

CITY OF WEST DES MOINES STAFF REPORT COMMUNICATION

Meeting Date: November 8, 2021

ITEM: Jordan Ridge, Northwest corner of Booneville Road and S. Jordan Creek Parkway - Establish the Jordan Ridge Planned Unit Development Ordinance to govern development of single family and medium density residential – Jordan Ridge, LLC – ZC-005054-2021

RESOLUTION: Approval to Establish a Planned Unit Development Ordinance

Background: Ed Arp with Civil Engineering Consultants, on behalf of the applicant, Pierson Corporation, and property owner, Jordan Ridge, LLC, requests approval of a Rezoning to establish the Jordan Ridge Planned Unit Development (PUD), governing development of that ground generally located at the northwest corner of Booneville Road and S. Jordan Creek Parkway. The applicant is proposing development of single family detached homes, duplexes, apartments, and a park on the property.

Staff Review & Comment:

- **Financial Impact:** On September 7, 2021, the developer and City executed a Development Agreement specifying the City will install the initial two (2) lanes of Stagecoach Drive, including all rough and final grading and underground public infrastructure including water main, fiber conduit, and storm sewer, between S. Jordan Creek Parkway and S 78th Street.

Additionally, as discussed below in the Conditions of Approval section, it is being indicated that the changes in land use within this area in response to the locating of DMU immediately to the south will result in sanitary sewer capacity issues. It has been suggested that the sanitary sewers currently within the area were installed without enough slope or sized with any extra capacity to accommodate any land use changes. While certainly some of the cost to increase capacity of the sanitary sewers should be the responsibility of those property owners/developers requesting a change in land use which generates a need for more capacity, it is believed by staff that part of the cost should be covered by the City. To what extent and at what dollar amount is still being determined. Staff will bring forward information and options to the City Council once more details are known.

- **Development Intent:** The Jordan Ridge PUD intends to establish a framework for the integration of a variety of residential land uses and dwelling types while preserving as much of the natural environment as possible. The presence of creeks, heavily treed areas and steep slopes warrant a conservation or cluster subdivision approach with careful siting of buildings and shifting of density from these environmental areas to more buildable areas.
- **Key Development Aspects:**
 - **Housing Mix:** The Jordan Ridge PUD consists of a mix of housing types including 3-4 story apartment buildings, detached single-family estate homes and horizontal attached townhomes.
 - **Residential Densities:** Per the approved traffic study for this PUD, Parcel A is proposed to be developed with a maximum of 367 apartment type units. Parcel C is anticipated to be single family estate lots (approx. 28 dwellings). Parcel D will be developed with a maximum of 290 apartment units and Parcel E will include up to 26 attached townhome units. The acreage of the PUD amounts to 131.5 acres. With a maximum of 711 total dwelling units proposed, the development falls within the maximum density allowance of the Medium Density Residential classification (maximum 12 DU/acre; however, with the PUD unit cap,

the resulting overall density is approximately 6 DU/ac. Similar to the Glen Oaks development, the specific densities for each residential parcel or development site may be more or less than twelve (12) dwelling units per acre, but the overall total number of dwelling units within the PUD shall not exceed the allowance of the Medium Density district at six (6) DU/acre or 711 dwelling units.

- **City Code Regulations:** No changes from standard regulations such as lot size, setbacks, signage, etc. as provided in city code is included in the PUD. The PUD is proposed to reflect the allowance for shifting of density from one area to another within the PUD while maintaining an overall density as explained above.
- **Streetscape and Buffers:** The Jordan Ridge PUD will require streetscape landscaping along all major roads within the development, including Stagecoach Drive, S. 81st Street, new Booneville Road, old Booneville Road and S. Jordan Creek Parkway. The PUD includes provisions for credit of existing vegetation if determined by a certified arborist to be of a desirable species and in a thriving condition. Buffers consistent with city code is required between multi-family and single-family parcels and double-frontage single-family lots, as well as to screen views of parking and undesirable site elements such as mechanical equipment, multi-family garages and loading zones. The same provision for credit of existing vegetation applies to required buffers.
- **Traffic Analysis Findings:** A traffic analysis to examine the impacts of the proposed land uses was completed on September 3, 2021. Key findings are summarized below.
 1. The proposed land uses are expected to generate more traffic than what was analyzed in previous traffic studies for the area. However, based on the assumed land uses and forecasted traffic volumes, the current and proposed public street system is expected to function with adequate levels of service with the ultimate geometry and traffic control that are detailed in the traffic analysis.
 2. Preliminary recommendations are based on a conceptual site layout, and additional traffic studies will be conducted as part of future site plans to verify or modify the recommendations.
 3. Comments regarding access locations and site circulation have been given to the applicant to be incorporated into future site plans.
- **Developer Responsibilities:** Unless otherwise provided in a separate agreement, in conjunction with site development or platting of the lots, whichever occurs first, the developer will be responsible for construction and/or installation of all required public and private infrastructure improvements necessary to support development. The following items are known improvements; additional improvements may be required in response to specific development proposals:
 - **New Booneville Road:** Booneville Road currently runs along the southern boundary of the Jordan Ridge properties and the “Superblock Area” connecting S. Jordan Creek Parkway to S. 88th Street. Des Moines University (DMU) and a private property owner is located on the southside of Booneville Road. As part of the planning for a development to be located at the northeast corner of S. 88th Street and Booneville Road, in combination with topography challenges with improving Booneville Road in its current location, it was determined that shifting Booneville Road north made sense. The shift results in easier construction and provides the opportunity to have development that will access new Booneville Road on both sides of the roadway, thus helping to absorb the cost of reconstructing Booneville Road as a paved public street. A realigned Booneville Road will run somewhat diagonally extending from its current tie-in at S. 88th Street to S. Jordan Creek Parkway opposite where Eldorado Point aligns on the east side of S. Jordan Creek Parkway. The Jordan Ridge developer is agreeable to this realignment of Booneville Road and will be responsible for full development of the roadway as defined in the Traffic Impact

Study, including all appurtenances of that portion within the Jordan Ridge PUD since they are the owners of both the north and south sides of the roadway.

