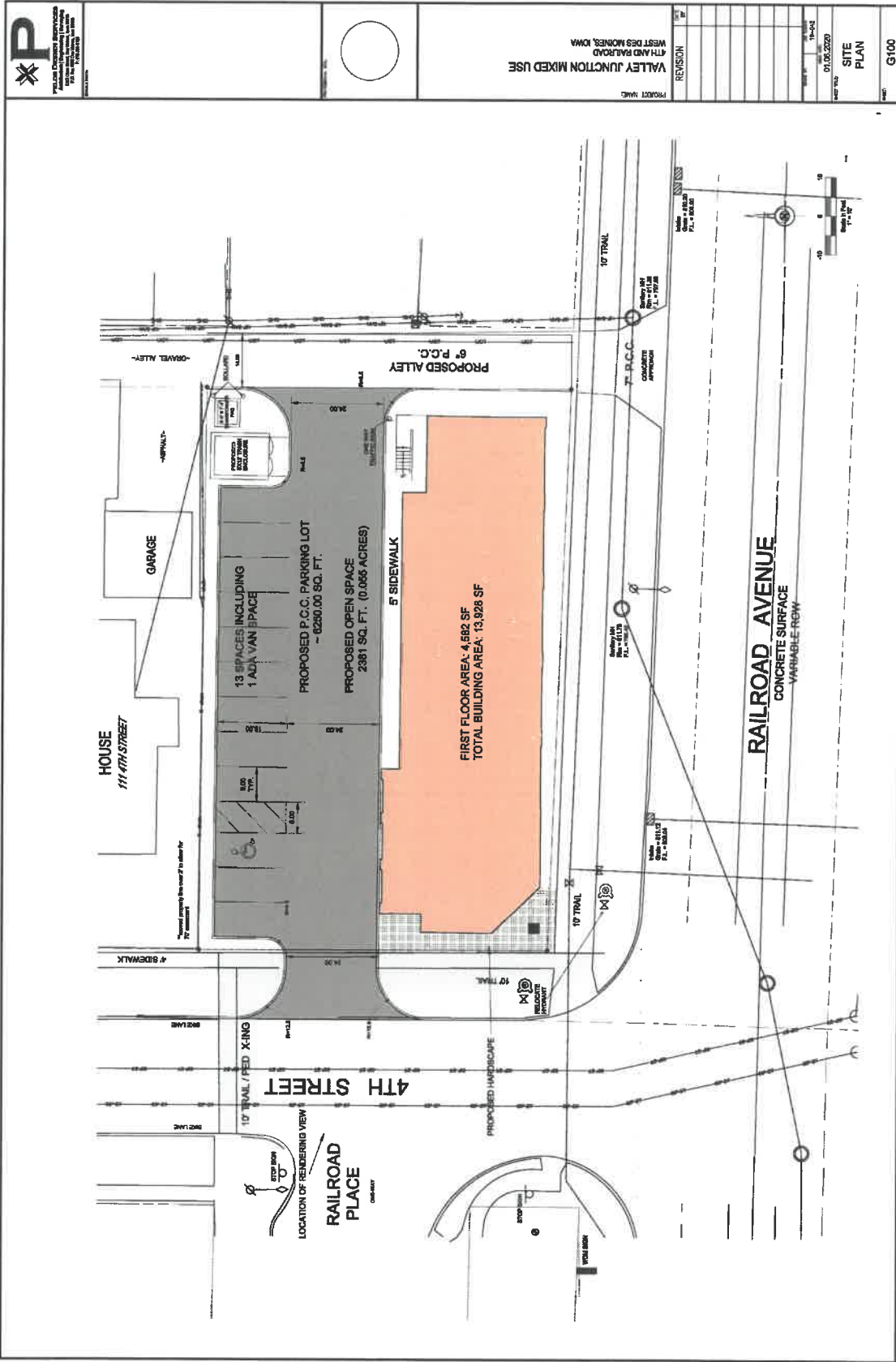
\_\_\_\_\_  
Steven K. Gaer, Mayor

**ATTEST:**

\_\_\_\_\_  
Ryan T. Jacobson, City Clerk

I certify that the foregoing was published as Ordinance No. \_\_\_\_\_ on the \_\_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Ryan T. Jacobson, City Clerk

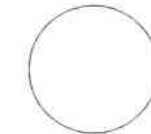




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CONSULTANTS:

PROFESSIONAL SEAL:



PROJECT NAME:

VALLEY JUNCTION MIXED USE  
 4TH AND RAILROAD  
 WEST DES MOINES, IOWA

REVISION	DATE BY

DRAWN BY: 19-042 ISSUE DATE: 01.06.2020 SHEET TITLE: SITE PLAN SHEET: G100	DATE BY:
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