- S. 81st Street: S. 81st Street will be extended from its current terminus south along the west side of the Jordan Ridge development and continue to new Booneville Road through an adjoining development. This street will provide access to the proposed estate lots on the west side of the development. The developer will be responsible for one and a half (1 ½) lanes of paving and all appurtenances adjacent to the Jordan Ridge PUD. Since half (½) of a lane cannot be constructed, if the property owner(s) on the opposite side of the roadway is unwilling to participate at the time of construction, the developer will need to construct two (2) full lanes.
- Other Public Improvements: Based on traffic impact studies indicating the need for additional capacity and/or roadway improvement(s) as a result of individual development projects, the developer may be responsible for:
 - One and a half (1½) lanes of S. Jordan Creek Parkway widening
 - Up to two (2) lanes of Stagecoach from S. 78th Street to S. 81st Street
 - Widening of portions of Stagecoach from S. Jordan Creek Parkway to S. 78th Street
 - Improvement of existing Booneville Road
- Condition(s) of Approval:
 - Sanitary Sewer Capacity: The existing sanitary sewer that serves this site and the larger “superblock” area was originally sized based on a large amount of low-density residential development within the area. In response to the relocation of Des Moines University (DMU) from the City of Des Moines to the property immediately to the south has resulted in a desire and need for changes in the previously planned land uses. As part of the proposed land use changes in the area, Staff requested the Applicant provide calculations showing sufficient capacity was available in the existing sanitary sewer infrastructure. The analysis identified multiple segments of sanitary sewer with insufficient capacity under the existing Comprehensive Plan density and proposed land uses. Proposed improvements have been identified to resolve the capacity deficiencies. These improvements are not needed immediately and can be deferred until development and density thresholds are met.

City staff is in the process of determining possible options for the sharing of costs by individual property owners within the superblock area based on the anticipated increase in waste generation as a result of their request to change from current adopted land uses. Staff believes that each property has entitlement to capacity based on the current adopted land uses and that the participation in costs to upsize should be based on the increase in waste based on their requested land use change(s). Staff recommends a condition of approval requiring the Applicant to acknowledge the proposed land use changes contribute to sanitary sewer loads exceeding those of the existing comprehensive plan and are greater than the existing infrastructure can accommodate. The Applicant further acknowledging that capacity improvements will be necessary and that the Applicant will be responsible for the proportionate share for the costs of said improvements.
 - Development & Planning Subcommittee: The “superblock” area between S. Jordan Creek Parkway and S. 88th Street and between Booneville Road on the south and Stagecoach Drive on the north, which includes Jordan Ridge (the subject development) and the proposed Village at Sugar Creek and High Pointe developments were discussed at the Development & Planning Subcommittee meetings on June 7, 2021 and July 19, 2021. Residential types and density were the main points of discussion along with the question of entitlement of residential development for the area. Staff acknowledged the need for some apartments in this area around DMU, but it was not thought that a high number was necessary. It was pointed out that DMU already existed in the Metro and is a graduate program with older students, many of which already have homes and families and no desire for apartment living. Therefore, Staff indicated a desire to ensure a wide range of housing types and price points would be developed within the area. At the July 19th meeting, staff provided

a land use plan that met the needs of the pending developers while achieving a range of housing options. Although exact site details are not known, based on the topography limitations of the area, it is agreed that large lot single family and multi-family apartment and townhome developments as proposed by the applicant that push the dwellings (density) to buildable areas while preserving natural areas is appropriate for the Jordan Ridge ground. The Subcommittee was supportive of moving forward first with the Comprehensive Plan Amendment to establish the allowable land uses for Jordan Ridge and establish the PUD when specifics of each development within the property is known. It was noted that land use and zoning for the other areas within the Superblock would be brought forward separately when adequate information is known.

Outstanding Issues: There are no outstanding issues.

Plan and Zoning Commission Action:

Date:

Vote:

Recommendation:

City Council First Reading:

Date:

Vote:

Recommendation: Approve the Rezoning request to establish the Jordan Ridge Planned Unit Development (PUD), subject to the applicant meeting all City Code requirements, and the following conditions of approval:

1. Applicant/developer acknowledge the proposed development may contribute to sanitary sewer loads exceeding those of the existing comprehensive plan and are greater than the existing infrastructure can accommodate. The applicant/developer further acknowledging that capacity improvements will be necessary and that the applicant/developer will be responsible for their proportionate share for the costs of said improvements.
2. The applicant/developer acknowledging that the appropriate road network will need to be constructed to support intended development and unless responsibilities are otherwise defined in a development agreement with the City, that the applicant/developer will be responsible for the implementation of the necessary roadways to serve their development. Furthermore, the applicant/developer acknowledging that development of sites, including above ground construction may be restricted until adequate road and water infrastructure to the satisfaction of the City's Fire Marshal is available.

Lead Staff Member: Brian Portz

Approval Meeting Dates:

Plan and Zoning Commission	November 8, 2021
City Council: First Reading	
City Council: Second Reading	
City Council: Third Reading	

Staff Report Reviews:

Plan & Zoning Commission	<input checked="" type="checkbox"/> Development Coordinator (or) <input checked="" type="checkbox"/> Director	<input checked="" type="checkbox"/> Legal Department
City Council	<input type="checkbox"/> Director <input type="checkbox"/> Appropriations/Finance	<input type="checkbox"/> Legal Department <input type="checkbox"/> Agenda Acceptance

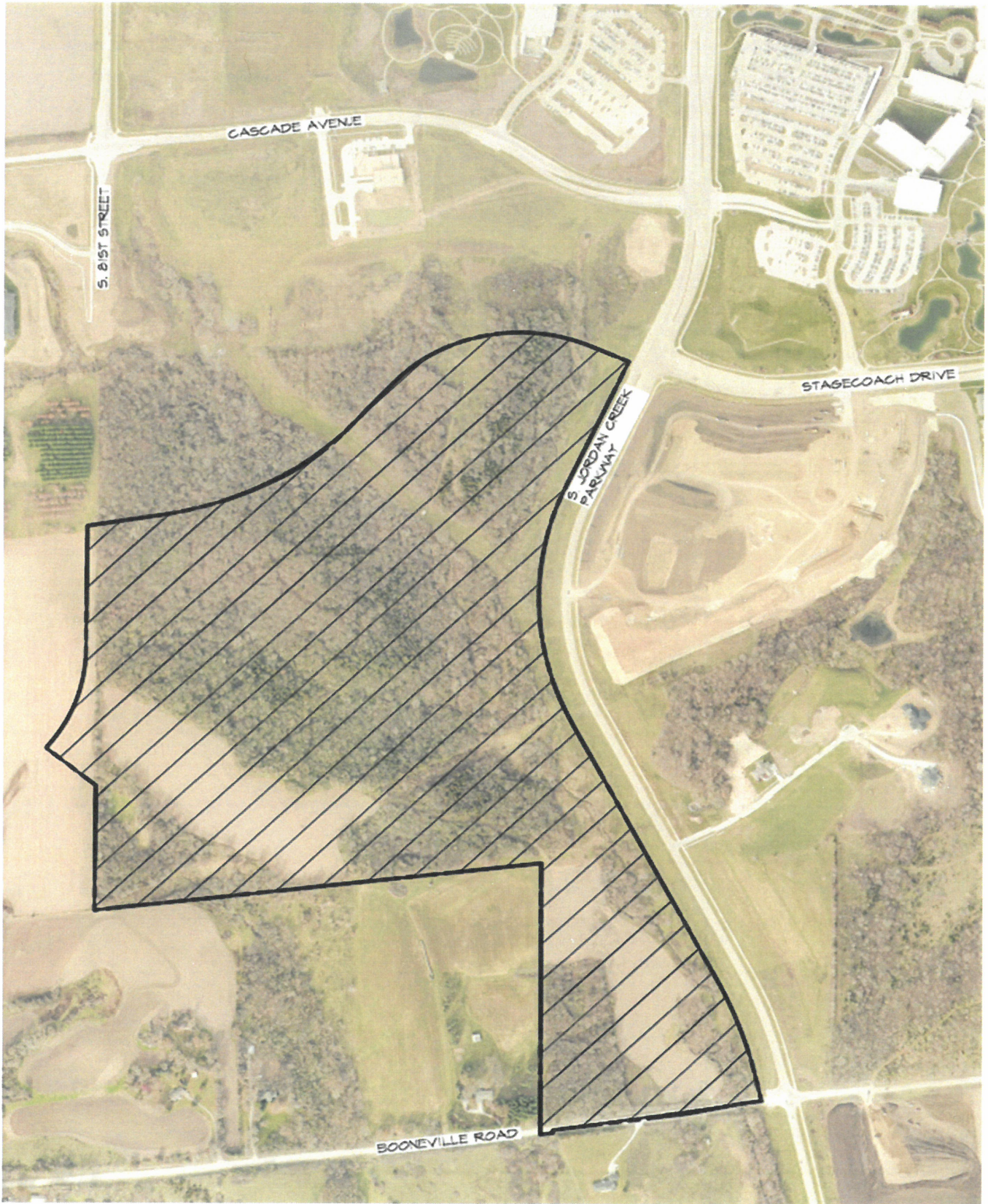
Publications (if applicable)

Published In:	Des Moines Register Community Section
Date(s) Published	10/29/21
Date(s) of Mailed Notices	10/28/21

Council Subcommittee Review (if applicable)

Subcommittee	Development & Planning
Date Reviewed	June 7, 2021 & July 19, 2021
Recommendation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Split

Location Map



**A RESOLUTION OF THE PLAN AND ZONING COMMISSION
NO. PZC-21-083**

WHEREAS, pursuant to the provisions of Title 9, Zoning, of the West Des Moines Municipal Code, the applicant and property owner, Jordan Ridge, LLC, request approval of a Rezoning Request to establish the Jordan Ridge Planned Unit Development (PUD) to allow for development of single family homes, horizontal attached townhomes and apartment buildings on property as legally defined in the Planned Unit Development Ordinance and indicated on the Location Map, both of which are included in the staff report; and

WHEREAS, the rezoning request complies with the applicable provisions of Iowa Code Chapter 414, the Comprehensive Plan and City Code.

NOW, THEREFORE, the Plan and Zoning Commission of the City of West Des Moines recommends that City Council approve the Rezoning Request to establish the Jordan Ridge Planned Unit Development (PUD) (ZC-005054-2021), subject to compliance with all the conditions of approval as stated in the staff report, including conditions added at the meeting, and attached hereto as Exhibit "A", if applicable.

PASSED AND ADOPTED on November 8, 2021.

Erica Andersen, Chair
Plan and Zoning Commission

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 November 8, 2021, by the following vote:

AYES:
NAYS:
ABSTENTIONS:
ABSENT:

ATTEST:

Recording Secretary

Prepared by: B. Portz, 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 NO.

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP AND THE CITY CODE OF THE CITY OF WEST DES MOINES, IOWA, 2019 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, to change the zoning of the following legally described property from "Unzoned" to **Jordan Ridge** Planned Unit Development (PUD):

Legal Description

PARCEL 21-76 OF SECTION 23 AND SECTION 24, OF TOWNSHIP 78 NORTH, RANGE 26 WEST OF THE 5TH P.M., AN OFFICIAL PARCEL RECORDED IN BOOK 2021, PAGE 24416 AT THE DALLAS COUNTY RECORDER'S OFFICE, AND THE E1/2 NW1/4 OF SAID SECTION 23, CITY OF WEST DES MOINES, DALLAS COUNTY, IOWA THAT IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NE CORNER OF SAID PARCEL 21-76, SAID NE CORNER ALSO BEING ON THE WEST RIGHT OF WAY LINE OF S. JORDAN CREEK PARKWAY AS IT IS PRESENTLY ESTABLISHED IN BOOK 2004, PAGE 294 AT THE DALLAS COUNTY RECORDER'S OFFICE; THENCE S24°11'07"W, 653.22 FEET ALONG THE EAST LINE OF SAID PARCEL 21-76, SAID EAST LINE COINCIDES WITH SAID WEST RIGHT-OF-WAY LINE, TO A POINT OF CURVATURE; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1355.74 FEET AND A CHORD BEARING S01°27'43"E, AN ARC LENGTH OF 1213.74 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT OF TANGENCY; THENCE S27°06'33"E, 1413.67 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1827.36 FEET AND A CHORD BEARING S19°46'50"E, AN ARC LENGTH OF 467.47 FEET ALONG SAID WEST RIGHT-OF-WAY LINE A POINT OF TANGENCY; THENCE S12°27'07"E, 130.04 FEET ALONG SAID WEST RIGHT-OF-WAY LINE TO A POINT ON THE CENTERLINE BOONEVILLE ROAD AS IT IS ESTABLISHED IN BOOK 440, PAGE 65 AT THE DALLAS COUNTY RECORDER'S OFFICE, SAID POINT ALSO BEING ON THE NORTH LINE OF THE PLAT OF

SURVEY RECORDED IN BOOK 7, PAGE 485 AT THE DALLAS COUNTY RECORDER'S OFFICE; THENCE S82°14'23"W, 87.76 FEET ALONG SAID CENTERLINE AND SAID NORTH LINE TO A POINT; THENCE S78°07'29"W, 244.40 FEET ALONG SAID CENTERLINE AND SAID NORTH LINE TO A POINT; THENCE S82°01'23"W, 591.58 FEET ALONG SAID CENTERLINE AND SAID NORTH LINE TO THE NW CORNER OF SAID PLAT OF SURVEY RECORDED IN BOOK 7, PAGE 485 AT THE DALLAS COUNTY RECORDER'S OFFICE; THENCE S00°37'56"E, 14.44 FEET ALONG THE WEST LINE OF SAID PLAT OF SURVEY TO A POINT ON THE SOUTH LINE OF THE NE1/4 SE1/4 OF SAID SECTION 23; THENCE S83°19'15"W, 55.21 FEET ALONG SAID SOUTH LINE TO THE SW CORNER OF THE E1/2 NE1/4 SE1/4 OF SAID SECTION 23; THENCE N00°03'20"E, 1317.20 FEET ALONG THE WEST LINE OF SAID E1/2 NE1/4 SE1/4 TO THE NW CORNER OF SAID E1/2 NE1/4 SE1/4, SAID NW CORNER ALSO BEING ON THE SOUTH LINE OF SAID NE1/4 OF SECTION 23; THENCE S83°06'34"W, 653.49 FEET ALONG SAID SOUTH LINE TO THE SE CORNER OF THE SW1/4 NE1/4 OF SAID SECTION 23; THENCE S83°04'41"W, 1307.79 FEET ALONG SAID SOUTH LINE OF THE NE1/4 TO THE CENTER OF SAID SECTION 23, SAID CENTER OF SECTION ALSO BEING THE SE CORNER OF SAID PARCEL 21-76; THENCE N00°29'27"E, 608.01 FEET ALONG THE WEST LINE OF SAID PARCEL 21-76, SAID WEST LINE ALSO BEING THE WEST LINE OF SAID NE1/4, TO A POINT; THENCE N50°35'11"W, 186.35 FEET TO A POINT; THENCE NORTHEASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 2200.00 FEET AND A CHORD BEARING N38°13'21"E, AN ARC LENGTH OF 11.24 FEET TO A POINT OF TANGENCY; THENCE N38°22'08"3E, 14.70 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 850.00 FEET AND A CHORD BEARING N19°25'48"E, AN ARC LENGTH OF 561.93 FEET TO A POINT OF TANGENCY; THENCE N00°29'27"E, 620.02 FEET ALONG A LINE THAT 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID PARCEL 21-76 TO A POINT ON THE NORTH LINE OF SAID PARCEL 21-76; THENCE N80°47'37"E, 210.11 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1560.00 FEET AND A CHORD BEARING N71°53'58"E, AN ARC LENGTH OF 484.33 FEET TO A POINT OF TANGENCY; THENCE N63°00'19"E, 45.06 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1060.00 FEET AND A CHORD BEARING N52°27'31"E, AN ARC LENGTH OF 390.24 FEET TO A POINT OF TANGENCY; THENCE N41°54'43"E, 327.37 FEET TO A POINT OF CURVATURE; THENCE EASTERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 740.00 FEET AND A CHORD BEARING N77°57'43"E, AN ARC LENGTH OF 931.21 FEET TO A POINT OF TANGENCY; THENCE S65°59'16"E, 185.75 FEET TO THE POINT OF BEGINNING AND CONTAINING 128.79 ACRES MORE OR LESS

SECTION 2. DEVELOPMENT INTENT: The Jordan Ridge PUD intends to establish a framework for the integration of a variety of residential land uses and dwelling types while preserving as much of the natural environment as possible. The presence of creeks, heavily treed areas and steep slopes warrant a conservation or cluster subdivision approach with careful siting of buildings and shifting of density from these environmental areas to more buildable areas.

SECTION 3. SKETCH PLAN: Attached hereto (or on file with the city) and made a part of this rezoning approval, for concept description and delineation is the Sketch Plan document for Jordan Ridge PUD marked Exhibit "A". The Sketch Plan is a graphic representation of the property included in the PUD and generally delineates the approximate location and configuration of the PUD Parcels for the purpose of

easier reference for the applicable regulations of this Ordinance. It should be recognized that the location of streets throughout the development shall define the final parcel configuration and size. As part of platting and site planning, the final size and shape of the PUD parcels will be confirmed. Wherever conflict occurs between the written text in this document and the notations on the Sketch Plan, the written text shall prevail.

SECTION 4. REQUIRED PLANS: Prior to or in conjunction with development or transfer of ownership of any portion of the property covered by this PUD, the following plans shall be required:

- A. Preliminary Plat and Final Plat: All ground within the PUD shall be platted in accordance with the City's Subdivision Ordinance and associated zoning regulations unless otherwise modified within this ordinance. Platted outlots intended for future private development must be re-platted through the preliminary and final plat process prior to physical development with the exception of Outlots intended to provide for public utilities, storm water management, or publicly owned or accessible park ground, greenways, or other recreational amenities which are not required to be replatted prior to development. Outlots within a plat shall have the proposed use clearly designated on the plat document.
- B. Development Applications
 - 1. Site Plans and Major and Minor Modifications: With the exception of individual single-family detached residential developments, site plans shall be submitted to the City of West Des Moines for review and approval prior to any physical site development. At the discretion of the Director of Development Services, an amendment to the Jordan Ridge PUD Ordinance may be required to bring consistency between the ordinance and the proposed site development.

Unless otherwise specifically restricted by the City Council, ground work and construction of private roads and utilities may be started, at the developer's risk, upon approval of the preliminary plat by the City Council; however, no construction of structures, including footing and foundations shall be allowed prior to site plan and/or final plat approval. Public street and utility construction may begin, at the sole risk of the developer, after approval of the preliminary plat by the City Council and Public Improvement Plans by the City of West Des Moines.

- 2. Grading Plans: Rough grading of a parcel or development site may commence prior to approval of plats and site plans with approval of a Grading Permit by the City Engineer.

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: 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 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.
 - 2. General Conformance to Zoning Ordinance: Unless otherwise specified herein, the development of the Jordan Ridge PUD shall comply with title 9, "Zoning", of the city code or any other applicable codes. To the extent that the provisions of this ordinance conflict with or are more restrictive than provisions provided elsewhere in the West Des Moines zoning ordinance, the provisions of this ordinance shall control.
 - 3. Developer Responsibility: Pursuant to the Development Agreement approved by the City on September 7, 2021, the City shall install at its cost the initial two (2) lanes of an ultimate four (4) lane arterial street, including all rough and final grading and underground public infrastructure including water main, fiber conduit, and storm sewer, located on or adjacent to the Property between the terminus of and aligning with the existing Stagecoach Drive on the east and continuing through the anticipated intersection with S. 78th Street on the west, all as more fully set forth in the

Agreement. Although the cost of other requirements of this PUD may be borne by the City, unless specifically approved by the City Council, the developer, its successors and/or assigns, if any, shall pay all remaining 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, and other improvements as required. With any subdivision plat within the PUD, the subdivider shall be responsible for constructing and/or installing the public infrastructure necessary to support development within the PUD in a manner that will assure that the public infrastructure functions at an acceptable level of service (per City policies) and complies with the West Des Moines Subdivision Ordinance and the Des Moines Metropolitan Design Standards, as adopted by the City of West Des Moines, unless modified otherwise in this Ordinance. 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 public improvements 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.

4. Flood Hazard: In all areas within a Base Flood (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 drainageway, 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.
5. Sanitary Sewer: The multi-family land uses proposed within this PUD are anticipated to generate more waste than the previously intended low density residential land use. The existing sanitary infrastructure within this area may not have sufficient capacity for the PUD proposed land uses. The developer shall be responsible for infrastructure improvements necessary to account for additional capacity generated by the land uses. Any further change in approved land uses and/or densities for the PUD will require a reanalysis of the sanitary sewer to assure that adequate capacity is available for the proposed change(s).
6. Street Lighting: Unless otherwise provided for in a separate development agreement, the Developer shall be responsible for all costs associated with the installation of public and private streetlights within or adjacent to any area proposed to be platted or included within a development.
7. Mailboxes: The Developer shall be responsible for installation of any required Cluster Box Units (CBUs) as per standards of the local U.S. Postal Service Post Office.
8. Sidewalks: Standard sidewalks shall be installed along all public roadways within and adjoining the PUD area. Each parcel within the PUD shall implement pedestrian connections to the public sidewalk and trail network. Additionally, to the extent possible given topography of the PUD area, internal pedestrian and bicycle trail and sidewalk systems shall be implemented within each PUD parcel, connecting to other PUD parcels, open space and recreation areas, Des Moines University campus and commercial and other residential neighborhoods of adjacent developments.
9. Interior site lighting should be located, designed and directed in such a way as to mitigate impact on adjacent uses.
 - a. Parking lot fixtures in proximity to residential dwellings on another property (as measured from the dwelling itself), including properties outside of the PUD area shall abide by the following:

- (1) Fixtures greater than 150 feet away shall not exceed twenty-eight feet (28') in height as measured from the ground to the top of the light structure.
 - (2) Fixtures greater than 100 feet but less than 150 feet away shall not exceed twenty-two feet (22') in height as measured from the ground to the top of the light structure.
 - (3) Fixtures less than 100 feet away shall not exceed sixteen feet (16') in height.
- b. The footcandle level at property lines not adjacent to a roadway shall be less than one (1).
 - c. All 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 properties are not looking up and into the bulbs of light fixtures. 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.
 - d. No wall packs or floodlighting are allowed without shields to direct the light downward, except that sconces or decorative lighting shall be permitted to cast light against a wall to highlight architectural elements or add visual interest.
 - e. 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.

SECTION 6. LAND USE DESIGN CRITERIA: In addition to the general criteria as stated above, the following land use regulations, development standards, and design criteria shall apply to the development of all PUD parcels designated on the Sketch Plan:

Overall Residential Density: The 131.5-acre Jordan Ridge PUD shall be allowed a total of 711 residential dwelling units or generally six (6) dwelling units per acre. To aid in preserving natural areas, individual PUD parcels may exceed six (6) dwelling units per acre as long as the overall total number of dwellings allowed within the PUD is not exceeded.

- A. Parcels A & D: The environmental aspects within these parcels greatly impact how much of the parcel is developable. In alignment with the overall PUD intent of preserving the environmental aspects as much as possible, multi-story, vertically attached dwellings (apartment buildings) are intended.

All bulk regulations and provisions set forth in Title 9, Zoning of the West Des Moines City Code for the Residential Medium Density (RM-6) district shall apply to any development proposal within these parcels, unless noted otherwise in this ordinance. Only residential uses shall be allowed within the parcels.

1. Buffers/Streetscape: All views from public roadways and adjoining properties of off-street parking and negative site elements such as mechanical equipment, trash receptacles, garage doors, loading areas, etc. shall be mitigated.
 - a. Development directly adjacent to S. Jordan Creek Parkway is not anticipated. Any existing vegetation disturbed or removed within the first thirty feet (30') adjacent to the road right-of-way line, shall be replaced. Vegetation replacement types and numbers of trees and shrubs provided shall comply with city code requirements for a thirty-foot (30') buffer.
 - b. A minimum thirty foot (30') wide landscaped buffer shall be provided along the western and south boundaries of Parcels A.
 - c. A minimum thirty foot (30') wide landscaped buffer shall be required along the western boundary of Parcel D.
 - d. Buffers and perimeter setback lines shall be allowed to overlap; however, no building or paving improvements of any kind shall be located within a required buffer.
 - e. See Streetscape section.
 - f. Existing trees and shrubs may be credited towards provision of the buffer/streetscape plantings when an ISA (International Society of Arboriculture) certified arborist provides documentation confirming that the tree is high quality, a desired variety, not on the City's prohibited tree list or

of an Ash variety and in a thriving condition. If existing vegetation is not sufficient to mitigate views of elements stated above, additional trees and shrubs shall be implemented to achieve mitigation of views.

- B. Parcel B: The intent of this parcel is to provide land for a future public park that will be combined with land dedications of adjacent developments to provide a park for Jordan Ridge residents and the larger area west and south of the Jordan Ridge PUD. This development's Parkland Dedication obligations will be defined in a separate agreement(s) in conjunction with platting and site planning.
- C. Parcel C: This parcel contains two ridgelines with significant slopes and much of parcel covered with trees. To capitalize on the trees and natural walk-out lots created by the slopes, and to meet the PUD intent of preserving natural areas, this parcel will be developed with single-family estate-type detached dwellings thus providing for an additional type of living option than provided within other PUD parcels and the overall area.

All general use and bulk regulations and provisions set forth in Title 9, Zoning of the West Des Moines City Code for the Residential Single Family (RS-30) district shall apply to any development proposal within this parcel, unless noted otherwise in this ordinance. Only residential uses shall be allowed within the parcel.

- 1. Lot Size: The minimum lot size permitted within this development shall be thirty thousand (30,000) square feet and shall provide a minimum of one hundred (100) feet in width as measured at the building setback line.
- 2. Setbacks:
 - a. Primary Dwelling Structure: thirty-five-foot (35') front and rear yard; eight-foot (8') and twelve-foot (12') side yard setbacks. Buildings shall be set as close as possible to the thirty-five foot (35') front yard setback line to preserve as many trees as possible and minimize the grading of the site.
 - b. Detached Accessory Structures: Shall not be located front of the rear plane of the dwelling and shall provide a minimum seven foot (7') side and rear yard setback, except double frontage lots which have a buffer along the rear lot line shall provide a minimum thirty-five foot (35') setback.
- 3. Buffers:
 - a. A thirty-foot (30') wide buffer shall be located along S. 81st Street. The buffer and building setback line are permitted to overlap; however, the full thirty-foot (30') buffer width needs to be provided even if the required primary or detached accessory setback is less than the required buffer width. Buffer plantings consistent with city code shall be implemented prior to the issuance of an occupancy permit, including temporary occupancy permit for the lots adjacent to S. 81st Street.
 - b. A thirty-foot (30') wide buffer shall be located along the rear lot line of any double frontage lots (front and rear lot line abut a street). The buffer and rear yard setback are not allowed to overlap: the thirty-foot (30') rear yard setback shall be measured from the interior (non-street) side of the buffer. No structures shall be located within the buffer with the exception of fencing per city code with permission by the City Council. Buffer plantings consistent with city code shall be implemented prior to the issuance of an occupancy permit, including temporary occupancy permit for double frontage lots.
 - c. Existing trees may be credited towards provision of the buffer plantings when an ISA (International Society of Arboriculture) certified arborist provides documentation confirming that the tree is high quality, not on the City's prohibited tree list or of an Ash variety and in thriving condition.
- 4. Fire Suppression:
 - a. Homes that are eight thousand (8,000) square feet or larger (including garage, all livable floors including attics if used as habitable space, and all covered or enclosed structures attached or within twenty feet (20') of the dwelling) must be fire sprinklered in accordance with the West Des Moines Fire Code.

- b. Homes on those lots that are all or in part located greater than seven hundred fifty feet (750') from the eastern curb of S. 81st Street must be fire sprinklered regardless of the size of the dwelling structure. The City's Fire Marshal shall have final say regarding the distance from S. 81st Street to the lot and thus whether fire sprinklering will be required for a lot.
- D. Parcel E: The dwellings in this parcel shall be of a horizontally attached product type in order to provide for an additional type of living option than provided within other PUD parcels. No stacked units shall be allowed.

All bulk regulations and provisions set forth in Title 9, Zoning of the West Des Moines City Code for the Residential Medium Density (RM-6) district shall apply to any development proposal within this parcel, unless noted otherwise in this ordinance. Only residential uses shall be allowed within the parcel.

1. **Buffer/Streetscape:** A thirty foot (30') wide buffer shall be provided along S. Jordan Creek Parkway. Existing trees may be credited towards provision of the buffer plantings when an ISA (International Society of Arboriculture) certified arborist provides documentation confirming that the tree is high quality, a desired variety, not on the City's prohibited tree list or of an Ash variety and in thriving condition. Areas lacking sufficient vegetation to comply with standard city code requirements shall implement additional vegetation.

SECTION 7. STREETSCAPE: Streetscapes are intended to be ornamental in nature, bringing green to the City, shade and mitigation of heat reflection and visually softening the harshness of pavement expanses. Unless a buffer is specifically provided for elsewhere here within, a minimum thirty-foot (30') streetscape shall be required along S. Jordan Creek Parkway, Stagecoach Drive, S. 81st Street, both sides of new Booneville Road and the north side of existing Booneville Road. Streetscape vegetation requirements shall follow City Code as provided for type and number of plantings for a thirty foot (30') wide buffer. Existing trees may be credited towards provision of the streetscape plantings when an ISA (International Society of Arboriculture) certified arborist provides documentation confirming that the tree is high quality, a desired variety, not on the City's prohibited tree list or of an Ash variety and in a thriving condition.

SECTION 8. ARCHITECTURE: The intent is to create building facades throughout this development that are articulated to provide visual interest to pedestrians and to establish a unique identity for the development. Although it is understood and preferred that not all buildings within a parcel are identical, each building will include design elements as well as common materials, complimentary colors and detailing to provide continuity amongst buildings and to unite all structures within a parcel into one project concept.

The architectural design of any multi-family building within this development shall be acceptable to the City. Building design shall provide 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 multi-family buildings. An approved material palette is on file with Development Services that provides the variety of materials appropriate for use within the multi-family parcels of the PUD. The first site plan approved for multi-family development within the PUD shall set the design theme for the overall PUD. Final details of actual design, materials, colors and detailing will be provided at the time of individual site plan approvals. Once City approval is obtained 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 except single family dwellings within this development shall accommodate or incorporate the following in building design and materials:
 1. All sides to each building shall receive high quality materials, finishes, and details (360 degree architectural treatment). There are no "backs" to a building.
 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 building's design should meet context and site objectives such as providing gateways, creating visual and physical linkages and framing or terminating views.
4. Projections above the roof shall have sufficient depth to appear as an integrated three-dimensional element.
5. Form and Scale:
 - a. Building design shall consider the scale of the building and create a distinct and intended transition to the height, bulk, and scale of the building depending on the immediately surrounding development. Building articulation and materials which break up the building mass into modules that respect a residential scale and reflects proportions similar to other buildings within the area shall be incorporated. 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.
 - b. Building entries, front porches for residential uses, pedestrian areas, plazas and street level uses and functions should be designed to engage the pedestrian with the activities occurring within them and should be designed to be in the scale appropriate to the use and function of the space. 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.
 - c. Trim and structural elements such as posts or columns shall be sized to the scale of the building.
6. Material Quality and Detail:
 - a. Materials should be durable, economically maintained and of a quality that will maintain their appearance over a prolonged time. The choice of materials and texture has great visual significance and can affect the long-term appearance of the city. Proper selection of exterior building material is directly related to the durability of the building against weathering and damage from natural forces. Materials should be durable, economically maintained and of a quality that will maintain their appearance over a prolonged time. Natural 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.
 - b. Variation in materials, material modules, expressed joints, textures, colors and details shall be used to break up the mass of the buildings. Changes in materials shall be aligned with changes in plan or roof form to emphasize these changes in building mass and shall have the appearance of 3-dimensional elements.
 - c. 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. 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 that twenty percent (20%) of the cladding material. The use of vinyl materials is prohibited.
7. Outdoor Living Area: All dwelling units within multi-family buildings shall provide a defined public plaza or outdoor living space.
 - a. Unit design should incorporate elements such as balconies and patios to reinforce the connection between the residents and the activities within the development. A minimum of eighty percent (80%) of the multi-family units within the development must provide a balcony or porch/patio with a minimum usable area of forty (40) square feet and a minimum usable dimension of five feet (5') in either direction. In lieu of outdoor living area for individual units, common defined and enhanced, suitably sized area(s) relative to the number of residents within the development, outdoor living space(s) can be provided.

- b. Should covered parking be pursued, the architectural details of detached garages should incorporate the materials and treatments of the dwelling, such as windows, doors, trim and materials on all sides of the garage. For parking incorporated within the primary building, the design should place the garage doors on a non-street side façade and on facades not facing single-family residential developments. Screening or design elements will be required to minimize the dominance of garage doors on the facade.
- 8. Roof and Building Mounted Mechanical Equipment: Views of equipment from roadways and adjoining development sites shall be mitigated by screening incorporated into the design of the building through location and the use of equipment penthouse, parapets, screening walls, or other acceptable solutions as identified during the review of the site plan.
- B. Architecture for Single Family Dwellings: The design of single-family detached dwellings is intended to encourage a sense of place by providing building designs that engages residents with the street and neighborhood. Building design should reinforce this sense of community by establishing a unique identity. This can be accomplished by careful attention to building massing and human scale, choice of exterior building materials, details and site orientation. Porches are encouraged to be made a part of the front façade of dwellings to provide a useable outdoor space.

SECTION 9. SIGNAGE: All signage within the PUD shall be designed, constructed and maintained in accordance with the West Des Moines Sign Code. The zoning district designated for application of bulk regulations for each parcel shall govern signage allowances and design for the parcel.

SECTION 10. PARKLAND DEDICATION: An area of land calculated by a set formula based upon the density (total number of dwelling units) of the proposed development is required to be dedicated for purposes of a public park and greenway as per city code. A Parkland Dedication Agreement, acceptable to the Park and Recreation Department, detailing the specifics related to the Parkland Dedication obligations for the development of any area contained within the PUD is required to be submitted. Intended amenities and facilities to fulfill dedication requirements shall be identified as part of preliminary plat/site plan review of a PUD parcel. A Parkland Dedication Agreement, acceptable to the Parks and Recreation Department, detailing the specifics related to the Parkland Dedication requirements for each area developed as residential is required to be executed in conjunction with the associated final plat or site plan, whichever is approved first. At the time of final platting of land intended to fulfill park and greenway requirements, said land shall be deeded to the City.

SECTION 11. VEHICLE TRIP ALLOCATIONS: A Traffic Impact Study (study) dated September 3, 2021, has been prepared for the Jordan Ridge development. Per the study, the development has been allocated 348 P.M. peak hour trips; 262 A.M. peak hour trips; and 4,147 Average Daily Trips (ADT). As development proposals are approved the number of vehicle trips generated by the proposed development (based upon the number of residential dwellings in conjunction with any parameters established in the study) will be subtracted from the total trips allocated to the development. Approval of this PUD does not constitute a guarantee that the proposed plan can be implemented. Development of all parcels and implementation of desired land uses, including specific high traffic generating tenants, will be limited by the available number of trips.

Should anticipated traffic exceed the total trips allocated for the Jordan Ridge 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 PUD 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 PUD ordinance and/or PUD Sketch map, if necessary, if the existing uses and the proposed change(s) collectively do not exceed the total trips allocated to the development.

SECTION 12. STORM WATER MANAGEMENT: Individual Storm Water Management Plans will be required with each preliminary plat for ground within the PUD area. The Developer will have said Storm Water Management Plans prepared by a Professional Engineer licensed in the State of Iowa. The Storm Water Management Plans 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 a preliminary plat.

At time of final platting, ownership and responsibility for all storm water detention areas and private storm water detention outlet structures will need to be established through the execution of a Storm Water Facility Maintenance Agreement prepared by the City with information provided by the developer. This agreement essentially provides that the property owner will maintain and repair their storm water facilities. If they fail to do so, the city will make repairs or perform maintenance and assess all costs back to the property owner. Upon installation of storm water management facilities, the property owner will be responsible to provide as-built drawings and a letter certifying the detention facility was constructed in in conformance with the approved Storm Water Management Plan. The letter and as-built plans will be required prior to the issuance of a final occupancy permit for the first building or residential dwelling on property which is served by a particular detention facility. Both the letter and as-builts will need to be signed and sealed in accordance with Chapter 6, 193C-6.1(542B) of the Iowa Code.

SECTION 13. PROPERTY OWNERS ASSOCIATION: If deemed necessary, proper action shall be taken to establish development specific property owners' associations, as well as a master association if necessary. The owners association(s) shall be responsible for the ongoing upkeep and maintenance of any private infrastructure, common grounds such as buffer parks, storm water detention facilities, greenbelts, plazas and other common space, and any other specific development improvements noted as their responsibility in this ordinance or otherwise determined as part of the platting or site plan process.

SECTION 14. 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 Marshal, "No Parking Fire Lane" areas may be established as necessary to ensure efficient movement and access of the fire trucks. Unless otherwise agreed upon, the developer of the Jordan Ridge 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 15. REPEALER: All ordinances or parts of ordinances in conflict with the provision 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 Title 1, Chapter 4, Section 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 _____ 2021.

Steven K. Gaer, Mayor

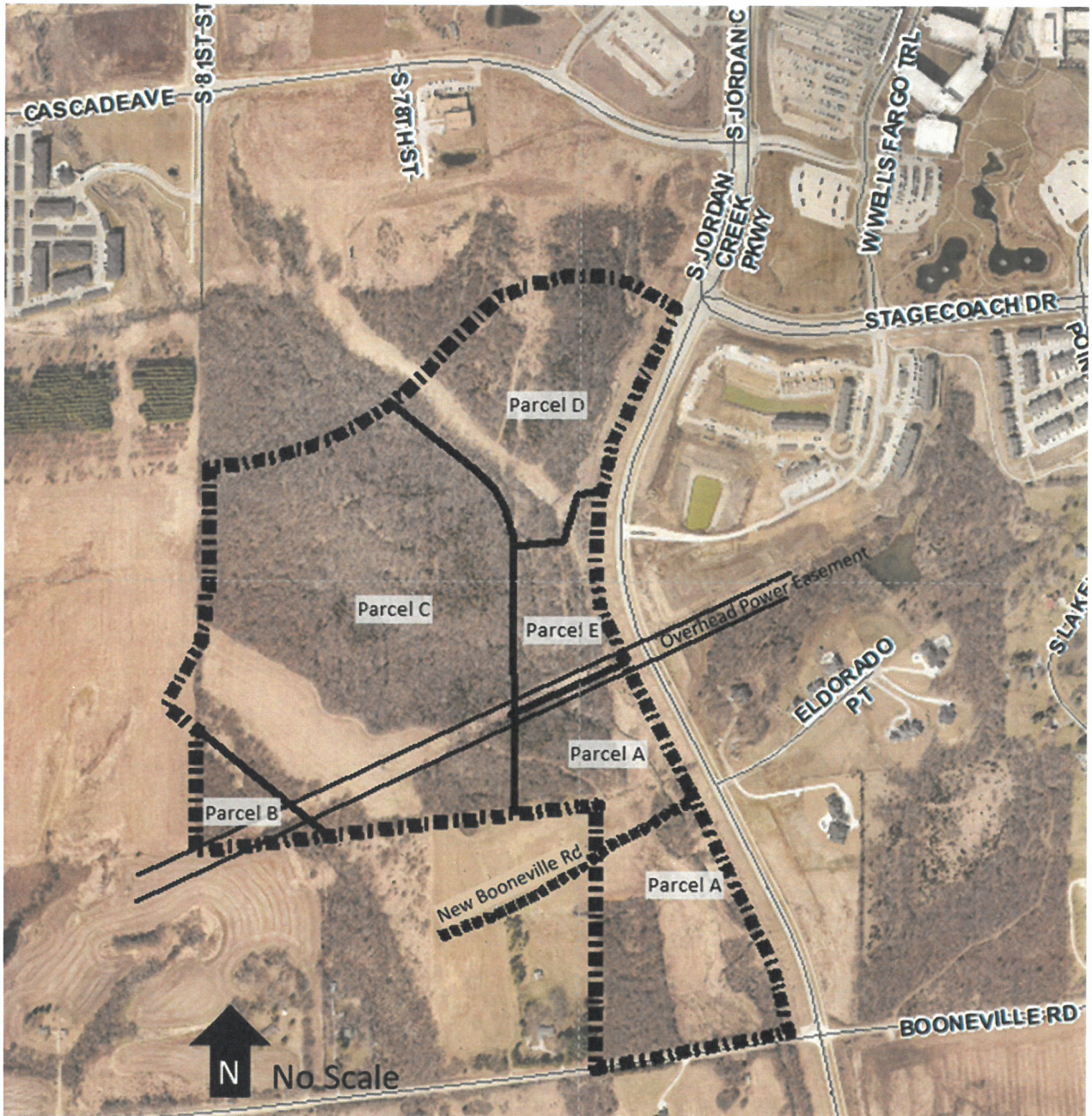
ATTEST:

Ryan T. Jacobson, City Clerk

I certify that the foregoing was published as Ordinance No. _____ on the _____ day of _____ 2021.

Ryan T. Jacobson, City Clerk

Exhibit "A" - Jordan Ridge PUD Sketch Plan



Jordan Ridge Material Palette

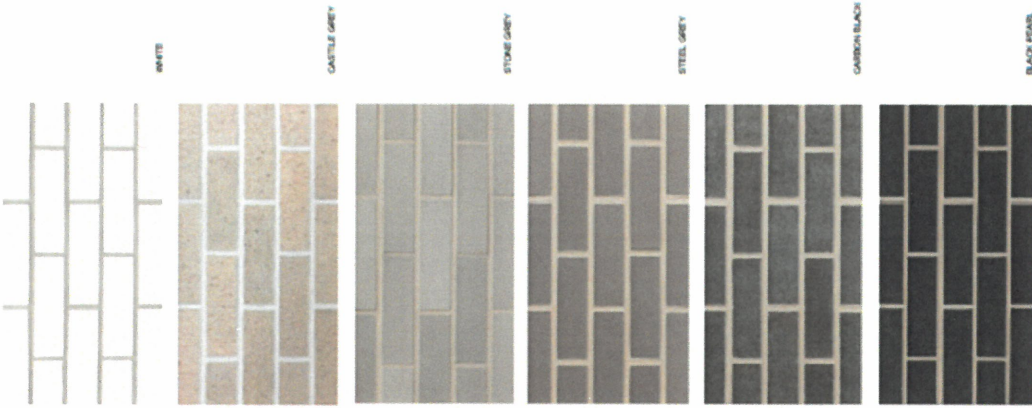
STONE COLOR / PATTERN OPTIONS (OR SIM.)

BASE MANUFACTURER - SHANDS STONE
SIMILAR MANUFACTURERS ARE ACCEPTABLE



BRICK COLOR OPTIONS (OR SIM.)

BASE MANUFACTURER - GARY GREY
SIMILAR MANUFACTURERS ARE ACCEPTABLE

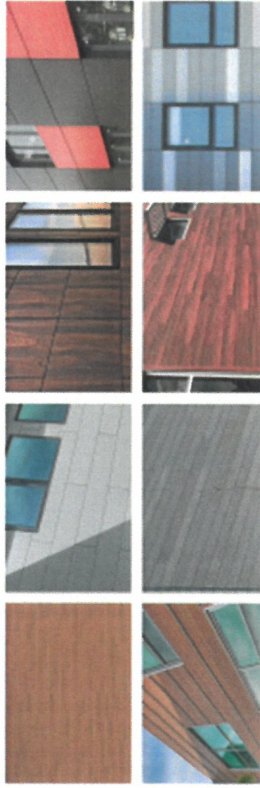


CANOPY/AWNING COLORS (OR SIM.)

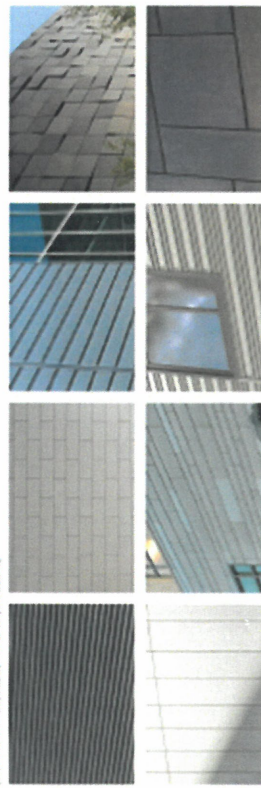


NON-MASONRY EXTERIOR FINISH OPTIONS

WOOD LOOK OR COMPOSITE PANELS WITH CONCEALED FASTENERS
(VARYING SHAPES, SIZES & COLORS)



METAL PANELS WITH CONCEALED FASTENERS
(VARYING SHAPES, SIZES, PATTERNS, & COLORS)

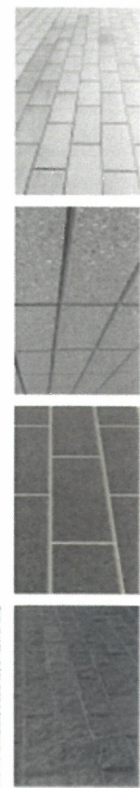


PERFORATED PANELS
FINE TEXTURE (VARYING NEUTRAL COLORS)



CONCRETE MASONRY UNIT OPTIONS (OR SIM.)

VARYING SIZES, COLORS, & TEXTURES



ACCENT COLORS



EIFS

